

Indiana Shipwreck Project



This project made possible with Section 309 financial assistance to the Indiana Lake Michigan Coastal Program under Awards NA09NOS4190079, NA11NOS4190094, and NA12NOS4190092 provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office For Coastal Management, National Oceanic and Atmospheric Administration.

INDIANA
LAKE MICHIGAN
COASTAL PROGRAM

25 - 30 years ago

- Initial survey by Indiana State Historic Preservation Office
- Working with local divers and state agencies



15 Years Ago...

ASSESSMENT AND MANAGEMENT RECOMMENDATIONS
FOR HISTORIC SHIPWRECKS LOCATED IN
INDIANA TERRITORIAL WATERS OF SOUTHERN LAKE MICHIGAN

Prepared for:
Indiana Department of Natural Resources

In partial fulfillment of:
Existing Recreational Plans for the Lake Michigan Watershed
Contract Number E6-0-A044

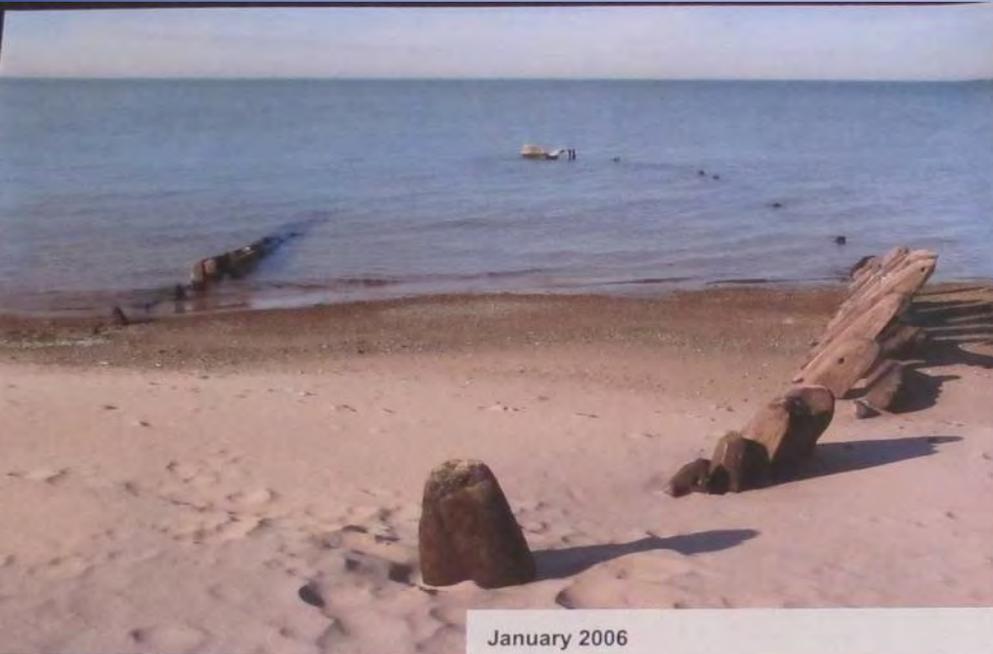
Prepared by:
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Indiana University
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47405

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October 2000

- Legislative Issues
- Underwater Shipwreck Parks and Preserves
- Shipwrecks in Indiana Territorial Waters
- *Muskegon* Assessment and Management Recommendations
- *J.D. Marshall* Assessment and Management Recommendations
- Recommended Interpretive Underwater Guide
- Similar Shipwreck Parks Under State or Federal Jurisdiction
- Existing Recommendations from Previous Indiana DNR Reports

9 Years ago...



January 2006

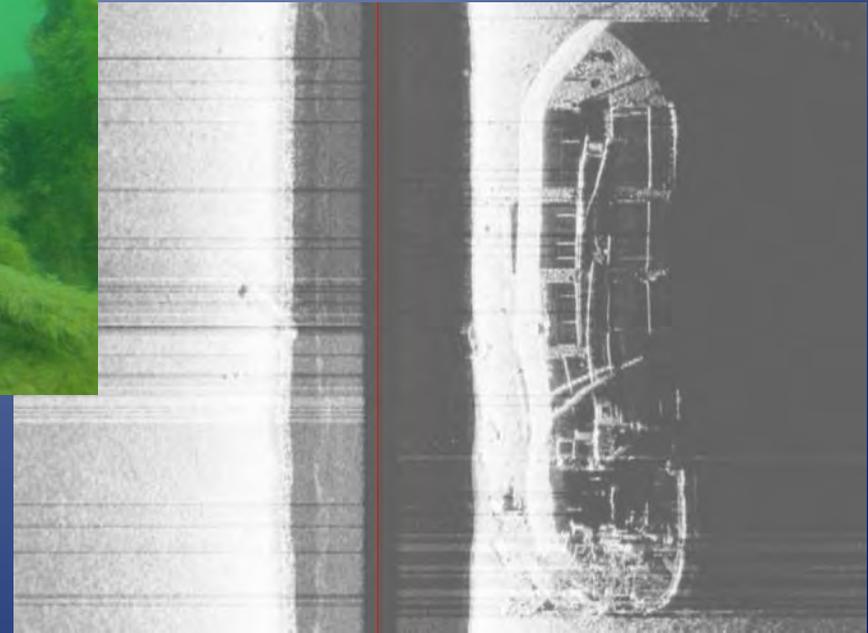
Looking north from the stern area toward the bow.
Image by Richard Hallman - Ogden Dunes resident



Needs Assessment

- Stakeholder Interviews
 - Conservation vs. Preservation
 - Dive Ethics 101
 - Better communication
 - Outreach
 - Complete reassessment of sites
 - NRC Involvement
- Literature Review
- Scope Development
- RFP
- Steering Committee

2010 - 2015



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Andrew J. Weir, J
Kathryn C. Egan-Brul

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MANAGEMENT PLAN
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LMCPWR0784

MANAGEMENT PLAN
J. D. MARSHALL (12PR0723) NATURE PRESERVE
WITHIN INDIANA'S TERRITORIAL WATERS OF LAKE MICHIGAN

This work and report are made possible with Section 309 financial assistance to the
Indiana Lake Michigan Coastal Program under Award NA10NOS4190187 provided by the
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and Coastal Resource Management, National Oceanic and Atmospheric Administration

Prepared for

LAKE MICHIGAN COASTAL PROGRAM
INDIANA DEPARTMENT OF NATURAL RESOURCES
402 WEST WASHINGTON, ROOM W 267
INDIANAPOLIS, INDIANA 46204

By

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Kathryn C. Egan-Bruhly, Ph.D., R.P.A., Project Manager

June 2013
WR-0784

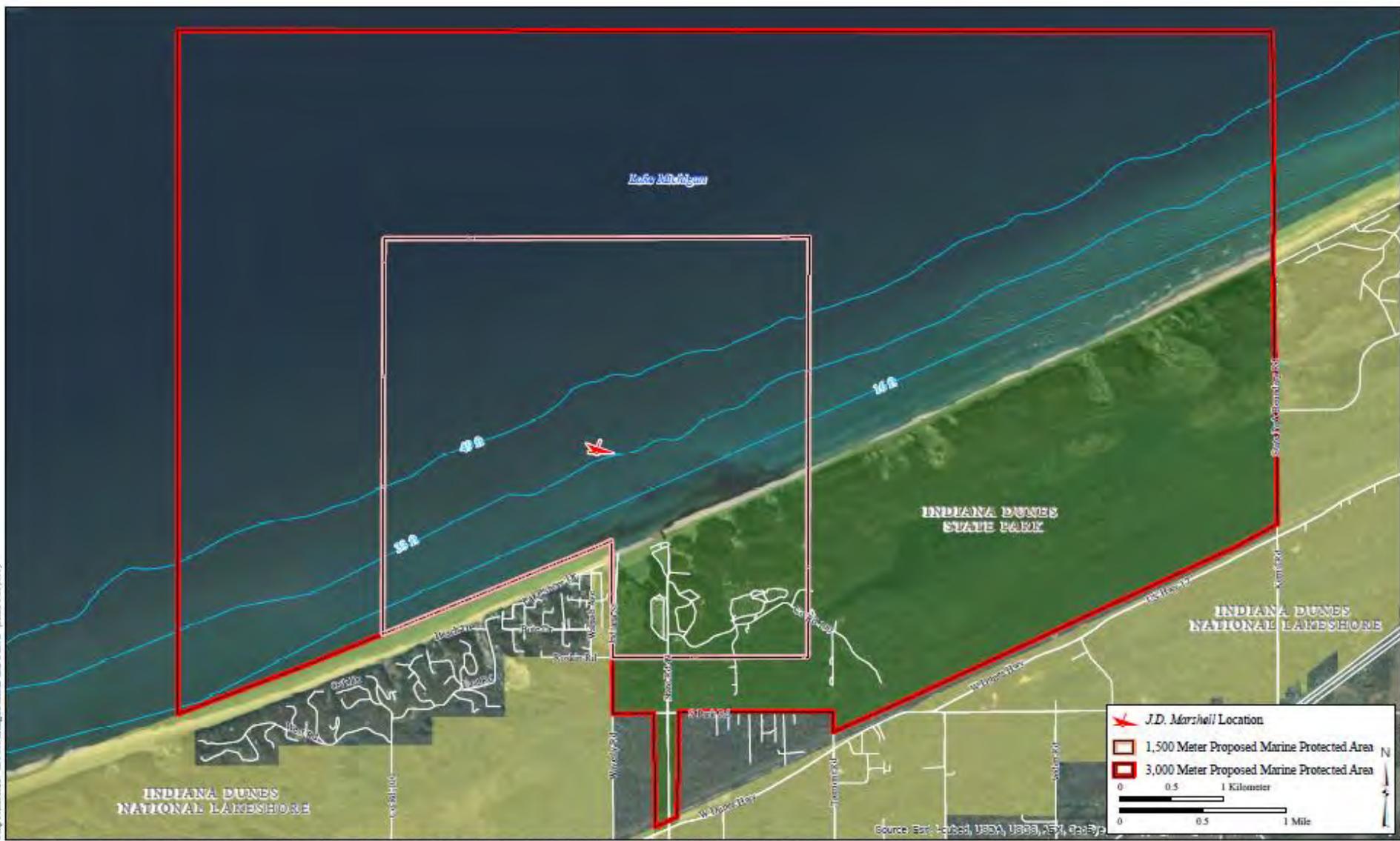
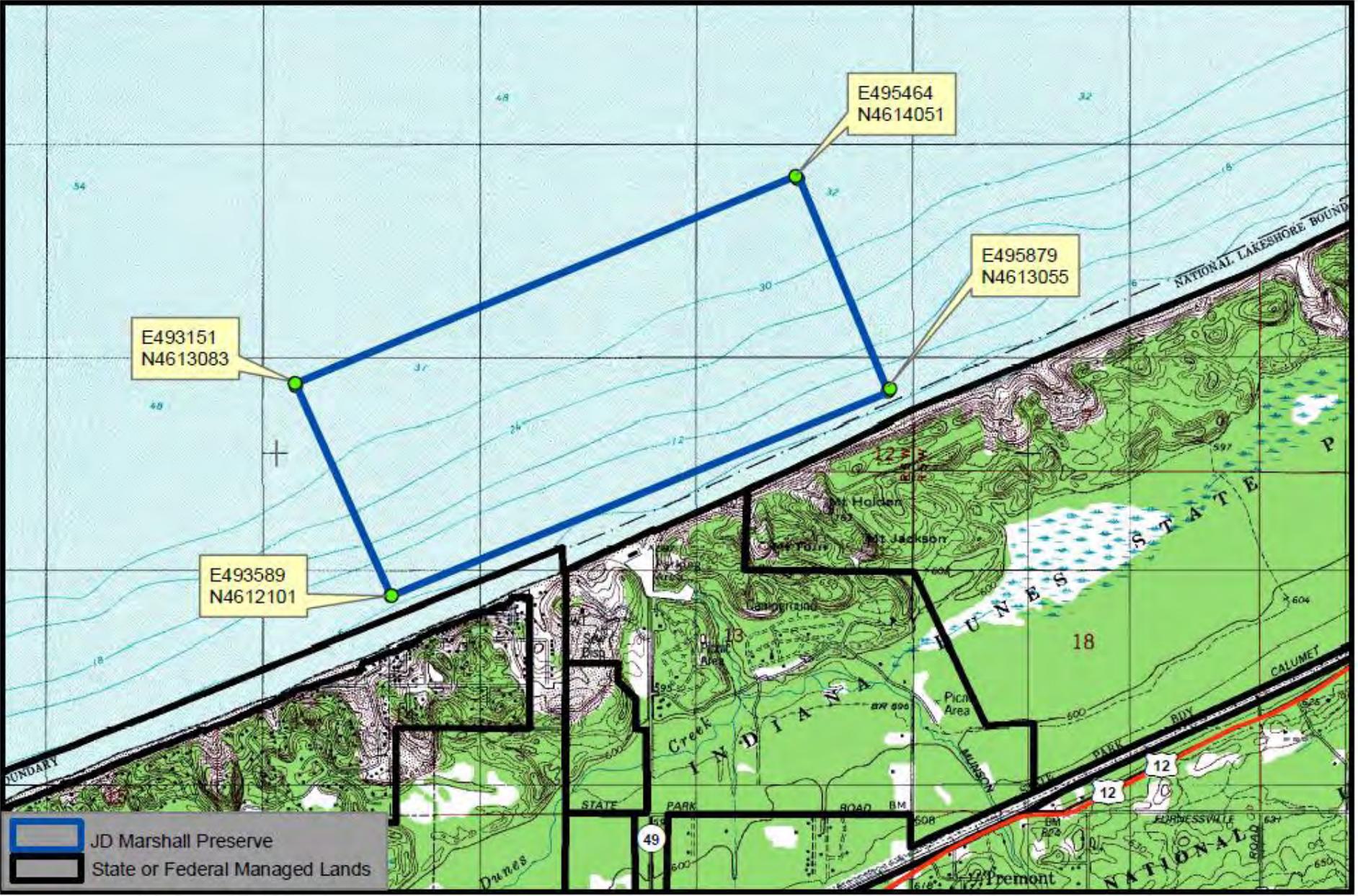


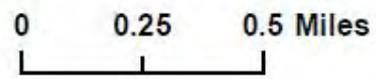
Figure 1. Proposed Marine Protected Area (MPA) Boundary 1 (1,500 Meters), Boundary 2 (3000 Meters, for J. D. Marshall (12PR723))



Figure 1. Proposed Marine Protected Area (MPA) Boundary for J. D. Marshall (12PR723)



map created by R Wilson IDNR Nature Preserves 8.5.2013



JD Marshall Nature Preserve

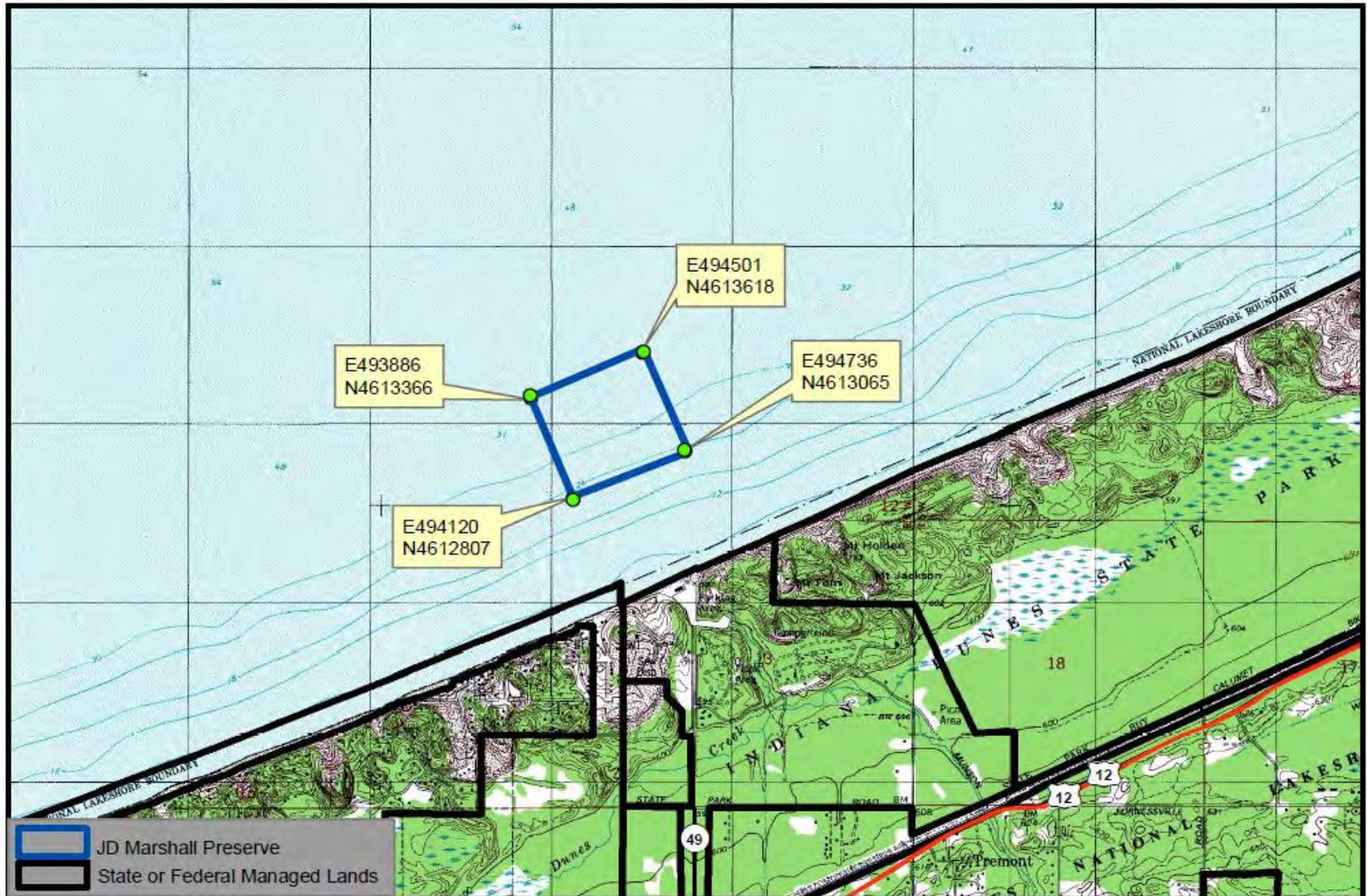
County: Porter

Size: 100.0 acres

Exhibit A

USGS Quad Map: Dunes Acres

Ownership: Div State Parks & Reservoirs



map created by R Wilson IDNR Nature Preserves 8.27.2013

0 0.25 0.5 Miles



Purpose of Agreement:

The purpose of the Agreement is to set forth roles and responsibilities of several Divisions of the Indiana Department of Natural Resources with regards to the *JD Marshall* preserve. The signatories to this document agree the following stipulations:

Term Clause:

This agreement is effective for an original period not to exceed five years. It shall commence the date of the last division signatory. This agreement may be modified, amended, or terminated as a result of consultation and agreement by all signatory divisions.

Division of State Parks and Reservoirs:

- Develop interpretive materials for the preserve
 - o Educational curriculum
 - o Divers guidelines in signage
- Maintain interpretive signage – onshore, in water (Friends Group), Local Dive Clubs, training programs
- Procurement of:
 - o interpretive materials utilizing Coastal Grant funding
 - o marker and mooring buoys
 - o maintenance contract for buoy placement – May in and October out
- Provide staff time as match for LMCP grant funds
- Coordinate annual site inspection
 - o this includes visual inspection, photography, and video but does not include mapping, recording, or collecting artifacts
 - o provide copy of inspection information to all signatory divisions
- Conduct comprehensive archaeological site assessment by a qualified professional archaeologist following DHPA guidelines every five years as funding permits
- Include shipwreck components in Dune: State Park Emergency Response Plan
- Develop and maintain SOP for park staff – when to contact Law Enforcement
- Follow Artifact SOP
- Follow Metal Detecting SOP

Division of Historic Preservation and Archaeology:

- Provide assistance to DSPR for interpretive material development
- Provide SOP to DSPR for handling artifacts that wash ashore
- Provide guidelines regarding metal detecting
- Provide support to DSPR for annual site inspection and comprehensive archaeological site assessment every five years
 - o maintain DHPA Shipwreck monitoring and online training course;
 - o review and issue site monitoring plans as needed
- Maintain information in SHARRD Database
- Provide support for Marine Protected Area nomination
- Assist DNP and DSPR with the implementation of the Master Plan

Division of Nature Preserves:

- Interpret and implement Master Plan and Articles of Dedication in cooperation with DSPR and DHPA

Division of Nature Preserves – Lake Michigan Coastal Program (LMCP):

- LMCP to fund:
 - o initial purchase of Marker and Mooring buoys and anchoring device
 - o interpretive materials
 - o DSPR to conduct comprehensive archaeological site assessment by a qualified professional archaeologist following DHPA guidelines every five (5) years (as funding permits)
- Coordinate Marine Protected Area nomination with other parties

Division of Law Enforcement:

- Provide enforcement of site regulations
- Distribute interpretive materials as needed
- Provide assistance as needed for Emergency Response

Division of Fish and Wildlife:

- Fisheries staff will monitor the use by sport anglers through the ongoing creel survey program. Specifically, anglers fishing from Burns waterway will be asked if they utilized the mooring buoys off the state park while fishing for perch and/or whether they wanted to fish the area but the mooring buoys were occupied.
- Results will be briefly summarized as they become available and provided to the Coastal Program administrator and State Park manager as needed.

Disputes:

Disputes regarding the fulfillment of the stipulations of this agreement shall be resolved by the consultation of all signatory divisions. If the signatory divisions cannot reach an agreement, any one of the signatory divisions may request the participation of the Executive Office of the IDNR to resolve the dispute.

The below signed parties or their successors agree to the terms of this agreement.

Division of Nature Preserves

Director – John Bacone

 9/16/13

Division of Historic Preservation and Archaeology

DNR Deputy Director – Chris Smith

 9/16/2013

Division of Law Enforcement

Acting Director – Steve Hunter



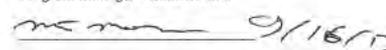
Division of State Parks and Reservoirs

Director – Dan Bortner

 9/16/13

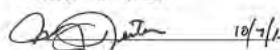
Division of Nature Preserves - LMCP

Program Manager – Mike Molnar

 9/16/13

Division of Fish and Wildlife

Director – Mark Reiter

 10/7/13

Department of Natural Resources

Director – Cameron F. Clark

 10/7/13



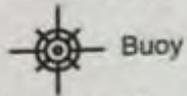
This work made possible with Section 306A financial assistance to the Indiana Lake Michigan Coastal Program under Award NA12NOS4190092 provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office For Coastal Management, National Oceanic and Atmospheric Administration.



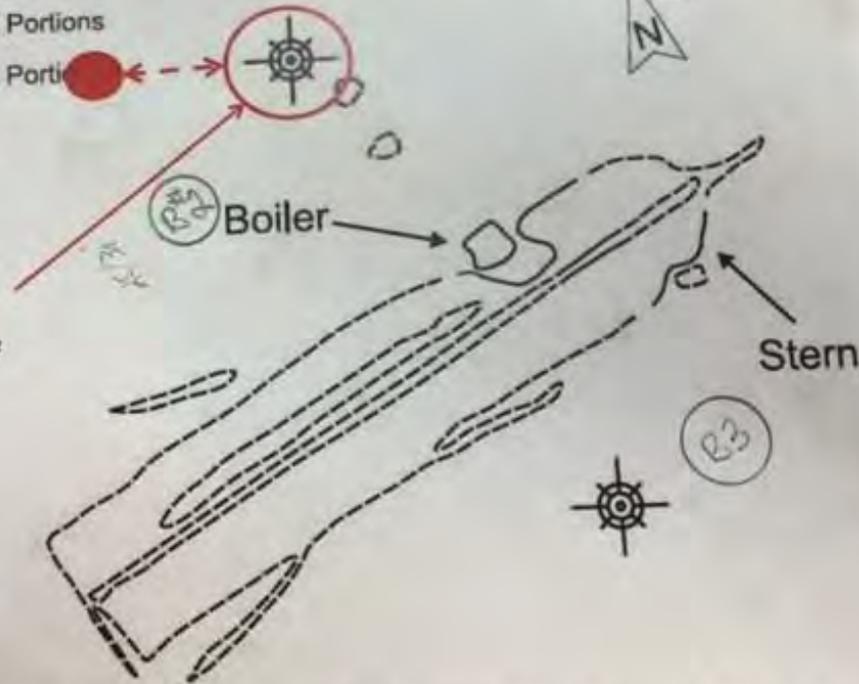
J. D. Marshall Preserve

— Visible Portions

— Buried Porti



I would recommend moving this buoy west because the debris pile has more pieces than previously recorded (see sonar screen shots following this slide)



Location for each marker/mooring buoy system: 1) N 41.668946 W -87.069001; 2) N 41.669081 W -87.068604; and 3) N 41.668757 W -87.068628

Mooring Buoys



Education Templates

On-Site Plaque Template



THE MATERIAL SERVICE

This vessel was a steam operated self-unloader barge, built in 1929. She foundered under storm conditions in 1936, and 15 lives were lost.

History & architecture of the Material Service

1816

Hundreds of people visit the *Material Service* each year to SCUBA dive on the wreck. The wreck is located in Lake County, Indiana, a quarter mile off the Calumet harbor break wall.

The *Material Service* was built at Sturgeon Bay, Wisconsin in 1929 by Leatham D. Smith for the Smith-Putnam Navigation Company. The *Material Service* powered across Lake Michigan and into the canals and the rivers of Illinois from 1929 until 1936. It was a self-unloading barge, with equipment to mechanically unload its cargo. The ship measured 239.7 feet in length by 40.1 feet abeam with a draft of 13.9 feet, and weighed 1077 gross tons, or 736 net tons. This vessel was powered by a twin diesel engine and operated by propeller.

This vessel's design combined with a system of lowering equipment to allow this barge to move under the bridges on the Chicago River without requiring bridge openings. Built specifically to transport sand and gravel from Lake Michigan to docks up the Chicago River, the vessel incorporated architectural elements that were inventive and innovative in functionality and structure. Thus, the vessel represents a unique twentieth century motorship design.

Hatch to bow quarters at south end



Site today & current conditions

The vessel lies fairly intact in an upright position on its hull. The depth of the wreck where its hull lies in the sandy bottom is 33 to 35 feet. The main deck is 22 feet deep and a section at the stern is within 15 feet of the surface. The vessel consists of the main frame, sidewall sections, and machine components. The holds are exposed and open on the deck. The sidewalls are intact, but are penetrated by several cracks. The exterior of southern portion of the site (bow area) is intact, with the interior bulkheads having collapsed to an extent. The northern (stern area) is also intact, but the upper deck and pilot house have been destroyed. The lower stern area with propeller assembly is still in place, but the propeller is partially buried.

Sinking event

On the fateful last journey, the ship departed Lockport, Illinois, headed for South Chicago. Captain Charlie D. Brown was commanding the vessel; he did not survive. It was reported that a large wave washed over the ship, causing it to list sharply and quickly, before much of the crew could react and get free of their bunks. At the time of the disaster, the ship had a cargo of 2,500 tons of sand or gravel. It was owned by Material Service Company of Chicago, and their loss was estimated at \$500,000 in 1936.

Flora and fauna

Biotic life at the *Material Service* includes algae, sponges, zebra mussels, and fish. Fish common on this wreck are small mouth bass and invasive round goby. The deck is covered with invasive green algae. Invasive zebra mussels are prevalent throughout the ship structure on the metal hardware, sidewalls, and machine components, where they obscure finite structural details.

Pilot house remnant, starboard side



Indiana Underwater Heritage Site



Indiana Image of *Material Service*



On-Shore Plaque Template



THE WRECK OF THE MATERIAL SERVICE

Driven by a twin diesel engine and operated by propeller, the *Material Service* powered across Lake Michigan and into the canals and the rivers of Illinois from 1929 until 1936. It was a self-unloading barge that measured 239.7 feet in length by 40.1 feet abeam, with a draft of 13.9 feet and a weight of 1077 gross tons, or 736 net tons.

This vessel had a superstructure and a system of lowering equipment that allowed it to move under the bridges on the Chicago River without requiring bridge openings.

She foundered under storm conditions on July 29, 1936, and 15 lives were lost.

INDIANA UNDERWATER
HERITAGE SITE

The J.D. Marshall Preserve

Frequently Asked Questions

What is the J.D. Marshall Preserve?

The *J.D. Marshall* Preserve is the first underwater preserve in Indiana. It is based around the *J.D. Marshall* shipwreck site. The ship sank on June 11, 1911.

Why designate this as a State-dedicated nature preserve?

State-dedicated nature preserves are usually on land, but many include portions of ponds and lakes, and a few include entire lakes. Some nature preserves also include cultural features. Nature preserves can be established for a variety of reasons, and one of those reasons (per the Nature Preserves Act, IC 14-31-1) is to promote understanding and appreciation of cultural values by the people of the State of Indiana.

What does it mean to be a nature preserve?

State-dedicated nature preserves are given the highest amount of protection a tract of land can have within Indiana. The intent is to protect the preserve from any threats or conversion to another use. In this case, that primarily means keeping the *J.D. Marshall* in an undisturbed condition.

How will I know where the boundary of the preserve is located?

The preserve will be denoted by seasonally-placed mooring buoys near the center of the preserve. There is no anchoring allowed within 1,000 feet of the mooring buoys. The NOAA nautical charts will be updated to include the boundary at a later date. The mooring buoys are located at: 1) N 41.668946 W -87.069001; 2) N 41.669081 W -87.068604; and 3) N 41.668757 W -87.068628

How big is the preserve?

The preserve is approximately 100 acres. It extends from the lakebed up, to space.

Why protect a shipwreck?

Shipwrecks are more than just wood and steel beams. They tell an important story about past events and about the people who lived before us. They provide information regarding our economic, technological, and cultural history, and give us insight into early survival on the Great Lakes. Shipwrecks represent both archaeological and artistic values, and show us how the decisions we make today can affect future generations. If we preserve shipwrecks, they will be available for many to see and study for years to come.

Can I still fish in the preserve?

Yes, paddling by canoe or kayak and fishing by boat with a draft less than 8 feet are both allowed; however, no anchoring is permitted by any vessels within the boundaries of the preserve for the protection of the shipwreck and surrounding debris field. DNR will place mooring buoys for fishing or diving (one boat per buoy permitted) within the boundary of the nature preserve. Use of the preserve for paddling and fishing is subject to preserve rules established by the Administrator and also subject to state fishing regulations.

J.D. Marshall Facts

Vessel type: Cannaler

Built: 1891 in South Haven, MI Date Lost: June 11, 1911

Length: 154.5 feet Width: 33.5 feet abeam

Draft: 12 feet Weight: 531 gross tons

On Board: Captain and 10 crew Lives Lost: 4 crew members

Purpose: Transport commercial and industrial goods such as lumber, converted to a barge for sucking and hauling sand

Fate: Capsized in a storm, reportedly hauling 1,000 tons of sand

Location: Porter County, Indiana Dunes State Park

Pictured: A southeast view of the *J.D. Marshall* shipwreck site.

Why can't I use my anchor in the preserve?

The shipwreck extends above the lakebed, and anchors can catch onto important and fragile parts of the ship. Submerged cultural resources like the *J.D. Marshall* are nonrenewable. The damage could result in a permanent loss.

Are there other restrictions inside the preserve?

Restrictions are designed to protect the shipwreck and debris field while allowing recreation on the surface to continue as it has in the past.

- Moving, removing, injuring, possessing, or attempting to move, remove, injure, or possess, a preserve historical resource is prohibited. Per Indiana Code 14-21-1, a permit is required to conduct archaeological field investigations of historic shipwrecks on state property.
- Mineral or hydrocarbon exploration, development or production is prohibited.
- Discharging or depositing any materials or other matter from within the boundary of the preserve is prohibited.
- Divers and snorkelers must follow requirements of current state law.
- Boats must be of no greater tonnage than the limit of the mooring buoy—35,000 pounds of pull.
- Introducing or releasing an exotic species of plant, invertebrate, fish, amphibian, mammal, or physical objects into the preserve is prohibited.
- Marking, defacing, placing of any physical objects, or damaging in any way or displacing, removing, or tampering with any official signs, notices, or placards, whether temporary or permanent, or with any navigational aids, monuments, stakes, posts, mooring buoys, boundary buoys, trap buoys, or scientific equipment is prohibited.

Who will watch over the preserve?

The preserve is jointly managed by the DNR divisions of Nature Preserves, State Parks and Law Enforcement through an inter-division management agreement.

How many other shipwrecks are in Lake Michigan? Are you planning to do the same thing with them?

There are accounts of up to 50 shipwrecks within Indiana's 241 square miles of Lake Michigan. Of those, only 14 are in known locations. Additional underwater preserves will be handled on a case-by-case basis.

If I want to dive in the preserve, what do I need to know?

When diving within the preserve, remember to display the diver's-down flag, follow standard safe diving practices, dive within your limits and level of training, and know both the regulations that apply to diving within the preserve and the environmental conditions. Make sure you are familiar enough with the dive site that you are able to orient yourself with your dive buddy and your surface support or boat. The preserve has a flat sandy bottom with few underwater features for navigational reference. Also, after a rain or storm, underwater visibility is reduced by outfall from local rivers. Such reduced visibility can happen while you are underwater. Therefore, you should have an underwater compass to assist with navigating within the preserve and the *J.D. Marshall*. Most important, all items (cultural or biological) and ship structure are owned by the State of Indiana. Removal of any items is prohibited. Take only pictures and leave only bubbles. Additional information regarding diving shipwrecks is included in the brochure found at Indianashipwrecks.org

Are there places where I can learn to dive in Lake Michigan so I can visit the J.D. Marshall Preserve?

Contact a local scuba store for information and scuba training for diving within Lake Michigan. There are many stores in Indiana and adjacent states. Some stores offer special scuba training such as "Indiana Lake Michigan Diver" specialty scuba certification.

Is there a place where I can see images and information about the J.D. Marshall?

J.D. Marshall information and artifacts are displayed at the Indiana Dunes State Park Nature Center. Regular interpretive programs are also offered at the nature center. The propeller can currently be viewed from the Indiana Dunes Historic Beach Pavilion's east side. The state park also has a brochure about the *J.D. Marshall*. The website indianashipwrecks.org has historical information and historical and current underwater still and video images of the *J.D. Marshall* and other Indiana Lake Michigan shipwrecks. The website also has virtual 3D models of four shipwrecks, including the *J.D. Marshall*.

Indianashipwrecks.org



About the Wreck

Thousands of people visit the beach at Indiana Dunes State Park each summer. However, most visitors are unaware of the remains of a historic shipwreck resting in less than 30 feet of water just north of the swimming beach, or of the tragic story connected with this wreck.

The wreck of the *J. D. Marshall* is located in Porter County, Indiana. A plaque describing this shipwreck is situated at the southeast corner of the State Park's beach pavilion. The shipwreck cannot be seen from shore, but the ship's propeller rests in sand near the plaque.



Additional artifacts from the *J. D. Marshall* are on display and more information is available at the Indiana Dunes State Park nature center.

Flora and Fauna

The *J. D. Marshall* ship structure and machinery are covered with invasive zebra mussels. Invasive green algae is also prevalent on portions of the wreck. The wreck area is overrun with a single type of fish: the invasive round goby. On occasion, native perch and small mouth bass visit the wreck, but their numbers are greatly reduced due to the overwhelming number of gobies.

History of the Vessel

The *J. D. Marshall* was a steamship that hauled lumber for 20 years. The vessel was launched on July 4, 1891, and began service transporting lumber for the Williams Transport Company. It was later owned by J. O. Neesen and Company, and was subsequently purchased by the Independent Sand and Gravel Company after their ship the *Muskegon* sunk. The *J. D. Marshall* was then converted into a sand sucker. Sand suckers pulled wet sand from the lake bottom into their cargo holds and transported it to shore for construction and industrial use. Reportedly, the *J. D. Marshall* was hauling 1,000 tons of sand the night of its last journey.

The *J. D. Marshall* was re-discovered in 1979. At that time, it was considered to be the most intact of the shipwrecks in Indiana's Lake Michigan waters. The *J. D. Marshall* is famous in Indiana history not only for its historical significance, but also because the attempted illegal salvage of this vessel was the initial impetus for the state's efforts to survey, document, and evaluate historic vessels in Indiana's state waters. In 1982, the ship was illegally re-floated, moved, and the propeller was cut off. The means of refloating the vessel failed, and it crashed back to the bottom. This salvage attempt was reported by local divers to state authorities, and representatives of the Indiana Department of Natural Resources apprehended the individuals involved. As a result of this salvage attempt and other activities, various artifacts have been removed from the *J. D. Marshall*.

This brochure was created with Section 309 financial assistance to the Indiana Lake Michigan Coastal Program, provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration.



Diving the Shipwrecks of Indiana's Lake Michigan Waters

THE J. D. MARSHALL

Ship Architecture

The *J. D. Marshall* was constructed in 1891 by J. C. Perene in South Haven, Michigan at the Martel Boatyard. The ship was an open-hulled wooden steam vessel that was operated by one propeller. The engines and possibly the boilers were built at Port Huron. The ship originally measured 154.5 feet in length by 33.5 feet abeam with a draft of 12 feet. At one time, the ship weighed 531 gross tons. The *J. D. Marshall* is representative of a small-to-medium size class of Great Lakes freighters originally designed for the lumber trade.

Sinking Event

In the pre-dawn hours of June 11, 1911, the *J. D. Marshall* was anchored in Lake Michigan to weather a storm. With a cargo of sand, the hull started to leak from damage caused by storms the previous day.

The crew attempted to patch the leak, and remained on board for the night. As storm waves pounded the ship, it rolled over with three crew members trapped below deck. Seven crew members jumped or were thrown into the water; most later climbed onto the overturned ship and waited to be rescued. The captain made it to shore, but the first mate did not. In all, four of the 10 crew members perished in the lake. After capsizing, the vessel remained afloat near the shore for several days, becoming a local attraction until it completely submerged.

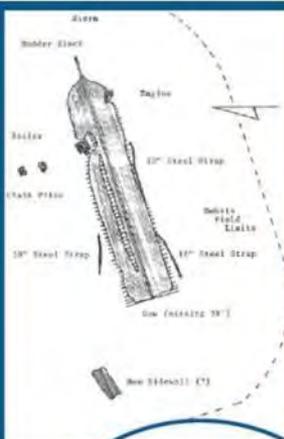


Water and Diving Conditions

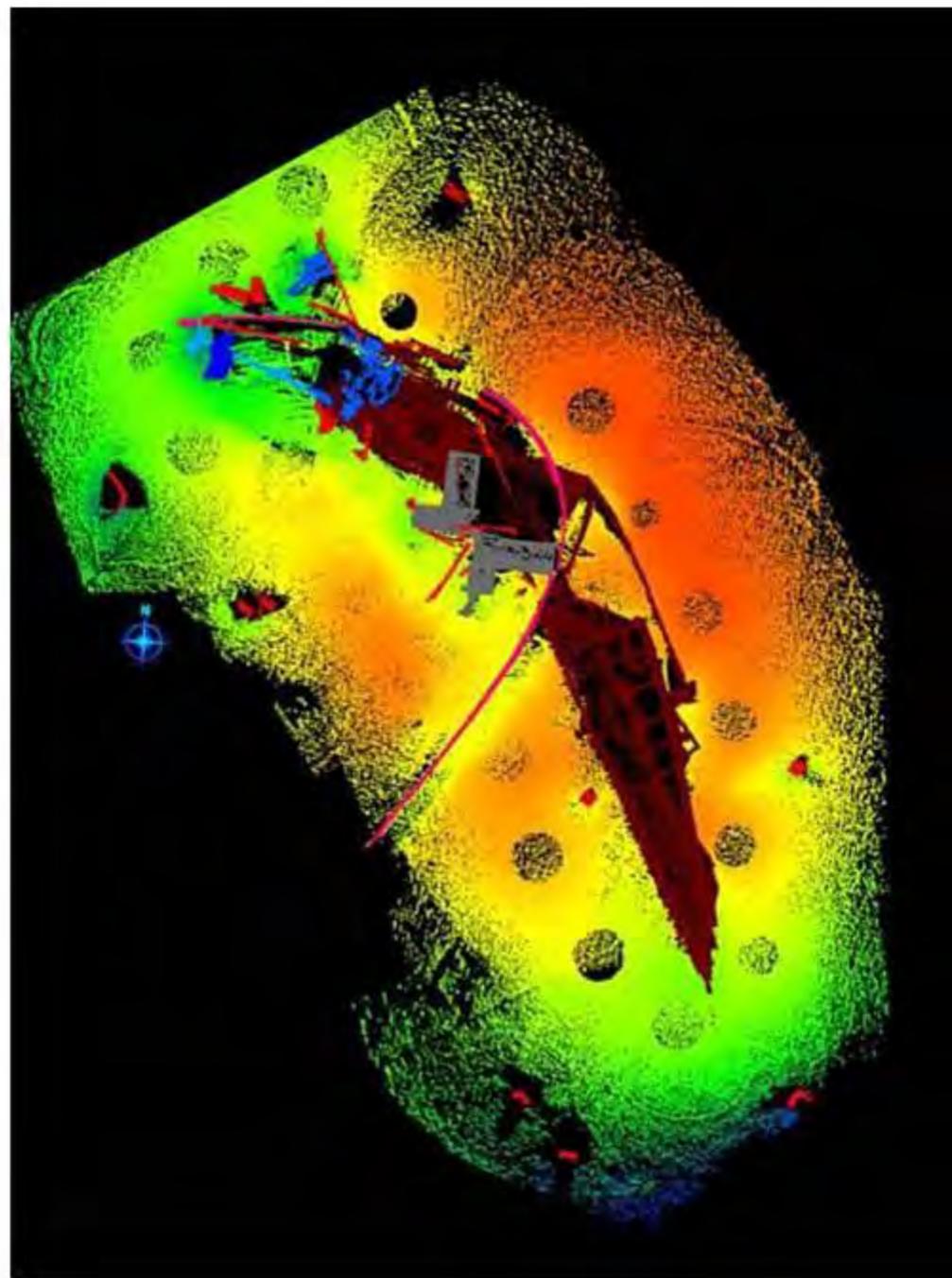
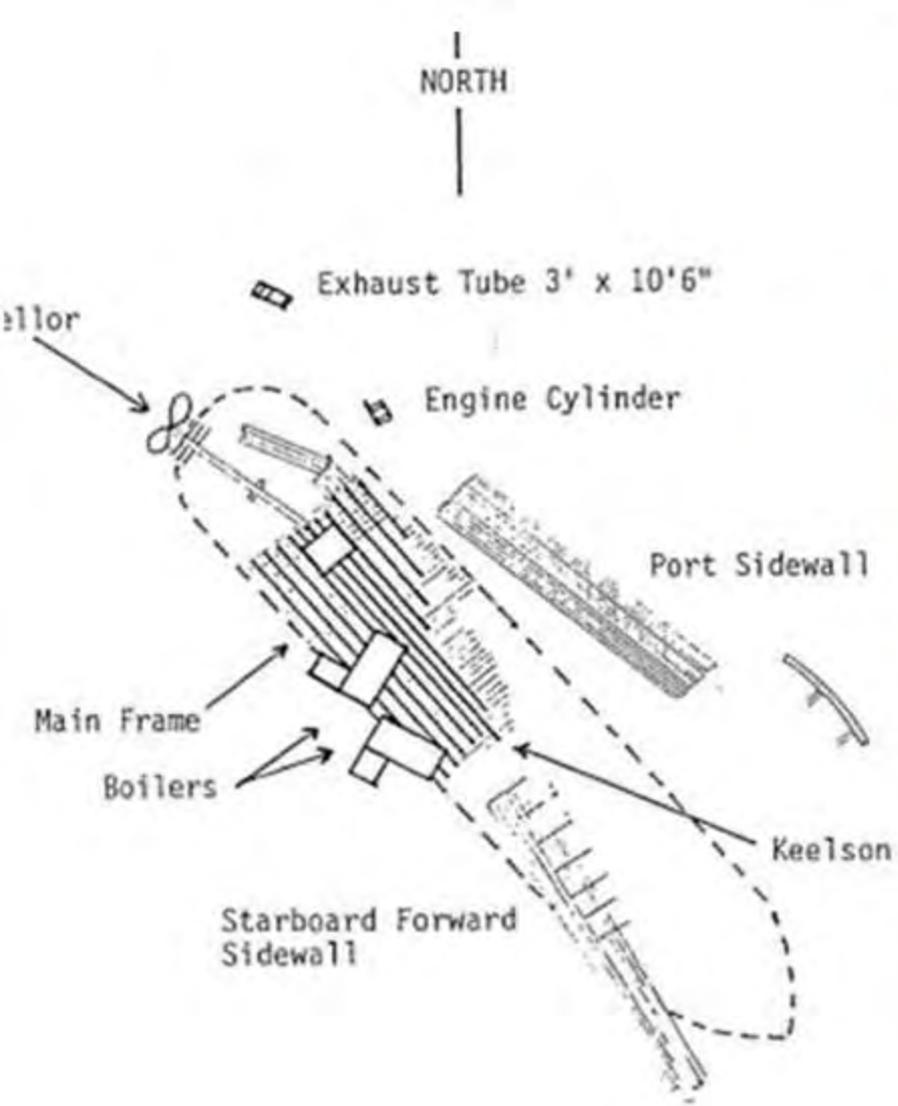
The water conditions are typically murky at this site, with visibility ranging from 5 to 10 feet. The depth of the wreck is 20 to 29 feet. In the summer months, the water temperature ranges from the high 40s to 65 degrees Fahrenheit.

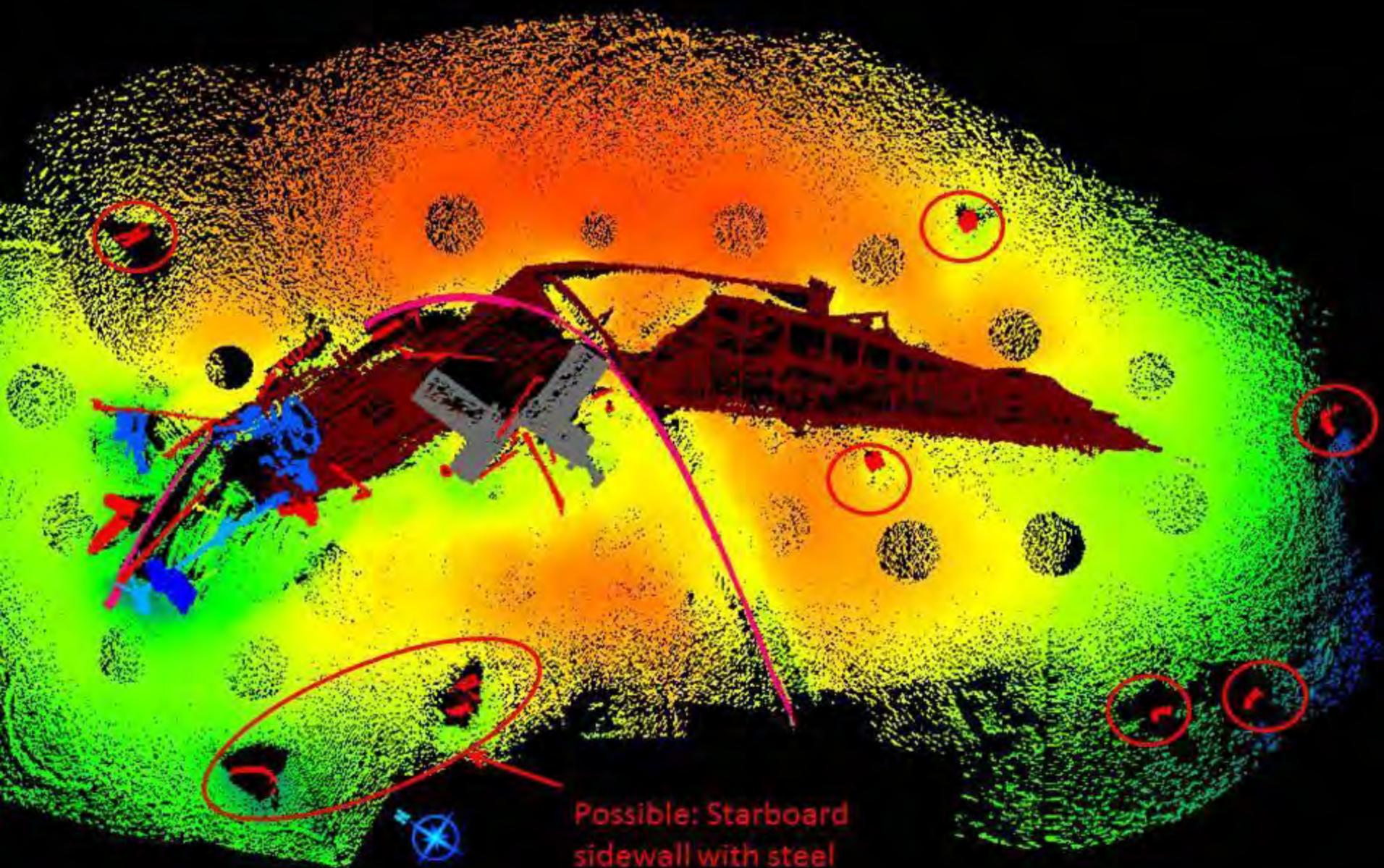
The bottom conditions are silty sand, which extends across the broken portion of the hull along the western edge. After strong rains, murky runoff will cloud visibility in shallow water. The stern of the vessel is reportedly lying upside down, with the keel extending up from the lake bed about 7 feet. The site contains the main frame of the vessel that has been broken and separated from the bow, one large section of sidewall, several large sections of anchor chain, and some mechanical equipment. The stern timbers and planking have also separated, and the original beam appears to have relaxed, flattening out the hull. Equipment still present includes the scotch boiler assembly and single cylinder engine, which extends upwards to a depth of about 9 feet.

Site Map

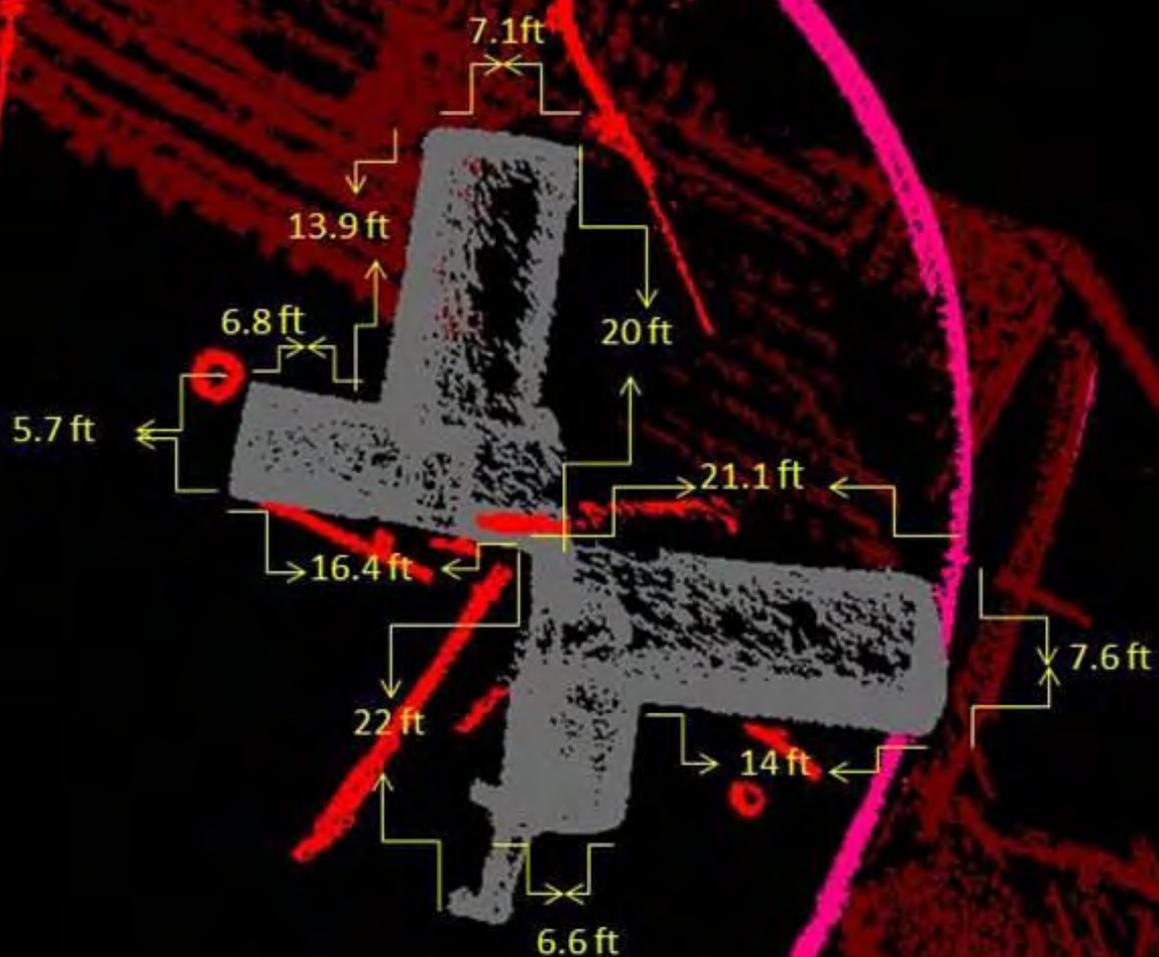
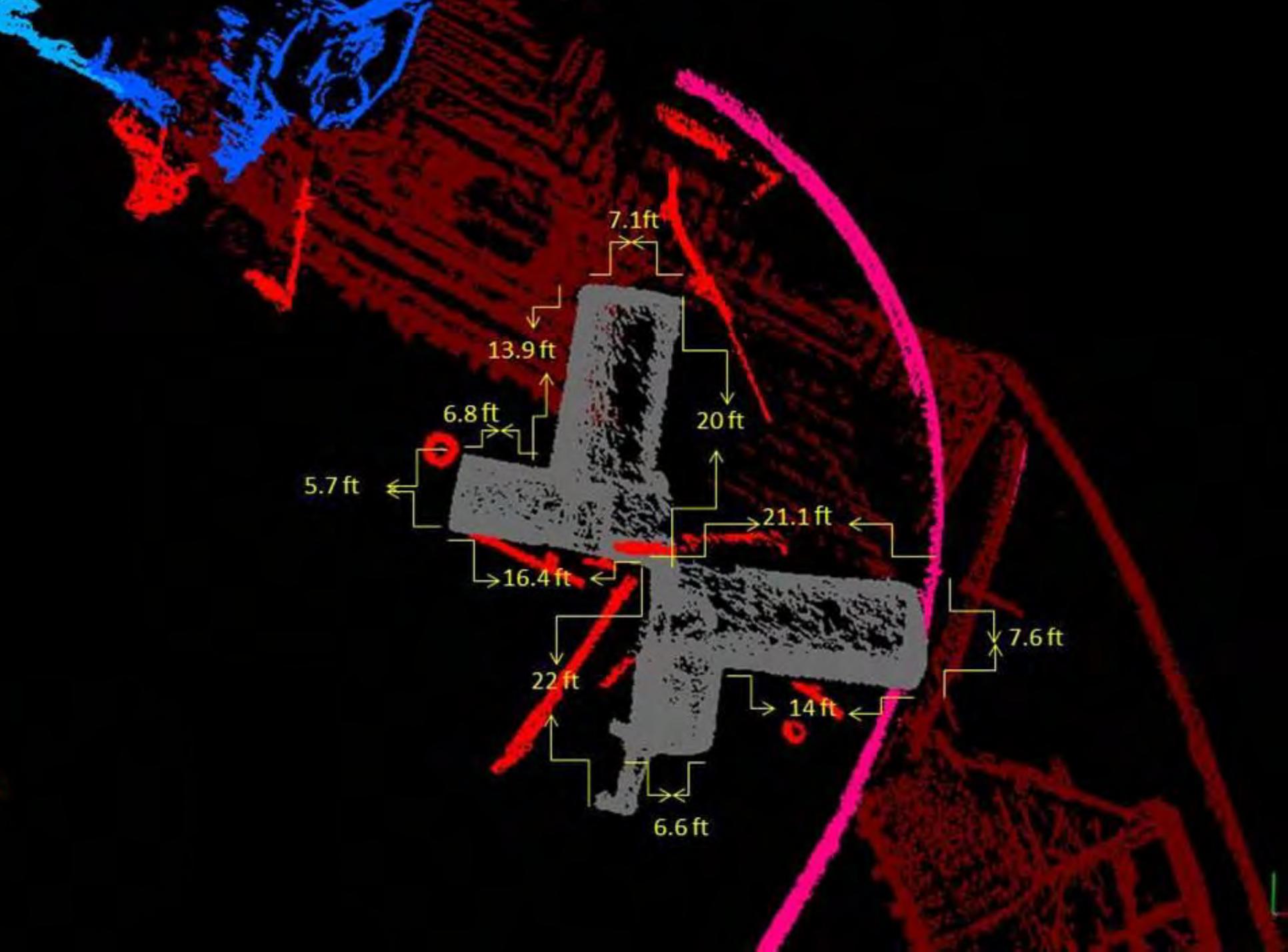


It is illegal to remove items from this wreck or the surrounding area per the Abandoned Shipwreck Act, passed in 1987 and Indiana State Statute IC 14-21-1, passed in 1989. Please take only pictures and leave only bubbles. <http://www.indianashipwrecks.org>





Possible: Starboard
sidewall with steel
arch segment





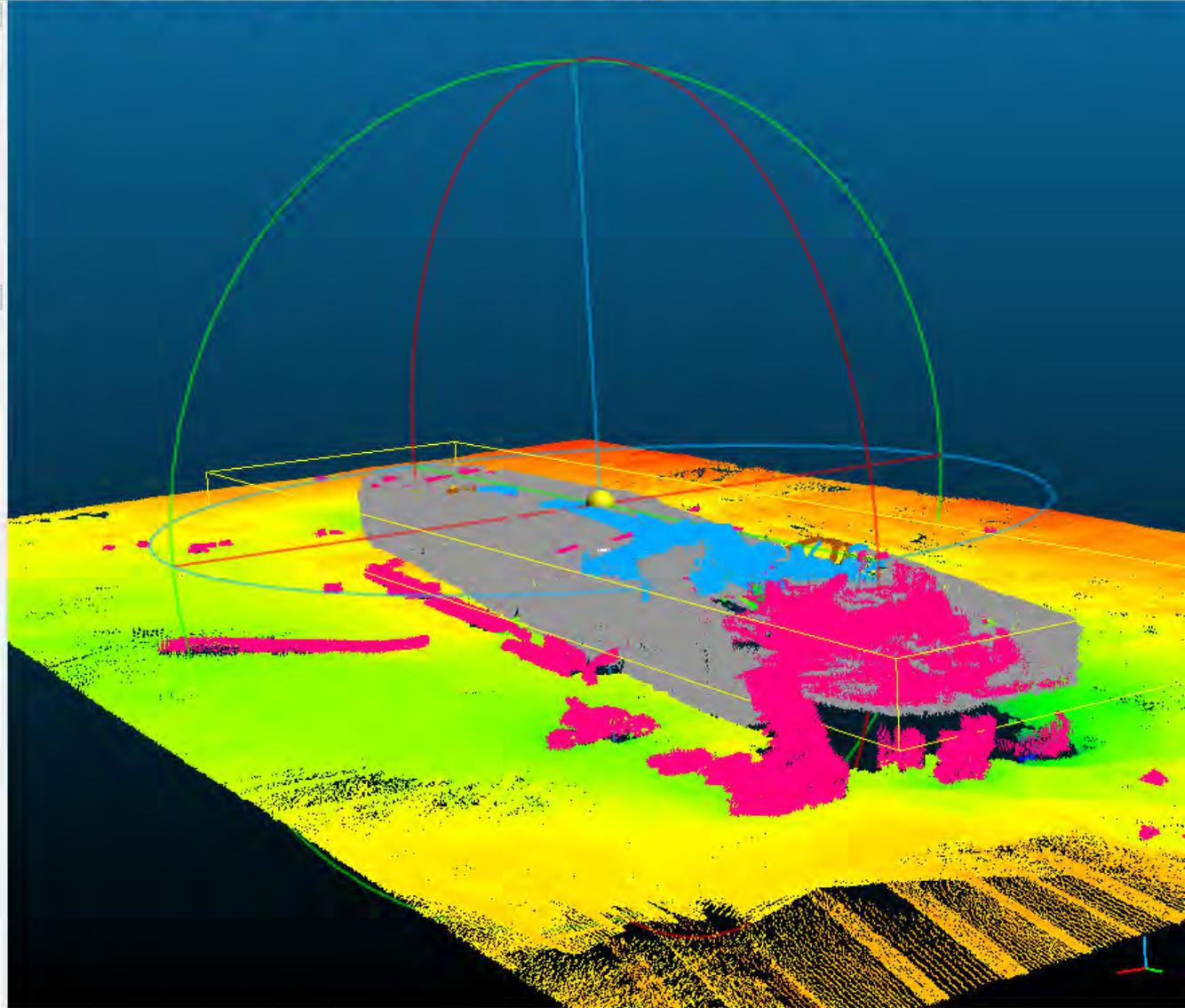
DB Tree

- Debris - Cloud
- Pipe - Cloud
- Walls - Cloud
- Rear Debris - Cloud
- Vent - Cloud
- Hull - Cloud
- Deck - Cloud

Camera Link

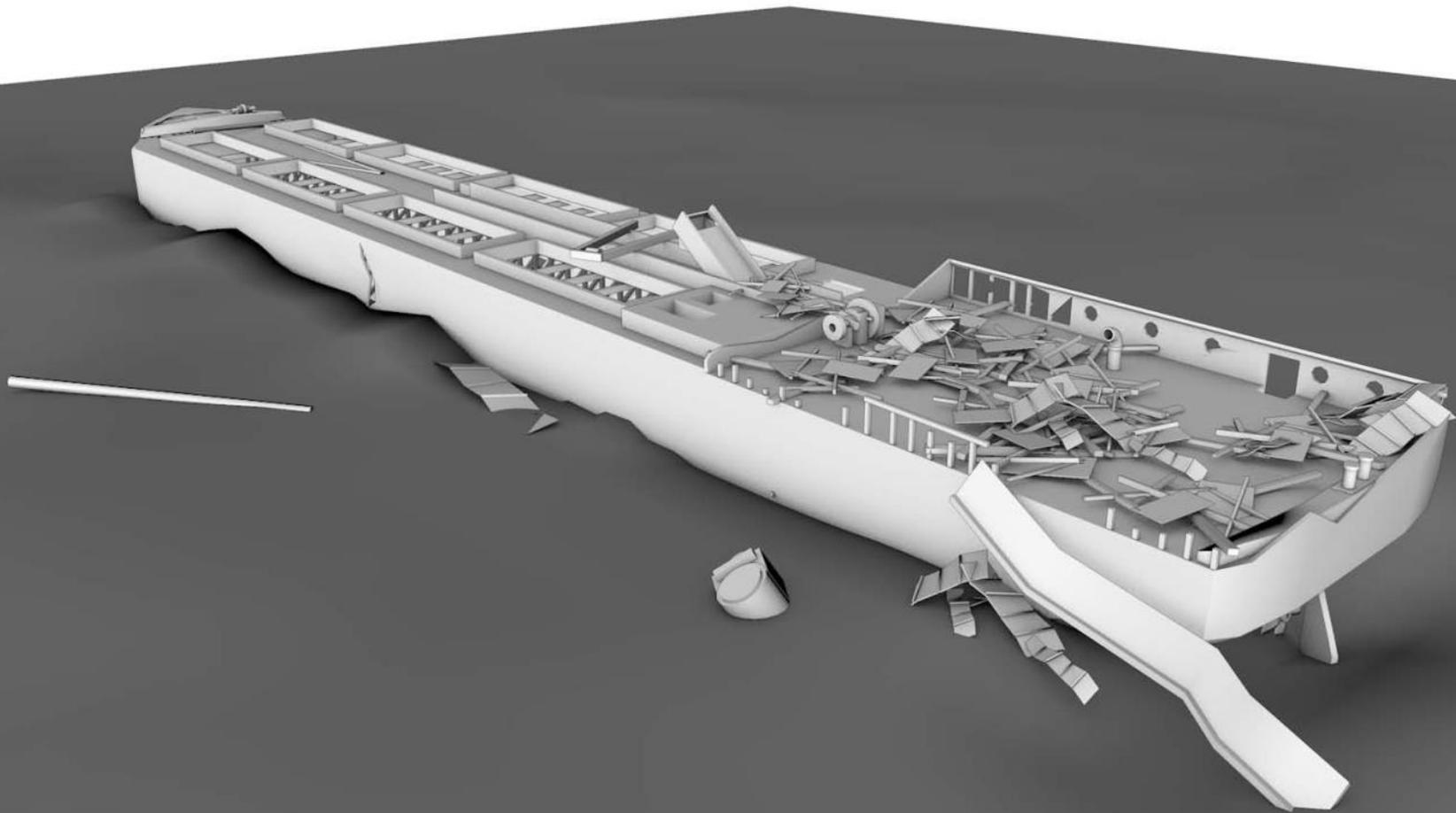
Properties

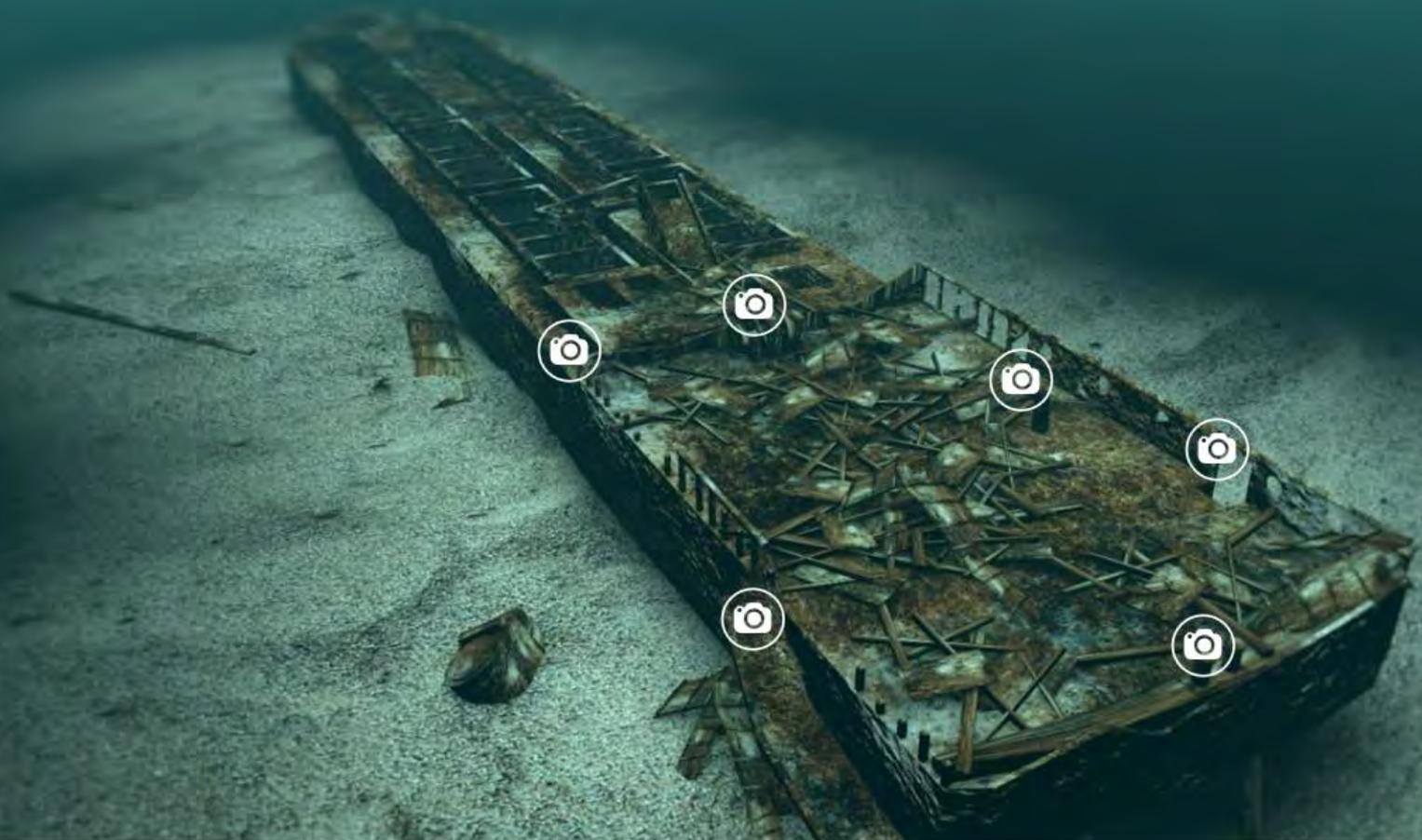
Property	State/Value
CC Object	
Name	Deck - Cloud
Visible	<input checked="" type="checkbox"/>
Show name (in 3D)	<input type="checkbox"/>
Colors	RGB
Box dimensions	X: 63.65 Y: 248.43 Z: 11.48
Box center	X: 167.115 Y: 148.395 Z: 552.33
Info	Object ID: 217 - Children: 0
Current Display	3D View 1
Cloud	
Points	1,265,578
Global shift	(-2837100.00;-2365600.00;0.00)
Global scale	1.000000
Point size	Default
Scalar Field	
Count	1
Active	Scalar field
Color Scale	
Current	Blue>Green>Yellow>Red
Steps	256
Visible	<input type="checkbox"/>
SF display params	
Display ranges	Parameters



Console

```
[10:38:28] [VBO] VBO(s) (re)initialized for cloud 'Z-Ladder - Cloud' (0.20 Mb = 100.00% of points could be loaded)
[10:38:28] [VBO] VBO(s) (re)initialized for cloud 'Z-Debris - Cloud' (17.61 Mb = 100.00% of points could be loaded)
[10:38:28] [VBO] VBO(s) (re)initialized for cloud 'Z-Columns - Cloud' (4.17 Mb = 100.00% of points could be loaded)
[10:38:28] [VBO] VBO(s) (re)initialized for cloud 'Z-Bottom - Cloud' (68.90 Mb = 100.00% of points could be loaded)
```





Website Update

www.in.gov/dnr/shipwreck/index.html

Most Visited Getting Started Grant Home Great Lakes Commissi... http--www.ocrm.nos... http--www.ocrm.nos... IDEM - Water - Total ... Live Search Traffic

Shipwrecks

On Indiana's Lake Michigan Coast

INDIANA LAKE MICHIGAN COASTAL PROGRAM

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Indiana Lake Michigan Shipwreck Survey Project

Shipwrecks, like the wrecks of the Muskegon and the J.D. Marshall, which happened 100 years ago, are memorials to Indiana's maritime history.

This project updated previous research about nautical resources, conducted archaeological survey for previously known and unidentified submerged cultural resources, and reviewed best practices to develop a management plan focused on conservation of these resources while allowing for public use.

The end goal of this project has been to develop understanding, appreciation, and wise uses of our cultural resources - allowing current and future uses while developing ways to minimize or eliminate impacts.



J.D. Shipwreck Photo-The J.D. Marshall (12P60722) Historic picture. View of vessel from starboard side with cargo of lumber. circa 1908. (Credit - Used with permission. Great Lakes Marine Collection of the Milwaukee Public Library / Milwaukee Public Library)



The Muskegon (12L80381) (aka. Peoria) Historic picture. View of vessel from starboard which is view a passenger vessel. circa 1900. (Credit - Used with permission. Great Lakes Marine Collection of the Milwaukee Public Library / Milwaukee Public Library)

Indiana Natural Resources Commission

Blog

Follow the dive team as they survey the shipwrecks.

Over 50 vessels have been mentioned in literature as having foundered in Indiana's territorial waters of Lake Michigan...

Go To BLOG

Blog Post Highlights

Rolling in the Deep
Shipwreck facts: There are two vessels close to each other that were surveyed in the 1980's but their identity has not been determined. These two vessels were incorporated as one archaeological site.
Read More...

When Listing on the NRHP is Not Enough
Shipwreck facts: The Material Service is a barge vessel type and a self-unloader property type. It was constructed in 1929.
Read More...

Oh, How the Sand Sparkles
We accomplished our first snorkel survey and it went very well! We were able to map and better document two wrecks close to shore.
Read More...

This work and report are made possible with Section 309 financial assistance to the Indiana Lake Michigan Coastal Program under Award NAO9NOS4190079 provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration.

<http://test.ai.org/dnr/lakemich/8482.htm>

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Take a virtual tour of Indiana's shipwrecks

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Indiana Lake Michigan Shipwreck Survey Project

Shipwrecks in Lake Michigan - such as the Muskegon and the [J.D. Marshall](#) - are memorials to the Indiana's maritime history.

The Indiana Lake Michigan Shipwreck Survey Project updated previous research about these nautical resources, conducted archaeological surveys, and reviewed best practices to develop a management plan to focus on conservation and allow public use.

PHOTOS & VIDEO

- [Photo Gallery: Indiana shipwrecks](#) 
- [Dive Video: Muskegon and J.D. Marshall shipwrecks \(no audio\)](#) 
- [Dive Video: Material Service and Car Ferry No. 2 shipwrecks \(no audio\)](#) 

SIGNIFICANT SHIPWRECKS

J.D. MARSHALL



The [J. D. Marshall](#) (12PR0723). Historic picture, view of vessel's starboard side with cargo of lumber, circa 1908. Used with permission, Great Lakes Marine Collection of the Milwaukee Public Library / Milwaukee Public Library.

THE MUSKEGON



The [Muskegon](#) (12LE0381) [aka Peerless]. Historic picture, view of vessel's port side when it was a passenger vessel, circa 1900. Used with permission, Great Lakes Marine Collection of the Milwaukee Public Library / Milwaukee Public Library.

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ABOUT INDIANA SHIPWRECK SURVEY

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With funding from NOAA, Indiana's Lake Michigan Coastal Management Program coordinated archaeological investigations of shipwrecks in the Indiana waters of Lake Michigan. A contract to perform the investigations was awarded to the Commonwealth Cultural Resources Group, Inc. (CCRG), with oversight by the State Archaeologist and Indiana State Museums and Historic Sites.

This project updated previous research about nautical resources and conduct archaeological survey for previously known and unidentified submerged cultural resources within the Lake Michigan territorial waters of the State of Indiana. Specifically, the research and survey provided updated documentation on both previously and newly identified shipwrecks, and assessed the potential National Register of Historic Places (NRHP) eligibility of these resources.

The research filled in gaps in our understanding of submerged cultural resources to inform the public of their significance and ways for the public to safely access these resources. An important goal of this project was to incorporate the archaeological survey results with a review of best practices to develop a management plan focused on conservation and preservation of these resources while allowing for public use. This management plan has been based on the survey and inventory of resources to provide a plan for protection of the resources and guidelines that includes multiple recreational uses for the resources identified, in keeping with the goals of the Indiana Lake Michigan Coastal program (LMCP). The management plan provides information and interpretation of these resources for state authorities to use in their ongoing efforts to manage coastal resources. Stakeholder input has been a key factor to the success of this project.

DIVE SITE PROTECTION

- Do not anchor on sites or wreck structure.
- Maintain buoyancy when SCUBA diving sites.
- Take only pictures and leave only bubbles.

PROTECTING SHIPWRECK SITES

- [Protecting NSW Shipwrecks](#) 
- [South Australia Department of Environmental and Natural Resources](#)

SITE PROTECTION FOR SCUBA DIVERS

- [Better Buoyancy Tips](#)

STUDENTS LEARNING INFORMATION

- [Quizlet Protecting Shipwrecks](#)

VISITING DIVE SITES AND SAFETY TIPS

- [How to Buoy Adjacent to Sites](#)
- [Diver Safety Tips](#)

LAKE MICHIGAN LINKS

- [Indiana's Official Travel Planning Source](#)

This work and report are made possible with Section 309 financial assistance to the Indiana Lake Michigan Coastal Program under Award NA09NOS4190079, NA11NOS4190094, and NA12NOS4190092 provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration.

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Shipwrecks

[Car - Ferry - No - 2](#) [F.W. - Wheeler](#) [George - F. - Williams](#) [Horace - A. - Tuttle](#) [J.D. - Marshall](#) [Material - Service](#)

[Muskegon](#) [Unknown - No. - 3](#) [Unknown - No. - 4](#) [Unknown - No. - 5](#) [Unknown - No. - 6](#) [Unknown - No. - 7](#)

[Unknown - No. - 8](#) [Unknown - No. - 9](#)

The Car Ferry No. 2



Shipwreck Identifying Factor	Description
Wreck Name	Car Ferry No. 2
Vessel Type	Train Car Ferry
Date Built	1895
Where Built	West Bay, MI
Size	The ship measured 309.9 ft (94.5 m) in length by 44.2 ft (13.5 m) abeam with a draft of 12 ft (3.7 m) and weighed 1548 gross tons.
Usage	Transport train cars across Lake Michigan and was part of the Lake Michigan (Railroad) Car Ferry Transportation Company fleet.
Date Sunk	* September 29, 1906
Reason for Loss	Capsized during a storm
Depth of Wreck	45 feet
Nearest City	South Chicago, Illinois
Details	Capsized after being released by the tugboat J.C. Ames. Three lives were lost.

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DIVING INDIANA SHIPWRECKS

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Thousands of ships have been lost in the Great Lakes, according to anecdotal and historical evidence. As many as 50 have sunk within Indiana's 241 square miles of Lake Michigan. Work by the State of Indiana to locate these shipwrecks yielded 14 sites but only a handful with confirmed identities. Two of these Muskegon (aka Peerless), and the Material Service Barge — are listed on the National Register of Historic Places. The J.D. Marshall was the lone wreck designated as nature preserve as of June 2015.

LEGAL PROTECTION OF SHIPWRECKS

Divers and snorkelers must follow current Indiana state law. Restrictions to protect shipwrecks and their debris fields while allowing surface recreation include:

1. Moving, removing, injuring, possessing, or attempting to move, remove, injure, or possess, a preserved historical resource is prohibited. Per Indiana Code 14-21-1, a permit is required to conduct archaeological field investigations of historic shipwrecks on state property.
2. Marking, defacing, placing of any physical objects, or damaging in any way or displacing, removing, or tampering with any official signs, notices, or placards, whether temporary or permanent, or with any navigational aids, monuments, stakes, posts, mooring buoys, boundary buoys, trap buoys, or scientific equipment is prohibited.
3. Anchoring can cause irreparable damage to the shipwreck and surrounding area. Hooking the wreck with an anchor is prohibited.

ADDITIONAL J.D. MARSHALL PRESERVE-SPECIFIC RULES

1. The dive boat weight must adhere to the 35,000-pound limit of the mooring buoy.
2. Vessels with draft greater than 8 feet are prohibited.
3. Anchoring is prohibited in the preserve.
4. Discharging or depositing any materials or other matter from within the boundary of the preserve is prohibited.



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- Obtain a Migratory Bird Harvest Information Program Number
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On each tour, click and drag the models left or right to "spin" them. Explore other features with the left tool bar. You can toggle between textured, basic, and plan views of the ships; learn more about the history of the vessel; and switch photo points on and off. Note: These virtual tours work best on WiFi and with the latest version of Firefox, Chrome and Safari. They may not work with Microsoft Internet Explorer.

CAR FERRY NO. 2



J.D. MARSHALL



MATERIAL SERVICE



MUSKEGON



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[More FAQs»](#)





J.D. MARSHALL

TYPE: CANNALER

BUILDER: LEATHAM D. SMITH FOR THE SMITH-PUTNAM NAVIGATION COMPANY

BUILT: 1891, SOUTH HAVEN, MI

LENGTH: 154.5 FEET

BEAM: 33.5 FEET

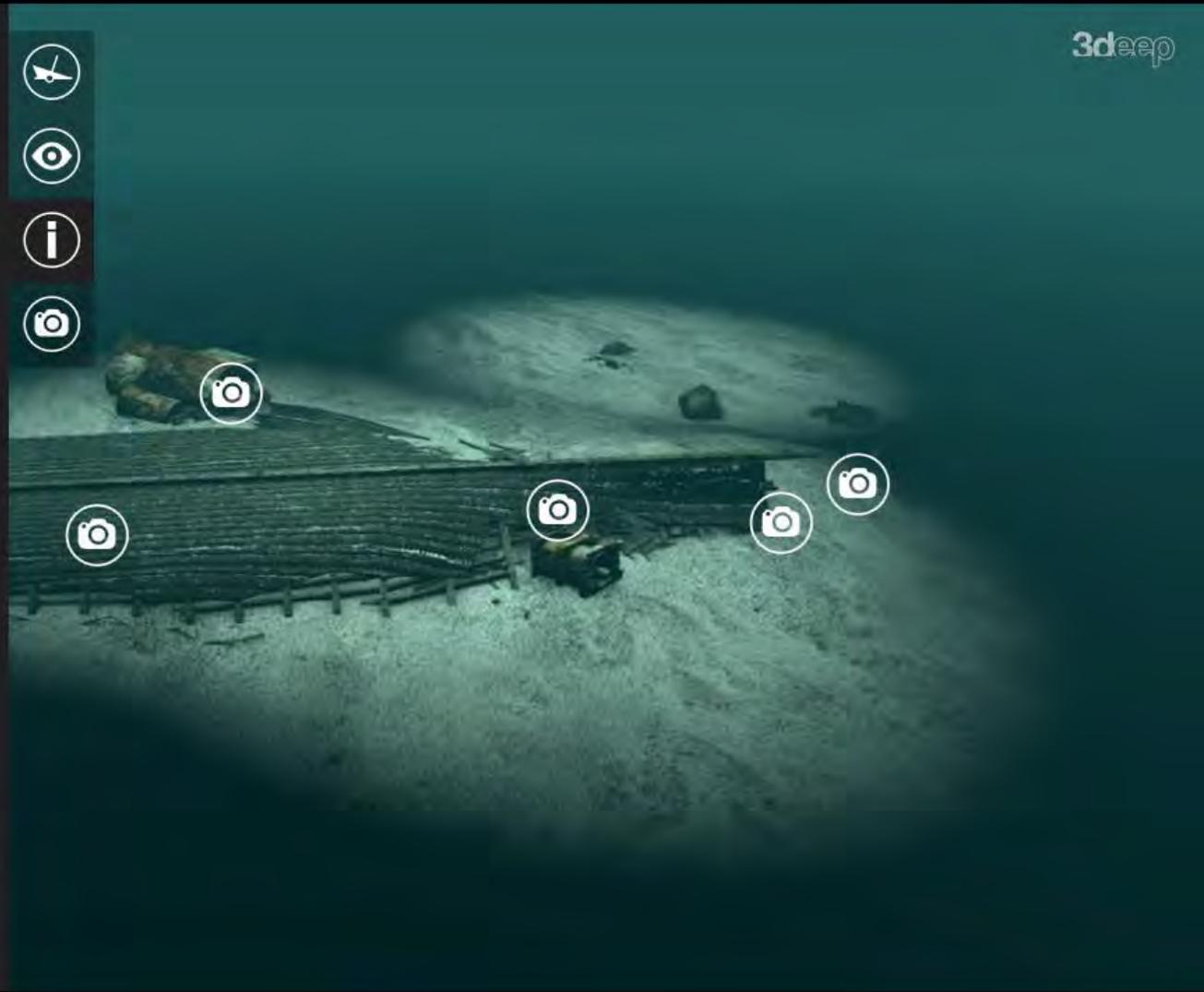
DRAFT: 12 FEET

WEIGHT: 531 GROSS TONS

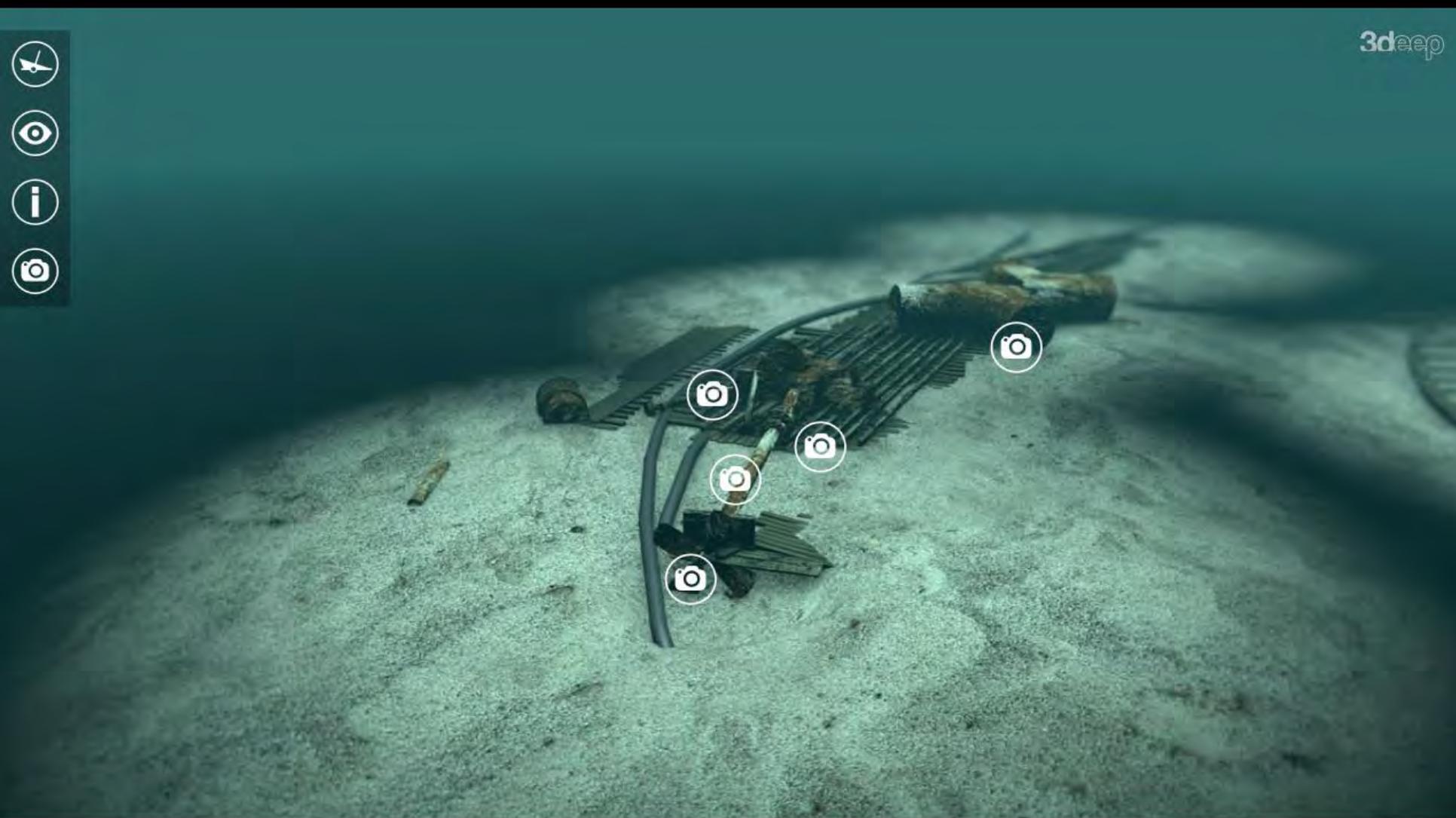
DATE SUNK: JUNE 11, 1911

DEPTH OF WRECK: 29 FEET

The J. D. Marshall and much of its machinery were constructed in 1891 at South Haven, Michigan, in the Martel Boatyard by boat builder J. C. Pereue. The J. D. Marshall was launched on July 4, 1891, and began service transporting lumber for the Williams Transport Company. Although the cabin was still not completed, the Marshall's first voyage was in August, when the vessel headed out for Oscada, Michigan, towing the ship Una and reportedly carrying 602,000 feet of green lumber. After 1910, the J. D. Marshall was converted to a sand-sucker or sand barge. In 1911, it was purchased by the Independent Sand and Gravel Company out of



3ddeep





Future Work

- Annual Shipwreck Partners Meeting
- Paraprofessional Training Module Completion
- Resurvey – 5 years
- Interpretive Items



Questions?

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www.indianashipwrecks.org