

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Schooner M. F. MERRICK Shipwreck Site

Other names/site number: 20UH203

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Latitude 45.4705° Longitude -83.44625° (bow coordinates) and  
Latitude 45.470867° Longitude -83.445933° (stern coordinates)

City or town: Presque Isle Township State: Michigan County: Presque Isle

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national      X statewide          local

Applicable National Register Criteria:

X A          B      X C      X D

<p><b>Signature of certifying official/Title:</b> <u>   MI SHPO   </u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p><b>Date</b></p>
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<p>In my opinion, the property <u>   </u> meets <u>   </u> does not meet the National Register criteria.</p>	
<p><b>Signature of commenting official:</b></p>	<p><b>Date</b></p>
<p><b>Title :</b></p>	<p><b>State or Federal agency/bureau or Tribal Government</b></p>

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
<u>1</u>	_____	sites
_____	_____	structures
_____	_____	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register \_\_\_\_\_

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: Water Related

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

Underwater Site

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

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## 7. Description

### Architectural Classification

(Enter categories from instructions).

Shipwreck: Wood Hull Schooner

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Wooden Hull and Rigging, Sand Cargo, Iron Ground Tackle, Multiple Material Types for Accoutrements and Personal Effects

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

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#### Summary Paragraph

Assigned Michigan underwater archaeological site number 20UH203, the shipwreck site of the canal schooner *M. F. Merrick* is located in Lake Huron about fifteen miles NNE of Presque Isle. *M. F. Merrick* was built in 1863 and sank in 1889 following a collision. The shipwreck is on the bottom of Lake Huron in Presque Isle County with its bow positioned at 45.4705° and -83.44625° and its stern positioned at 45.470867° and -83.445933°. The wreck is sitting in over 300 feet of water on a clay bottom and is starting to embed itself within the bottom. It is located very near modern commercial shipping lanes. The site is confined to the ship's wooden hull with very little surrounding debris. The overall dimensions of the site are 150 feet in length, by 40 feet in width, by 15 feet in height.

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#### Narrative Description

M. F. MERRICK

Name of Property

Presque Isle, Michigan

County and State

Launched in April 1863 at Clayton, New York, the canal-size wooden schooner *M. F. Merrick* was 139 feet in length and had a 26-foot beam and an 11.8-foot depth of hold. The two-masted sailing craft registered 295.4 gross tons. The ship was built entirely of wood, mostly white oak, fastened together with iron spikes and drift pins. Steel wire rope supported both masts. Like many ships of the time, the exterior hull, cabin, and bulwarks were painted white with green trim. The masts at the crosstrees were also painted white, and the ship's name and home port were clearly lettered on the transom.

*M. F. Merrick* was designed to haul bulk cargoes, and consequently, the deck was arranged to facilitate loading and unloading from the several oversized hatches located along the centerline of the vessel. A cabin for living and eating was located near the stern, as was the helm for steering the ship. Ground tackle, on the other hand, was located at the bow and consisted of two wooden stock iron anchors and a large wooden windlass used to haul in the steel anchor chain.

Immediately following its collision with the steam barge *R. P. Ranney* on May 17, 1889, the *M. F. Merrick* sank to the bottom of Lake Huron fifteen miles NNE of Presque Isle, and almost due east of Rogers City, Michigan.

The *M. F. Merrick* shipwreck site retains a high level of archaeological integrity, and though the masts have fallen and the cabin is missing, the hull is virtually intact thus retaining a high level of archaeological and historical integrity. The bow is particularly intact with ground tackle in place. The starboard bow anchor is located inboard of the rails sitting on the deck adjacent to the windlass, while the portside anchor is hanging off the side. The hinged bowsprit is missing. A scuttle hatch just astern of the windlass has an open cover and ladder leading below deck.

Collision damage appears as a large hole on the forward starboard side. The main mast has fallen towards the stern and the lower portion, with multiple mast hoops, lays across the transom with the cross trees just off the stern. Another yard is on the lake bottom off the starboard quarter. The combing for the cabin remains attached to the deck, though the cabin is gone. An eight-spoke wheel remains in place just astern of an open deck hatch. The starboard side transom lumber hatch is open, and the rudder is slightly to starboard.

Inside the wreck, the cargo hold is half filled with furnace sand, the remains of the cargo being shipped from Port Austin to Dollar Bay on Lake Superior. A shovel and at least four wheelbarrows remain partially buried in the sand. Intermediate deck beams extend from the centerboard trunk to the hull.

The shipwreck site was located during a National Oceanographic and Atmospheric Administration (NOAA) multi-beam sonar survey in May 2011. Using both high and low frequency sound waves, sonar is able to detect and record three dimensional features on the lake bottom. The shipwreck was identified by the State Maritime Archaeologist using historic research and data collected on site. Although circumstantial, the vessel type, overall dimensions, location, cargo, and circumstances of loss all point to the identity of the shipwreck being the *M. F. Merrick*.

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

Although many schooners from the period are represented in the archaeological record, few are as intact as the *M. F. Merrick* as it is located in deep water undisturbed over the last 125 years. Lost with five crew members, the shipwreck is also a potential grave site.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave (Five of the seven crewmembers onboard went down with the ship).
- D. A cemetery
- E. A reconstructed building, object, or structure
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M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

F. A commemorative property

G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

(Enter categories from instructions.)

Archaeology: Historic

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**Period of Significance**

1863 to 1889

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**Significant Dates**

Launched April 1863

Sank May 17, 1889

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**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

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**Cultural Affiliation**

N/A

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**Architect/Builder**

Builder John Oades

Clayton, New York

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M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The archaeological remains of the wooden-hulled canal schooner *M. F. Merrick* are significant at the state level under criterion D; the shipwreck has yielded, or is likely to yield, information important to history, particularly to the maritime and transportation history of the Great Lakes region and the State of Michigan. Additional documentation of the career and business interests of owner E. G. Merrick and of the career of *M. F. Merrick's* builder, John Oades, will flesh out the contexts of maritime and transportation history of the Great Lakes region, state of Michigan, and Detroit area and assist in assessing the importance of *M. F. Merrick* under national register criteria A, B, and C. The *M. F. Merrick* has and continues to provide information about shipboard life, vessel design, use, adaptation, cargo stowage, and its wrecking event. Documentation of the shipwreck site's material culture will yield information about the *M. F. Merrick's* crew and likely answer questions about social class and life onboard ship. Only two of the *M. F. Merrick's* crew of seven was able to escape the sinking vessel, leaving their five shipmates and personal effects behind. The information gathered from the analysis of the crews' effects and possible skeletal remains will likely provide insight into life onboard a working watercraft not recorded in the historical record.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

The *M. F. Merrick* was built in April 1863 by noted shipwright John Oades (1817-1894) of Clayton, New York. John Oades was born in Cardiff, England, came to the United States in 1824 and started work at his cousin's shipyard at Oswego, New York in 1832. A decade later he established his own shipyard at Clayton, New York where he built numerous powered and sailing vessels including the *M. F. Merrick*. In 1865 Oades moved to Detroit and was employed as foreman for the Detroit Dry Dock Company. He then opened another shipyard on the Detroit River for the construction of steamers, schooners, and tugs.

The two-masted 139-foot wooden canal schooner *M. F. Merrick* was built by John Oades specifically for E. G. Merrick's Reindeer Line of Detroit. Eldridge Gerry (E. G.) Merrick was born March 6, 1802, and early in his career lived in Clayton, New York, where he owned lumber interests that extended from the St. Lawrence to Lake Huron. According to *The New York Times* (2/12/1888), "in one year Merrick's output of oak timber amounted to 1,300,000 cubic feet, which has never since been equaled by one firm." Merrick often contracted Oades for the boats to haul his lumber. By 1860 E. G. Merrick moved operations to Detroit where his Reindeer Line operated over two dozen vessels including the *M. F. Merrick*, named after E. G.'s son and eventual partner, Melzar F. Merrick (1836-1893).



M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

The schooner had a 26-foot beam, an 11.8-foot depth of hold, registered 295.4 gross tons, and held the official number 16342. The schooner's dimensions approximated the size of locks thus allowing maximum cargo carrying capacity through the canals at Sault Ste. Marie connecting Lakes Superior and Huron, and through the Welland Canal bypassing Niagara Falls. *M. F. Merrick* was used by its owners to transport a wide array of cargoes throughout the Great Lakes including grain, wheat, coal and furnace sand.

The *M. F. Merrick* was not without mishap during its twenty-six-year long career and while laden with corn, the ship went aground on Round Reef, Cape Hard Island, at the entrance to Georgian Bay, Ontario in October 1865. Two years later in October 1867 the schooner was again ashore, this time while loaded with wheat at Port Maitland, Ontario. By 1872 the *M. F. Merrick* required extensive overhauls and was placed in dry dock at Detroit where it received a new deck, rigging, and a virtually new hull. Despite the repairs, the schooner, with a cargo of grain, arrived at Detroit leaking badly in May 1874. The leaking hull required \$500 worth of repairs, while \$600 worth of grain was lost. In September 1875 the *M. F. Merrick* collided with the propeller *Roanoke* on Lake Erie sustaining minimal damage. During the winter of 1876 and 1877, the schooner was again thoroughly overhauled. In November 1887 the *M. F. Merrick*, loaded with wheat, went ashore on the west side of Timber Island, Canada in Lake Ontario, this time with \$1,500 worth of hull damage and \$3,000 damage to the cargo.

The *M. F. Merrick* remained a part of the Reindeer Fleet in Detroit for the majority of its career. In 1887, however, the ship was purchased by Taylor and Maitland of Detroit, and given the highest insurance rating, an A-1, indicating that it had been again recently overhauled. Cassius Peck Taylor (1845-1911) was employed as a US Deputy Marshall for the Eastern District of Michigan and was often involved in maritime affairs. George Maitland was born in Scotland in 1849, and after immigrating to the United States, became General Manager of a manufacturing company in Detroit.

At 12:30 a.m. Friday morning, May 17, 1889, the *M. F. Merrick* was heading north on Lake Huron loaded with 400 tons of furnace sand bound from Port Austin to Dollar Bay on Lake Superior. In a dense fog 15 miles off Presque Isle, the wooden bulk freighter *Rufus P. Ranney*, commanded by Capt. Cook, was southbound for Detroit. The 248-foot, 1,392-ton steamer ran into the *M. F. Merrick* on the forward starboard side ripping a hole nearly 30 feet in width and filling the heavily loaded schooner in seconds. The *M. F. Merrick* sank instantly and five of the seven crewmembers on board went down with the ship. Those that perished included 1<sup>st</sup> Mate Martin Johnson, of Detroit; Seamen John Charlevoix of Detroit, William Ours of Ashtabula, Ohio, and Pat Kanaly of Clayton, New York; and the cook, Mrs. Cole, of Cleveland. Only Capt. Rusho of Detroit, and Seaman Frank Goodfriend, who were both on deck at the time of the collision, survived. Goodfriend was picked up by the *Ranney's* yawl boat deployed immediately following the collision, while Captain Rusho was saved by a line thrown to him by the *Ranney's* crew. The *Ranney* proceeded down the lake with the two survivors and landed them at Detroit. The *M. F. Merrick* was valued at \$7,000 at the time of its loss but insured for only \$5,000.

M. F. MERRICK

Name of Property

Presque Isle, Michigan

County and State

The purpose for nominating the shipwreck *M. F. Merrick* to the National Register of Historic Places is to reinforce the significance of the historic vessel as a unique, irreplaceable resource that exhibits both archaeological and recreational value. Although the shipwreck is located on State of Michigan bottomlands it is not currently within a designated underwater preserve or similar marine protected area and is therefore not well monitored or protected from the threat of potential looting, bottom trawling activities, claims of ownership, or anchoring damage. A National Register nomination will make irrefutable the wreck's ownership by the State of Michigan via the Abandoned Shipwreck Act of 1987, as Section 6a of the Act stipulates that the United States asserts title to any abandoned shipwreck that is "on submerged lands of a State and is included in or determined eligible for inclusion in the National Register." The Act further provides that "the title of the United States to any abandoned shipwreck asserted under subsection (a) of this section [6] is transferred to the State." Accordingly, a National Register of Historic Places listing for *M. F. Merrick* is both a necessary resource protection measure and a concrete, effective way to foster public appreciation for the site.

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form).

*The Alpena Weekly Argus*, Wednesday 5/22/1889: 3, col. 3.

*Arizona Weekly Citizen*, Tucson, Saturday 5/25/1889: 1, col. 6.

*Bismarck Weekly Tribune*, Friday 5/24/1889: 2, col. 5.

*Buffalo Commercial Advertiser*, 10/31/1867: 3, col. 4.

*Buffalo Daily Courier*, 10/17/1865.

“Casualty List for 1874,” *Chicago Inter Ocean*, 12/25/1874.

*The Cleveland Daily Leader*, Friday 10/20/1865: 2, col. 3.

*Detroit Advertiser*, 6/25/1863.

*The Detroit Free Press*, 5/19/1889.

*The Detroit Free Press*, 5/20/1889.

*Detroit Tribune*, 4/3/1877.

*Evening Star*, Washington, DC, Saturday 5/18/1889: 5, col. 2.

*The Little Falls Transcript*, Minnesota, Friday 5/24/1889: 1, col. 4.

*The Los Angeles Daily Herald*, Sunday 5/19/1889: 5, col. 2.

*The Marine Record*, Thursday 12/1/1887: 4.

*The Marine Record*, 12/15/1887.

*Mower County Transcript*, Austin, Minnesota, Wednesday 5/29/1889: 2, col. 1.

*The New York Times*, 2/12/1888.

*The Philadelphia Daily Evening Telegraph*, Wednesday 10/30/1867: 8, col. 3.

*The Pittsburg Dispatch*, Sunday 5/19/1889: 12, col. 3.

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

*The St. Paul Daily Globe*, Tuesday 6/8/1880: 2, col. 2.  
*The St. Paul Daily Globe*, Sunday 8/29/1880: 1, col. 6.  
*The St. Paul Daily Globe*, Sunday 5/19/1889: 1, col. 8.

Swayze, David D., *Shipwreck! A Comprehensive Directory of Over 3,700 Shipwrecks on the Great Lakes*. Harbor House Publishers, Inc., Boyne City, Michigan, 1992: 151.

*The Toronto Globe*, 8/1/1872.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_  
 recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

Name of repository: Thunder Bay National Marine Sanctuary, Alpena, Michigan

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreege of Property** \_\_\_\_\_

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 45.4705° (bow) Longitude: -83.44625° (bow)
2. Latitude: 45.470867° (stern) Longitude: -83.445933° (stern)
3. Latitude: Longitude:
4. Latitude: Longitude:

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The shipwreck *M. F. Merrick* is located in 300 feet of water on State bottomlands in Lake Huron, Presque Isle County, with its bow positioned at 45.4705° and -83.44625° and its stern positioned at 45.470867° and -83.445933°. The site boundaries include the intact wooden hull of the *M. F. Merrick* (139 feet in length, 26 feet in beam, and 11.8 feet in height) as well as wreckage piled on deck and associated wreckage and artifacts scattered alongside the hull on the lake bottom. The overall dimensions of the site are 150 feet in length, by 40 feet in width, by 15 feet in height.

**Boundary Justification** (Explain why the boundaries were selected.)

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

The National Register boundaries of the *M. F. Merrick* shipwreck encompass the footprint of its articulated remains within the coordinates listed above to capture its intact hull structure and associated artifacts. Side scan sonar, remotely operated vehicle, and diver surveys conducted by the Thunder Bay National Marine Sanctuary revealed the extents of the *M. F. Merrick's* main structure are centralized in the coordinates listed above.

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### 11. Form Prepared By

name/title: Wayne R. Lusardi, State Maritime Archaeologist  
organization: Thunder Bay National Marine Sanctuary  
street & number: 500 W. Fletcher Street  
city or town: Alpena state: Michigan zip code: 49707  
e-mail wayne.lusardi@noaa.gov  
telephone: (989) 356-8805 x. 11  
date: March 20, 2014

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

M. F. MERRICK  
Name of Property

Presque Isle, Michigan  
County and State

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

- Photograph/Image 1      Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Photographer: Alpena County Library Collection  
Date of Image: 1864  
Description: The schooner *M. F. Merrick* at Port Colborne, Ontario.
- Photograph/Image 2      Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: May 2011  
Description: Side Scan Sonar image showing site integrity of the schooner *M. F. Merrick* with intact hull, mast and spars.
- Photograph/Image 3      Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Illustrator: C. Patrick Labadie  
Date of Image: May 2011  
Description: Preliminary site sketch of the schooner *M. F. Merrick*.
- Photograph/Image 4      Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Photographer: John Scoles, Thunder Bay NMS  
Date of Image: August 23, 2011  
Description: Inside the cargo hold of the schooner *M. F. Merrick*. The hold is half filled with furnace sand with wheelbarrows sitting on top.

M. F. MERRICK

Name of Property

Presque Isle, Michigan

County and State

Photograph/Image 5

Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Photographer: John Scoles, Thunder Bay NMS  
Date of Image: August 23, 2011  
Description: Bow of the schooner *M. F. Merrick* with intact windlass and both anchors still in place.

Photograph/Image 6

Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Photographer: John Scoles, Thunder Bay NMS  
Date of Image: August 23, 2011  
Description: Stern of the schooner *M. F. Merrick* with intact wheel and rigging elements on boom.

Photograph/Image 7

Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Illustrator: Fourth Element  
Date of Image: August 2011  
Description: Three dimensional rendition of *M. F. Merrick* as it appears today in Lake Huron off Presque Isle County, Michigan.

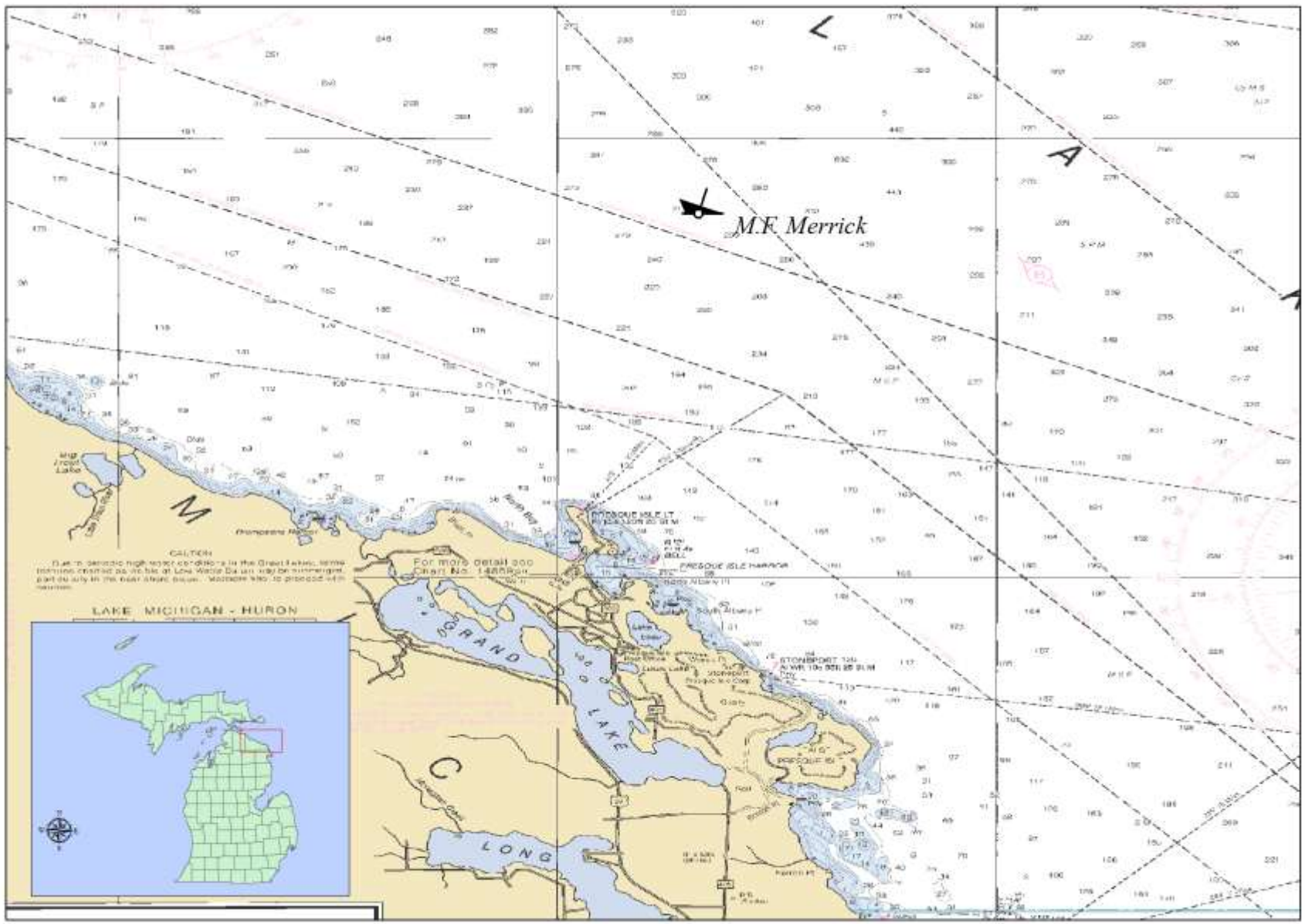
Photograph/Image 8

Name of Property: *M. F. Merrick*  
Location: Lake Huron, Presque Isle County, Michigan  
Illustrator: Wayne R. Lusardi, Michigan DNR  
Date of Image: March 2014  
Description: Map of *M. F. Merrick's* location in Lake Huron off Presque Isle County, Michigan.

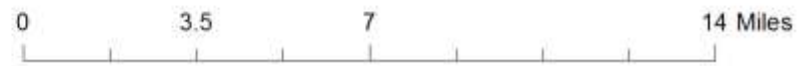
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



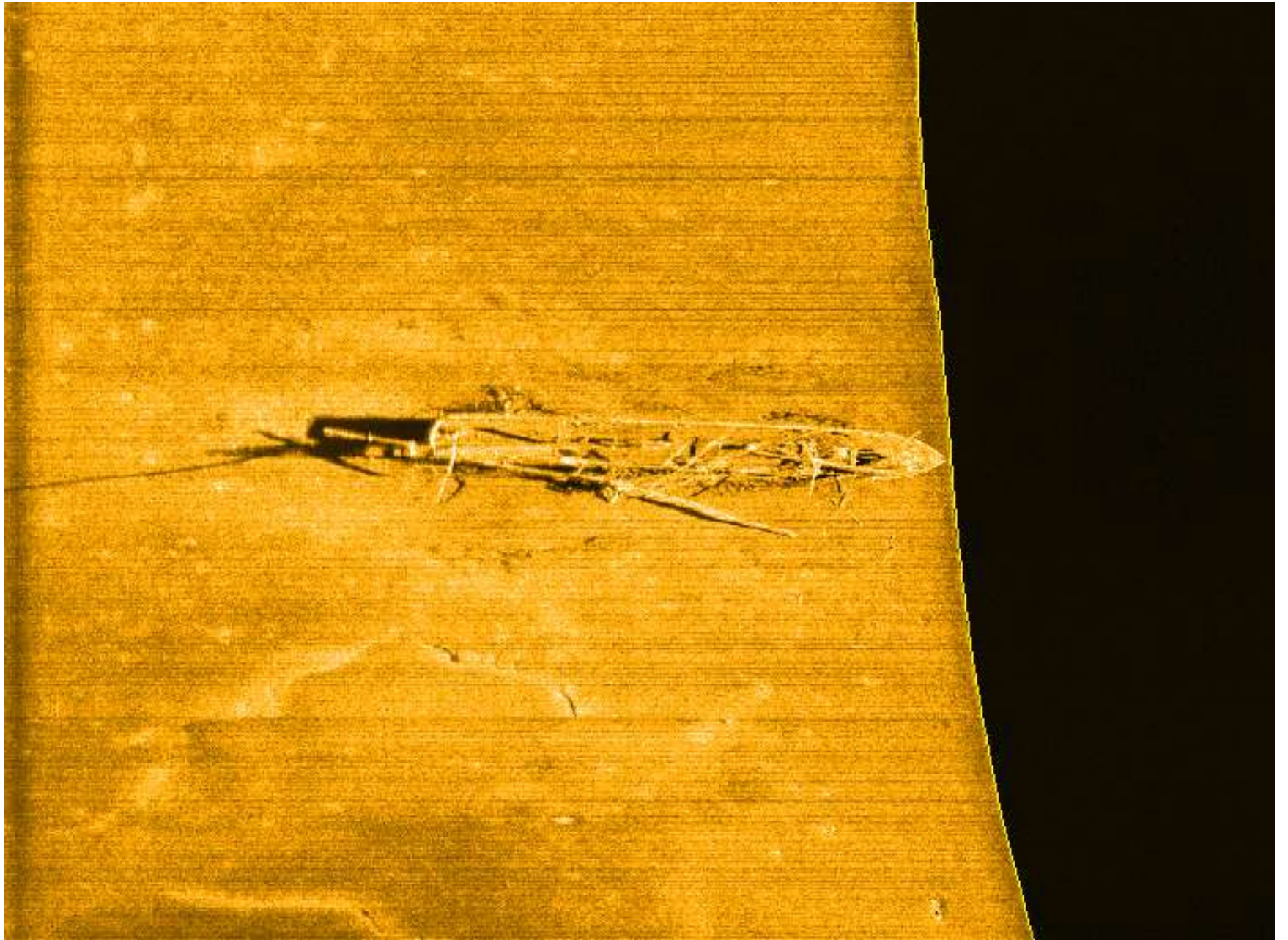


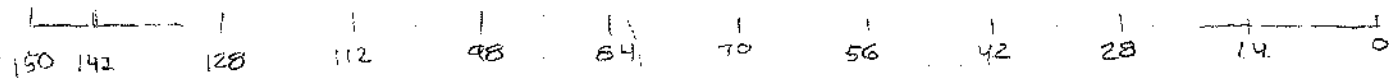
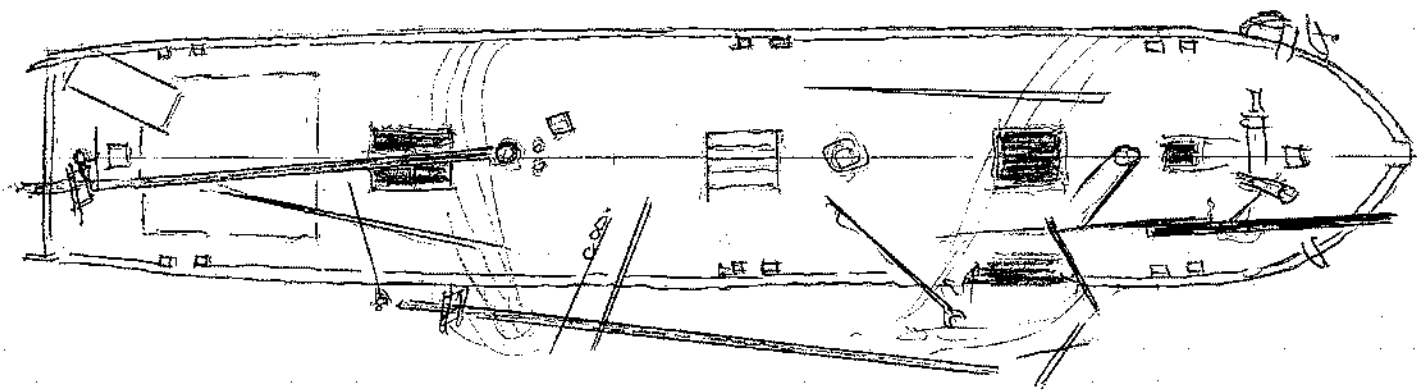
**M.F. MERRICK**  
 Schooner (1863-1889)  
 Bow 45.4705 -83.44625  
 Stem 45.470867 -83.445933



NOAA Chart No. 14864







SCALE 1:150  
(136.9 x 25.6 FEET)







