

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

KYLE SPANGLER(schooner)  
Shipwreck Site  
Name of Property

Presque Isle Co., MI  
County and State

n/a  
Name of multiple property listing

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 14001098

Property Name: KYLE SPANGLER (schooner) Shipwreck Site

County: Presque Isle County

State: MI

Multiple Name: n/a

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Signature of the Keeper

Date of Action

**Amended Item in Nomination: Level of Significance**

The purpose of this Supplementary Listing Record (SLR) is to note that on resubmission, the level of significance identified by the nominating authorities for this mid-nineteenth century, two-masted, wooden-hulled schooner is the national level of significance. The National Register archeological reviewer at WASO, however, notes that this designation should be made at the statewide level of significance.

The Statement of Significance Summary Paragraph of the nomination, emphasizes the regional importance of this vessel and wreck site:

The KYLE SPANGLER site is considered eligible for listing on the National Register of Historic Places under criterion [sic] A, C and D. Under criterion A the shipwreck site is significant for containing the remarkably intact wreck of a schooner that represents and illustrates the early bulk shipping trade on the

Great Lakes, and the ships that served that trade, during the 1850s when ships such as SPANGLER carried the greatest part of the trade in large cargoes such as grains, before the railroad net developed extensively enough to take over much of the bulk traffic on the Lakes. The well preserved remains of SPANGLER meet criterion C for providing a rare surviving example of the great many wooden schooners that participated in the Great Lakes grain trade during this early period and for being a surviving example of a ship built by early and influential Great Lakes shipwright William Jones of Black River (now Lorain), Ohio. The site is also significant under criterion D for providing information and the future potential for far more information relating to a broad range of research topics including Great Lakes ship construction and outfitting of the time (Section 8, p. 11).

Moreover, nowhere in the nomination itself are either direct or indirect assertions of national significance made for this property. As a consequence, the National Register staff surmise that the national significance box was checked in error, as all internal discussion implicitly points to statewide significance for the KYLE SPANGLER (schooner) Shipwreck Site.

#### **Distribution List**

National Register files

Nominating Authorities (i.e., Michigan SHPO and NOAA FPO), without nomination attached

United States Department of the Interior  
National Park Service

Resub

# 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.

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### 1. Name of Property

Historic name: Schooner KYLE SPANGLER Shipwreck Site JUL - 8 2016

Other names/site number: Michigan Site Number: 20UH72

Name of related multiple property listing:

N/A

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

### 2. Location

Street & number: Lake Huron, 4 miles Northeast of Presque Isle

City or town: Presque Isle Township State: MI 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:

X national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

x A \_\_\_ B x C x D

<u>Bruce D Conway</u>	<u>6/21/16</u>
Signature of certifying official/Title:	Date
<u>MI SHPO</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u>✓</u> meets ___ does not meet the National Register criteria.	
<u>[Signature]</u>	<u>19/01/16</u>
Signature of commenting official:	Date
<u>Director MHP (PHO designer)</u>	<u>Noop</u>
Title :	State or Federal agency/bureau or Tribal Government

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**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:)

*John A. Estlin*  
Signature of the Keeper

8/28/16  
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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register                     

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation: water related

**Current Functions**

(Enter categories from instructions.)

Landscape, Underwater,

Underwater Site

Not in Use

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other

Shipwreck, wood hull schooner

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

Principal exterior materials of the property: Wooden hull

### 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

The KYLE SPANGLER site (1856-1860) contains the remains of the two-masted, wooden hulled schooner KYLE SPANGLER, as it came to rest following a wrecking event four miles northeast of Presque Isle, Michigan, in Lake Huron. Well preserved by the Great Lakes' cold, fresh water, the shipwreck sits upright at a depth of 185 feet. Built in 1856 in Black River, Ohio (now Lorain), KYLE SPANGLER is a distinctive type of Great Lakes sailing craft known as a "canaller," and retains its distinctive, boxy hull form. As a result, this site constitutes one of the best preserved examples of this vessel type within the Great Lakes. In outward appearance, the 130-foot-long sailing vessel looks much the same today as it did after coming to rest on the lake bottom in 1860. The wooden hull is nearly completely intact, save for collision damage at the starboard bow that has not, however, precipitated any loss in overall integrity. Both masts are still standing, with booms, gaffs and associated rigging having fallen to the deck or lake bottom. The deck cabin's outer structure is intact, as is the vessel's wheel, windlass, centerboard winch and bilge pumps. Most impressively, the vessel's carved wooden nameboard is still affixed to the stern quarter and remains legible.

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## **SETTING**

The Great Lakes and their connecting waterways provide a natural highway extending over a thousand miles into the heart of North America. For centuries before European contact, these inland seas and tributaries served as important lines of trade and communication for Native Americans. Within the past 300+ years, these waters have been further exploited by Euro-Americans and have greatly contributed to the economic and cultural growth of North America; waterborne transport on the Great Lakes played a crucial role in the exploration, settlement, and industrialization of the region.

The treacherous waters along Michigan's northeastern shoreline in Lake Huron have claimed nearly 200 ships. The oldest known shipwreck took place in 1849, while the most recent shipwreck occurred in 1966. Intense weather patterns, islands and rocky shoals, and heavy vessel traffic and converging shipping lanes all contributed to the area's vast collection of shipwrecks. These submerged archaeological sites form nearly a complete collection of Great Lakes vessel types from small schooners and pioneer steamboats of the 1830s, to enormous industrial bulk carriers that supported the Midwest's heavy industries during the twentieth century. Among the wrecks in and around the Thunder Bay National Marine Sanctuary are those vessels that carried immigrants and pioneers traveling west for new homes, schooners carrying Midwestern grain and lumber, passengers and package freight steamers, and evolving generations of bulk freighters specially designed to carry iron ore, coal, grain, cement, and other bulk commodities. They are evidence of the Great Lakes' pervasive influence in regional and national history, and capture the cultural, personal, environmental, technological and economic aspects of maritime history. Finally, this collection of shipwrecks reflects the movement, bravery, tenacity and innovative spirit of generations of maritime people. This is the broad context within which the schooner KYLE SPANGLER – and thousands of schooners like it – sailed.

On November 5, 1860, the KYLE SPANGLER worked its way south on Lake Huron, fully loaded with 15,000 bushels of corn bound from Chicago to Buffalo. In the dimly lit early morning hours off Presque Isle, Michigan, the up-bound schooner RACINE appeared without warning along a collision course, tearing into SPANGLER'S starboard bow and sinking the wooden schooner within minutes. Miraculously, SPANGLER'S crew survived. Today the vessel rests upright in 185 feet of water four miles northeast of Presque Isle Harbor, along a historically dangerous stretch of northeast Michigan coastline.

## **DESCRIPTION**

After 153 years on the lake bottom the KYLE SPANGLER is in remarkably good condition and possesses a high degree of physical integrity. The collision damage, confined to the vessel's

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starboard bow, was not extensive enough to precipitate any greater overall loss in the hull's integrity. Lake Huron's cold, fresh water has kept the site well preserved, save for the inevitable loss of sails, much of the corn cargo, and the slow collapse of the vessel's more lightly built components such as the cabin interior. In outward appearance, the 130-foot-long wooden schooner looks much the same today as it did after coming to rest on the lake bottom in 1860. Unfortunately, a layer of invasive quagga mussels (*Dreissena bugensis*) covers much of the wreck, hiding smaller features and complicating, but not inhibiting, detailed archaeological recording.

Embedded in the lake bottom, the wreck lists twenty degrees to the starboard side and is oriented with the bow pointing nearly due east. Both the foremast and mainmast are standing, with their respective trestle and crosstrees (an assemblage of timbers positioned high on the mast to which the shrouds for the topmast were attached) intact and towering sixty feet above the deck. The seventy-two-foot tall extant foremast is "raked" aft approximately ten degrees. Although the canvas sails are no longer present, the wooden hoops that secured them to the masts are piled at the base of each twenty-inch diameter mast. Booms and gaffs and some of the rigging are all present, fallen to the deck or alongside the hull, but easily discernible. Much of the broken jib boom/bowsprit assemblage lies off the starboard bow on the lake bottom. The ships' wheel, steering gear and rudder are intact, as are two bilge pumps (a single action pump aft of the windlass and a double action pump aft of the mainmast), the offset centerboard winch and capstan. The windlass is intact but slightly displaced due to the force of the collision event. Both anchors are present, the port side still affixed to the rail with chain leading on deck through the hawse pipe. The yawl boat is missing but both folding stern davits, an innovation that eliminated wasted space as SPANGLER squeezed through the Welland Canal locks, are intact.

The vessel's cabin structure is relatively sound, though the interior woodwork has collapsed, leaving a presumably complete, but challenging to document, archeological site. The cabin doubtless contains numerous artifacts associated with the ship and crew, well preserved by the surrounding cabin structure. Larger artifacts, including a stool and a stove, are quickly discernible, though a layer of invasive quagga mussels makes identification of smaller artifacts and features difficult. Smaller artifacts, including bottles, ceramics, and remnants of the ship's compass, have been moved on deck by divers. Access to the cargo hold is relatively easy, with all of the hatch covers displaced and lying on deck. Much of the corn cargo is now gone, revealing an interior space with intact construction features such as knees, deck beams, ceiling planking and associated fasteners, and the centerboard trunk easily visible. Chainplates and deadeyes, and the vessel's port side carved nameboard, remain attached to the hull's exterior.



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## SITE INVESTIGATIONS

The wreck of the schooner KYLE SPANGLER was discovered in 2003 by Michigan resident and diver Stan Stock. A well-known and prolific wreck hunter, Stock has discovered several historic shipwrecks in northern Lake Huron. In 2007 Stock approached the National Oceanic and Atmospheric Administration's Thunder Bay National Marine Sanctuary (TBNMS) about jointly documenting the site, which, at the time, was located outside the sanctuary's boundaries.<sup>1</sup> He proposed to share the coordinates, work with sanctuary archeologists to document the site, and then release the site's location to the public.

In August 2008, funded in part by a NOAA Ocean Exploration grant, Stan Stock, his dive partner Tracy Xelowski, NOAA archeologists, and support personnel from the National Undersea Research Center at UNC-Wilmington and NOAA's Great Lakes Environmental Research Lab spent nine days documenting the site, after which the coordinates were made public. Due to the site's depth (185 feet), the team used mixed gas decompression diving techniques while recording the site with photos, video and hand-drawn scaled site maps.<sup>2</sup> The team made fifty-two total dives with about twenty-five minutes per dive actually working on the site – the remainder of the hour long dives was spent slowly decompressing (allowing nitrogen bubbles to dissipate from the diver's bloodstream) while ascending to the surface. A total of twenty hours of "bottom time" was spent working on site. Significantly, nearly eight of those hours were contributed by volunteers Stan Stock and Tracy Xelowski. Products from the 2008 site investigation include side-scan sonar imagery, detailed profile and plan view site plans, scaled drawings of significant individual components, photos and video. Immensely important are the photos taken by Stan Stock in 2003, prior to the site being colonized by quagga mussels. Notably, these archaeological products have since been used to generate interpretive materials for both divers and non-divers, including online animations and 2D materials for exploring the site and dive planning.

The project demonstrated that a small team could efficiently and safely document a wreck site in 185 feet of 40 degree water, and produce data essential to managing and interpreting the shipwreck site. Equally important, the project revealed the significant benefits of public

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<sup>1</sup> Designated in 2000, the 4,300 square-mile Thunder Bay National Marine Sanctuary ([thunderbay.noaa.gov](http://thunderbay.noaa.gov)) protects nearly 100 known historic shipwrecks and is jointly managed by the National Oceanic and Atmospheric Administration (NOAA) and the State of Michigan. The sanctuary's offices and visitor center are located in Alpena, Michigan. Prior to 2014, *Kyle Spangler* was located outside of the sanctuary's boundary; that year the sanctuary expanded from 448-square miles to 4,300-square miles. The 2008 documentation project helped bolster the case for the *Kyle Spangler's* inclusion in a national marine sanctuary.

<sup>2</sup> Detailed measurements and additional drawings from the 2008 archeological survey of *Kyle Spangler* site are available in the *Kyle Spangler* shipwreck file located at the Thunder Bay National Marine Sanctuary. The attached site plan was created using these measurements, though many smaller individual components and details were recorded as well. Perspective drawings were also produced by marine artist Robert McGreevey, as was a animation available online at [http://thunderbay.noaa.gov/shipwrecks/kyle\\_spangler.html](http://thunderbay.noaa.gov/shipwrecks/kyle_spangler.html)

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participation in the discovery, documentation and management of our national maritime heritage. The discovery of a shipwreck site puts into motion a series of events, that when acted upon thoughtfully, makes possible a wide range of benefits. Without the discovery, of course, tapping the full historical, archeological and recreational potential of a shipwreck site is impossible. And for that, special recognition must be given to Stan Stock.

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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
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Archaeology: Historic non aboriginal

Maritime History

Transportation

Commerce

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

Built 1856 / Sank 1860

\_\_\_\_\_

**Significant Dates**

1856

1860

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_

**Cultural Affiliation**

Euro-American

\_\_\_\_\_

**Architect/Builder**

Jones, William Augustus – Black River (Lorain), Ohio

\_\_\_\_\_

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**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.)

## **SUMMARY**

The KYLE SPANGLER site is considered eligible for listing on the National Register of Historic Places under criterion A, C and D. Under criterion A the shipwreck site is significant for containing the remarkably intact wreck of a schooner that represents and illustrates the early bulk shipping trade on the Great Lakes, and the ships that served that trade, during the 1850s when ships such as SPANGLER carried the greatest part of the trade in large cargoes such as grains, before the railroad net developed extensively enough to take over much of the bulk traffic on the Lakes. The well preserved remains of SPANGLER meet criterion C for providing a rare surviving example of the great many wooden schooners that participated in the Great Lakes grain trade during this early period and for being a surviving example of a ship built by early and influential Great Lakes shipwright William Jones of Black River (now Lorain), Ohio. The site is also significant under criterion D for providing information and the future potential for far more information relating to a broad range of research topics including Great Lakes ship construction and outfitting of the time.

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

## **CRITERION A**

Under criterion A, the KYLE SPANGLER is eligible for listing due to its association with maritime commerce on the Great Lakes. During the nineteenth and early twentieth centuries, the Great Lakes evolved from an isolated maritime frontier on the western edge of the Atlantic World into the nation's busiest and one of the world's most significant industrial waterways, where innovative ships and technologies moved raw materials and agricultural products in larger quantities and at lower costs than at any previous time in history. Moving bulk cargo to national and worldwide markets via the Great Lakes during the age of sail required thousands of specialized, boxy-hulled, sailing craft known as "canal schooners" such as the KYLE SPANGLER. SPANGLER's role in the grain trade, most notably, shipping it from the preeminent ports of Chicago and Milwaukee to Buffalo and Oswego, NY, places it squarely within the history of an unprecedented agricultural and economic boom in the United States.

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Prior to the Civil War, before railroads were equipped to handle large shipments, more than 90 percent of Chicago's massive grain export traveled east by lake (Cronon, 1991). Indeed, cheap waterborne transportation made possible the well documented agricultural explosion of America's upper Midwest in the early to middle nineteenth century.

KYLE SPANGLER'S four-year career moving several bulk cargo types to various destinations, enduring several minor accidents and a major one that required an extensive rebuild, provides a window into the rough and tumble career of a typical Great Lakes canal schooner. On the Great Lakes during the 1800s, the final weeks of the shipping season saw the highest profits and greatest risks. Cargo prices—and profits—climbed with the approach of winter. As October turned to November, high winds, plummeting temperatures, and ice often made for dangerous voyages. Along a treacherous stretch of Lake Huron abreast of the northeast Michigan shoreline, the danger was compounded by rocky shoals, fog and intense vessel traffic. Here, from Rogers City to Harrisville, Lake Huron's "upbound" and "downbound" sailing routes nearly converged. Ships passed terrifyingly close to each other as they tried to shave valuable time off their voyages. Amidst these hazards, the schooner KYLE SPANGLER sailed on what its crew doubtless hoped would be their last voyage of the 1860 shipping season. However, like nearly a hundred other vessels traversing Lake Huron's "Shipwreck Alley," the KYLE SPANGLER'S final voyage would be more tumultuous and far reaching than its crew could ever have known.

### ***The schooner Kyle Spangler and America's Golden Tide of Grain***

William Jones built the schooner KYLE SPANGLER in 1856 for Basil L. Spangler (1817-1876), at that time a Cleveland dry-goods merchant, who later reached the rank of captain in the U. S. Army during the Civil War, ending his service in 1865 as the quartermaster at Camp Cuyahoga in Cleveland. Little is known about Basil Spangler, though he appears to have operated the business at times in partnership with his brother Miller. The schooner was named for Basil's son Kyle, born in 1851. With various partners, Basil owned a portion of the schooner only through October 1857, though Miller is listed through at least 1858 when the enrollment changes from Cleveland to the Port of New York. The U. S. Census for 1850 lists Basil as a merchant, though Cleveland directories for 1867 through 1870 list him as an assistant postmaster, suggesting that his earlier business and shipping interests may have been short lived.

Getting a glimpse of the newly launched KYLE SPANGLER on May 12, 1856, the *Cleveland Herald* favorably reported that "she is a fine looking fore-and-after...her owners expect much of her, and appearances certainly indicate the full realization of their expectations." The two-masted schooner measured 349 tons, and 130 feet in length by 26 feet in beam by 11 feet in depth of hold. Two days later the vessel departed Cleveland, bound for Chicago with its first "upbound" cargo of coal, Captain Lester Smith of Black River at the helm. Operating much of

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the time for the Cleveland-based B. L. Spangler and Company, KYLE SPANGLER carried a variety of cargoes, including iron ore, salt, coal, corn and, most often, wheat for the next four shipping seasons. Carrying grain down-bound, typically from Chicago, Milwaukee or Cleveland to Buffalo or Oswego, New York, and returning with up-bound cargoes of coal and salt, consumed much of the vessel's career. SPANGLER was enrolled in the Port of New York in 1859, suggesting a short career on the east coast prior to its November 1860 sinking in Lake Huron.

KYLE SPANGLER'S participation in the grain trade for the majority of its career places it squarely at the center of the broader trade patterns of the pre-Civil War Great Lakes, patterns which propelled the region – and the United States – into economic preeminence as the nineteenth century unfolded. Tens of thousands of farmers settled the Midwest after the Erie Canal opened in 1825, and by the early 1840s they were transforming the frontier into America's "breadbasket." Prior to the mid-1870s, moving grain to national and worldwide markets was done in large part by thousands of specialized sailing ships known as "canallers."<sup>3</sup> The overall volume of the trade, compared to the capacity of each individual sailing vessel, provides perspective relative to the huge number of ships required to satisfy demand. In 1860, for example, the year KYLE SPANGLER sank, Buffalo alone received over 37 million bushels of Midwest grain shipped from western Great Lakes ports. SPANGLER carried just 15,000 bushels per trip – a mere .040% of Buffalo's total that year. The apogee of sail on the Great Lakes was reached in 1868 with 1,855 total registered sailing vessels (Karamanski 2000: 36); an estimate from the early 1860s suggests that at that time nearly 750 sailing ships were canal schooners.

Chicago's commercial ascendancy in the nineteenth century provides a narrower, well-documented context linking SPANGLER to these broader economic patterns of American history and further establishes the schooner's national significance. Indeed, as author William Cronon states, "What gave Chicago importance was the emerging commercial primacy of the American northeast. An eastern-oriented economy 'naturally' looked across the lakes to Chicago as the westernmost point of cheap water access to the agricultural heartland of the interior" (Cronon 1991:63).

Between 1834 and 1841 Chicago's total grain export was only 13,756 bushels, but by 1845 more than one million bushels were being shipped to Buffalo alone (Karamanski 2000:60). By 1847 it rose to more than two million and there were 275 grain schooners running the Chicago to Buffalo route (Karamanski 2000: 62). Between 1853 and 1856 grain exports from Chicago tripled with 21 million bushels leaving the city alone in 1856 (Cronon 1991: 115). By the 30-

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<sup>3</sup> The broad historical significance of schooners on the Great Lakes, and the importance of the grain trade, is a well-established underpinning for National Register of Historic Places nominations. See National Register of Historic Places Multiple Property Listing *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa, 1992), for a detailed discussion.

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bushel wagon load, and later the 324-bushel rail car, a golden tide of grain funneled into Chicago from America's fertile Midwestern farmland to be shipped inexpensively in bulk eastward by water. Grain schooners like the KYLE SPANGLER made the Chicago-Oswego round trip in thirty-five days, and six to seven trips seasonally (Meverden et. al. 2006: 6). Chicago was rivaled in exports only by Milwaukee, which reached the million-bushel mark in 1853 and within a year doubled that number; by 1862 it had surpassed Chicago as the greatest wheat market in the world (Karmanski 2000: 60).

### ***Hard Knocks: the Spangler's Career as Representative of Great Lakes Grain Schooners***

Not long after its launching it was clear that like most Great Lakes schooners the KYLE SPANGLER would endure its share of hard knocks, if not more so than most others. This rough-and-tumble career provides additional context for understanding the schooner's historical significance and marks the vessel as a unique physical and historical representation of thousands of similar craft which, due to passage of time, no longer exist. The vessel's short but productive career provides a useful glimpse into life onboard Great Lakes commercial sailing craft of the period, and reinforces its archaeological potential. Indeed, regarding the value of wrecked workaday vessels like the KYLE SPANGLER, it can be said that "the ones that didn't make it tell us about the ones that did."

By the end of SPANGLER'S first month of service, in May 1856, the vessel had torn a hole in its bottom on Bark Shanty Reef in Lake Huron (*Buffalo Daily Republic* 27 May 1856). Newspapers reported that the vessel was then "laid up" in Detroit, though her owners quickly clarified that the schooner spent only four hours there for repairs and then promptly sailed to its destination (*Cleveland Daily Herald* 2 May 1856).

That Great Lakes schooners of the nineteenth century operated upon often dangerous waters was again revealed by SPANGLER'S August 1856 encounter with the floating but waterlogged *W. S. Malcom*. From a distance, SPANGLER'S Captain Smith spied two boys, ages twelve and fifteen, clinging to the stricken vessel's rigging and apparently deserted by the rest of the crew. The *Spangler* conveyed the boys, chilled and exhausted, to Oswego (*Milwaukee Daily Sentinel* 28 August 1856). Less than a year later, while on Lake Michigan, the *Spangler's* crew came upon the capsized *J. R. Giddings* lying on beam ends with most canvas set and the yawl boat tied to the stern. *Giddings'* crew was gone, washed overboard and presumed gone by SPANGLER'S crew, though the ghost ship's crew eventually turned up at Detroit in "destitute condition" (*Buffalo Daily Republic* 22 July 1857). Whether witnessing these vessel casualties reinforced a sense of danger and risk for SPANGLER'S crew is impossible to say. However, just four months after encountering the stricken *Giddings*, the crew of the SPANGLER would find their own vessel in peril.



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In 1857, en-route between Chicago and Buffalo with a load of wheat, SPANGLER sprung a near-fatal leak in northern Lake Michigan during an early November gale. With the vessel's pumps overwhelmed, the crew exhausted, and the yawl boat washed away, the sinking schooner was run aground south of Sleeping Bear Bay (*Milwaukee Daily Sentinel* 28 November 1857). For a time fears were that the crew was lost due to "seas making a clean breach over them" (*Chicago Daily Tribune* 28 November 1857). In fact, SPANGLER'S crew endured three days of freezing weather before being rescued by the heroic efforts of the crew of *Great West*, also stranded nearby. The *Detroit Free Press* reported that "many had their hands and feet frozen" (*Detroit Free Press* 1 December 1857).

For weeks SPANGLER and three other stranded vessels were presumed total losses, prompting speculation about potential insurance payouts. None other than SPANGLER'S builder, William Jones, saw fit to publish a legal notice in the *Cleveland Daily Herald* putting the vessel's owners on notice that he intended to have a piece of the insurance money, for it appears that he had not yet been paid in full for its construction, and as such "holds an equitable lien upon the insurance money until certain notes...given him by for the costs of construction are paid" (*Cleveland Daily Herald* 6 January 1858). Interestingly, and perhaps reflecting his stature as a successful businessman, Jones retained the law firm of Spaulding and Parsons, "widely known as the foremost in the state" (*Bench and Bar of Ohio* 1897: 107).

Ultimately, KYLE SPANGLER endured four months of winter's pounding at Sleeping Bear Bay before being salvaged, refloated and towed to Detroit, where it was extensively refitted and reinforced at the yard of William's brother, James Jones. The list of extensive repairs says much about the vessel's condition after being salvaged, and also suggests that, at least in this case, the vessel was a valuable enough asset to warrant an expensive \$8,000 refit. By October of 1858 SPANGLER had new fastenings throughout, an extra keelson, and extra clamps under the deck which were bolted through each stanchion. The cabin, canvas and running rigging were new, and with new paint SPANGLER was reported to "look as though she was just launched" (*Milwaukee Daily Sentinel* 29 September 1858).

Out of service for eleven months, the vessel next took on a cargo of wheat in Milwaukee bound for Buffalo only to collide with schooner *Matt Root* in the Straits of Mackinac, leaving SPANGLER'S mainmast "sheered into fragments," boom destroyed and canvas lost (*Milwaukee Daily Sentinel* 8 October 1858). And late in the 1860 shipping season the schooner's jib boom would be carried away by the schooner *E. M. Peck* when it was leaving Cleveland under tow (*Buffalo Morning Express* 1860 Casualty List). But, of course, the greatest disaster was yet to come.

Schooner KYLE SPANGLER Shipwreck Site

Presque Isle, Michigan

Name of Property

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On November 5, 1860, KYLE SPANGLER worked its way south on Lake Huron, fully loaded with 15,000 bushels of corn bound from Chicago to Buffalo. In the dimly lit early morning hours off Presque Isle, Michigan, the up-bound schooner *Racine* appeared without warning on a collision course, tearing into SPANGLER'S starboard bow and sinking her within minutes. Miraculously, SPANGLER'S crew survived. The damaged *Racine* was intentionally sunk in eleven feet of water near Presque Isle and later refloated. Today, KYLE SPANGLER rests upright and intact, save for the collision damage, in 185 feet of water.

## **CRITERION C and D**

KYLE SPANGLER is eligible for listing under criterion C, because it embodies the distinctive characteristics of a specific vessel type (canal schooner), and represents the work of the influential Great Lakes shipwright William Jones. Additionally, as detailed in Section 7, the schooner KYLE SPANGLER shipwreck site has yielded significant archeological information (criterion D), much of which informs and supports criterion C. Further, the site has the potential to yield additional archaeological information beyond the research questions addressed during the initial documentation of this site by archaeologists in 2008. Because criterion C and D are so complementary in the case of the KYLE SPANGLER shipwreck site, they are addressed together in this section.

Ships (then as now) reflected some of the most advanced technology of their time in terms of engineering and architecture, and provide invaluable insights into undocumented or poorly understood technologies. Nineteenth century Great Lakes vessels, particularly wooden ones, were not generally mass produced, but often reflect individual building traditions, local innovation, and matters of expediency (Cooper and Kriesa 1992). Consequently, blueprints, line drawings or builder's plans are virtually non-existent for Great Lakes schooners of KYLE SPANGLER'S period (1856-1860). Built to maximize cargo space and with the maximum dimensions that could squeeze through the locks of the Welland Canal, the canal schooner (or "canaller") KYLE SPANGLER is one of the few intact surviving examples of this ship type. In fact, all of the surviving examples of Great Lakes canal schooners are underwater archaeological sites in various states of preservation; KYLE SPANGLER is among the best preserved.

Constructed in 1829 to allow ships to bypass Niagara Falls and move between Lakes Erie and Ontario (and the Atlantic Ocean via the St. Lawrence River), the Welland Canal has undergone three subsequent improvements (1846, 1887, 1942), each aimed at accommodating increasingly larger ships. Indeed, the meteoric rise of the grain trade helped drive the need for the 1846 expansion of the locks to 150 feet in length and 26 deep in beam. These dimensions subsequently defined an entire Great Lakes vessel class during the mid to late nineteenth century: purpose-

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built “canal schooners” designed to pass through the Welland Canal and reach important ports on Lake Ontario, such as Oswego, NY, with as much bulk cargo as possible. With bluff bows, flat sterns, flat-bottomed hulls, short bowsprits and highly canted jib booms these vessels sought to maximize their payload on every trip and could squeeze through the canal with much more cargo than vessels with traditional hull forms (Meverden et. al 2006: 6). Some canallers employed folding jib booms and stern davits, as not to waste valuable space within the locks.

According to *Great Lakes Shipwrecks of Wisconsin*, a National Register of Historic Places Multiple Property Listing document submitted by the state of Wisconsin:

When eligible under Criterion C, shipwrecks must retain enough integrity, at least within selected portions of the vessel, to provide visible examples of engineering design or construction techniques that were important to sailing vessels (Cooper and Kriesa 1992).

As seen in the archeological documentation produced in 2008, KYLE SPANGLER clearly retains a high degree of integrity, providing an essentially complete example of canal schooner engineering design, particularly its boxy hull form, bluff bow and flat stern with folding davits. Indeed, due to its excellent state of preservation KYLE SPANGLER is nearly as complete as a floating historic ship; theoretically then (challenging environment and required technology notwithstanding), a candidate for recording to a high standard such as National Park Service Historic American Engineering Record documentation. In other words, all that separates KYLE SPANGLER and its wealth of architectural information) from an historic ship afloat is 185 feet of Lake Huron water.

In addition to a complete vessel hull, several other individual or groups of features complement the site’s overall integrity. For example, SPANGLER’S intact deck machinery (windlass, single and double action bilge pumps, capstan, centerboard winch and steering mechanism) contain information pertaining to the engineering, development and function of each of these individual systems as well as their collective arrangement and use onboard SPANGLER. With its cargo hold mostly empty of its grain contents, many interior hull construction techniques could be readily documented archaeologically, including centerboard trunk arrangement and construction, and deck beam arrangement and supporting system of bracing (lodging and hanging knees). Even the positions and rake (cant) of the vessel’s two intact masts, and the lengths of associated spars reveal information about the size and shape of some of the vessel’s now missing canvas sails. Crosstrees and chainplates (termination points both associated with the vessel’s rigging, remnants of which survive), help complete the picture of the vessel’s rig. These features and others changed over time during the era of Great Lakes wooden shipbuilding, partially in response to evolving requirements by entities such as the Board of Lake Underwriters, and partially due to the influence of individual builders.

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In a sense, the significance of SPANGLER is two-fold, in that it represents a general vessel class with the attendant historical, architectural and archeological significance, as well as the influence upon that class by a specific builder: master shipwright William Jones.

### ***Master Shipwright William Jones***

Launched in 1856 at Black River (now Lorain), Ohio, KYLE SPANGLER was built by shipwright William Jones (1806-1888), one of five sons of Augustus Jones (1782-1841), the patriarch of an important family of Great Lakes shipbuilders. Augustus Jones brought to the Great Lakes frontier well established New England shipbuilding skills and traditions during a formative period in Great Lakes history. Building at times in partnership with one another and also separately, Augustus' sons would eventually establish shipyards in Black River (OH), Buffalo, Cleveland, Detroit and Milwaukee, thereby passing on their considerable skills to new generations of builders in several different locations. The Joneses' collective output of Great Lakes vessels numbers in the hundreds and occurred at a seminal period in Great Lakes shipbuilding. As stated in *Great Lakes Shipwrecks of Wisconsin*, the name Jones is almost synonymous with mid-nineteenth century Great Lakes shipbuilding (Cooper and Kriesa, 1992). William Jones himself built at least twenty-eight vessels at Black River, Ohio, including KYLE SPANGLER in 1856.

The history of the Jones family in America begins with the emigration of Lewis Jones from England to Connecticut in the seventeenth century. Six generations later, Augustus Jones Jr. (1782-1841) became involved in shipping in Essex, Connecticut, with part ownership in sloop *Mercator*, engaged in the coastal trade in 1816-1821 (*History of Middlesex County* 1884: 480). During this period shipbuilding flourished along the Connecticut River at Essex, with between 1,200 and 2,000 tons of shipping launched annually (*History of Middlesex County* 1884: 354). Augustus Jones Jr. must have figured prominently in shipbuilding and shipping in Essex during this period, for after British forces raided the area in 1814, destroying twenty-eight ships and \$160,000 worth of property, he was compensated for his losses with a land grant in Black River, Ohio, as part of the Connecticut Western Reserve (*History of Lorain County* 1879: 87). Jones and his partner Enoch Murdock soon moved west, eventually becoming the first professional ship carpenters along Ohio's Lake Erie shore (Wright and Martin 1999: 49). Their move west marks an important milestone in Great Lakes shipbuilding, for with it came the transfer of significant shipbuilding knowledge and skill from the East Coast to the frontier, a pattern that would continue through subsequent phases of Great Lakes shipbuilding. The move also ushered in an era of intense wooden shipbuilding and set the stage for the influential Jones shipbuilding dynasty.

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Arriving in Black River (now Lorain), Ohio, in 1818, Augustus Jones helped F. Church build *General Huntington*, the first ship built in the area. The following year the Jones family, which included five sons, William, George W., Frederick N., J. M., and Buel B. – all future shipbuilders – joined him. Between 1828, when Augustus Jones launched the sloop *William Tell*, and the early 1880s, when his son George W. retired, the Jones family built, at various points around the lakes, hundreds of ships of all types (Cooper 1995).

Augustus' son William built his first Black River ship, the schooner *White Pigeon*, in 1832 and his last one, the *H. G. Cleveland*, in 1867. During his career William Jones built twenty-eight vessels in Black River, including the schooner KYLE SPANGLER, and may have built ships in other places as well (*History of Lorain County* 1879: 215). His period of greatest activity in Black River commences in 1848 with the construction of the schooner *Meridian* and the brig *Mahoning*, both of which still exist as shipwrecks in the Wisconsin waters of Lake Michigan. William Jones appears to have been a traditionalist, building primarily schooners, a few brigs and barks, and only one propeller-driven vessel, a stark contrast to his younger brother George W. Jones, who was a noted innovator and builder of large steamers (Cooper, 1995).

William Jones' shipbuilding success appears to have translated into financial prosperity, and until the 1970s, remnants of his material success could be seen in Lorain. William built a "fine brick residence" on West Erie Street in Lorain, which was later used as the Lorain City Hall, but demolished in the 1970s (Wickens 1981: 12). William Jones died in Lorain, Ohio, in January 1888 at the age of 82, from "old age" according to Probate Court Records. His occupation was listed as shipbuilder.

Notably, KYLE SPANGLER fills a significant gap in the archeological record as it pertains to William Jones. Jones built the schooner *Nancy Dousman*, renamed *Gallinipper* (built 1833; wrecked 1846), brig *Mahoning* (built 1847; wrecked 1864) and schooner *Meridian* (built 1848; wrecked 1873) prior to SPANGLER (built 1856; wrecked 1860). The former three vessels still exist as shipwrecks in Wisconsin waters (*Meridian* and *Gallinipper* are both listed in the NRHP), each representing a style, architecture and/or function different from SPANGLER. Consequently, KYLE SPANGLER'S impressive archaeological remains significantly extends the timeline through which we can study, appreciate and preserve William Jones' considerable talent, and better understand his influence on Great Lakes wooden shipbuilding: a rare opportunity given the relatively early build dates of these wooden vessels and the fact that the information exists nowhere else.

Finally, though not fully assessed during the 2008 archeological survey due to time constraints and the challenges of working with the vessel's enclosed cabin, the site likely contains numerous

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personal and workaday artifacts. As the images accompanying this nomination reveal, several artifacts have been moved on deck by divers. These include pottery, bottles and remnants of the schooner's compass. Within the cabin, larger artifacts such as a stool and a stove are quickly discernible, though a layer of invasive quagga mussels makes identification of smaller artifacts difficult and time consuming. Though not explored in 2008 and damaged in the collision, the SPANGLER'S foc'sle (or forecabin, an area below decks forward of the foremast where the crew typically lived) has potential to yield personal effects and tools. The undiscovered material culture associated with KYLE SPANGLER could yield otherwise unattainable information about mid-nineteenth-century shipboard life or the use of the ship. Given the cold, fresh water environment, artifacts discovered at the site are likely to be well preserved.

### ***A Shipbuilding Legacy***

It is worth noting that the prolific wooden shipbuilding begun in Black River/Lorain, Ohio, in 1819 by Augustus Jones, and continued by his sons and other builders, established an enormous shipbuilding industry that persisted into the last quarter of the twentieth century. The Lorain Yard of the Cleveland Shipbuilding Company (precursor to the American Shipbuilding Company) was established in 1897. In 1898 Lorain had the Great Lakes' largest dry dock. In 1898 the Lakes' first steel ship, *Superior City*, was launched. Many ships were constructed during World War II, and in 1981 the area's last ship was launched – the 1,013-foot freighter *William DeLancey*, the last ship built by the American Shipbuilding Company, still working today as *Paul R. Tregurtha* (Ohio State Historical Marker).

### ***Additional Importance of an NRHP Listing***

Although not related directly to National Register of Historic Places criteria, the site is also recreationally significant, and has become a popular scuba diving attraction since its location was made known to the public in 2008. Discovered in 2003 by Michigan diver Stan Stock, the wreck's location remained secret until the site was documented by Stock and a team from the National Oceanic and Atmospheric Administration's Thunder Bay National Marine Sanctuary, after which it was jointly decided to release the site's locational coordinates. Striking the balance between public accessibility and sound historic preservation is a challenge for resource managers, and herein lay an additional purpose for nominating the KYLE SPANGLER to the National Register of Historic Places.

A successful nomination will reinforce the significance of KYLE SPANGLER, and similar sites, as unique, irreplaceable places that deserve protection. In short, it will ascribe to the site

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increased value, which in turn will further the public's desire to see it protected. However, protection does not mean "off limits" to visitors. The sanctuary and the state of Michigan believe that encouraging responsible visitation to shipwrecks sites can help foster a preservation ethic. To ensure that sites are visited responsibly and to curb or eliminate souvenir hunting, outright looting and other negative diver impacts, multiple approaches to must be taken. This includes the increased protection that comes with a successful nomination. Because KYLE SPANGLER is located in Michigan state waters (as are all sanctuary shipwrecks), a successful nomination will make irrefutable the wreck's ownership by the state of Michigan via the Abandoned Shipwreck Act of 1987. Section 6a of the Abandoned Shipwreck 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 KYLE SPANGLER is both a necessary resource protection measure and an effective way to foster public appreciation for the site.

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## 9. Major Bibliographical References

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

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Thunder Bay Sanctuary Research Collection. Alpena County Public Library, Kyle Spangler Shipwreck File.

Renee Dore, Private Collection, William Jones File.

Matthew Weisman, Private Collection, William Jones and Lorain Shipbuilding File.

Jeff Sigsworth, Private Collection, Jones Family Shipbuilding File.

G. W. Blunt Library, Mystic Seaport. Online vessel database.

Newspapers:

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*Buffalo Daily Republic*, 27 May 1856

*Buffalo Daily Republic*, 22 July 1857

*Buffalo Morning Express*, 1860

*Cleveland Daily Herald*, 2 June 1856

*Cleveland Daily Herald*, 1 June 1858

*Chicago Daily Tribune*, 28 November 1857

*Detroit Free Press*, 1 December 1857

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*Milwaukee Daily Sentinel*, 28 August 1856

*Milwaukee Daily Sentinel*, 28 November 1857

*Milwaukee Daily Sentinel*, 29 September 1858

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<http://www.remarkableohio.org/HistoricalMarker.aspx?historicalMarkerId=893>

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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: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** Michigan Site Number: 20UH72

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## 10. Geographical Data

### Acreage of Property

44.9 acres.

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: N45 23.011000 (center of wreck) Longitude: W83 26.115000

2. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

3. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

4. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

### Boundary Box Coordinates:

1. Latitude: N45 23.116000 (Northwest Corner)	Longitude: W83 26.290000
2. Latitude: N45 22.896000 (Southwest Corner)	Longitude: W83 26.281000
3. Latitude: N45 22.904000 (Southeast Corner)	Longitude: W83 25.935000
4. Latitude: N45 23.121000 (Northeast Corner)	Longitude: W83 25.948000

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

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Name of Property

- |          |           |           |
|----------|-----------|-----------|
| 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.)

*Kyle Spangler* rests 4 miles northeast of Presque Isle, Michigan in 185 feet of water (Lake Huron). The vessel's remains lie in Michigan state waters and within the boundary of the Thunder Bay National Marine Sanctuary. The approximate center of the wreck is located at Latitude N45 23.011; Longitude: W83 26.115. The vessel lies in an east/west orientation, with the bow pointing east.

The boundaries of the wreck site are defined by a 10 acre square box (sides are 1/8 mile long), centered on the mid point of the vessel. This square box surrounds all sides of the main hull structure, encapsulates the vessel's original dimensions of 130' long by 25' of beam, and marks the entirety of the vessel's remains including hull structure, machinery, artifacts, and debris field (observed and anticipated) associated with the sinking event. Coordinates for the boundary box corners are given above.

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

The National Register boundaries of the *Kyle Spangler* shipwreck encompass the footprint of its articulated remains within the coordinates listed above to capture the wreck site, hull structure, associated artifacts, and debris field. Side scan sonar and diver surveys conducted by the Thunder Bay National Marine Sanctuary revealed the primary extents of *Spangler's* hull structure and associated masts and rigging. The justification for the 1/8 mile rectangle surrounding the main hull structure is that *Spangler*, like the majority of vessels involved in collisions that resulted in a sinking event, may have a scattered debris field that disperses away from the main hull as the wreck. The examination of this potential debris field in the future may yield information important to history and archeology of the site.

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### 11. Form Prepared By

name/title: Russ Green, Deputy Superintendent  
organization: National Oceanic and Atmospheric Administration, Thunder Bay National Marine Sanctuary  
street & number: 500 West Fletcher Street  
city or town: Alpena state: MI zip code: 49707  
e-mail: russ.green@noaa.gov  
telephone: 989-356-8805 ext. 16  
date: January 11, 2016

### 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.)

### 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.

Photograph/Spangler01 *Kyle Spangler*, location map  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2014  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler ShipwreckSite\_0001

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- Photograph/Spangler02 *Kyle Spangler*, side scan sonar image  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0002
- Photograph/Spangler03 *Kyle Spangler*, plan and profile site plan  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0003
- Photograph/Spangler04 *Kyle Spangler*, perspective drawing  
Name of Photographer: Thunder Bay National Marine Sanctuary /  
Robert McGreevy  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0004
- Photograph/Spangler05 *Kyle Spangler*, photomosaic  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0005
- Photograph/Spangler06 *Kyle Spangler*, nameboard  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0006
- Photograph/Spangler07 *Kyle Spangler*, nameboard  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0007
- Photograph/Spangler08 *Kyle Spangler*, anchor  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0008
- Photograph/Spangler09 *Kyle Spangler*, anchor  
Name of Photographer: Thunder Bay National Marine Sanctuary

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Date of Image: 2011

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0009

Photograph/Spangler10

*Kyle Spangler*, companionway

Name of Photographer: Stan Stock

Date of Image: 2003

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0010

Photograph/Spangler11

*Kyle Spangler*, base of mainmast

Name of Photographer: Stan Stock

Date of Image: 2003

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0011

Photograph/Spangler12

*Kyle Spangler*, centerboard winch

Name of Photographer: Stan Stock

Date of Image: 2003

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0012

Photograph/Spangler13

*Kyle Spangler*, artifacts on cabin top

Name of Photographer: Stan Stock

Date of Image: 2003

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0013

Photograph/Spangler14

*Kyle Spangler*, ships wheel

Name of Photographer: Thunder Bay National Marine Sanctuary

Date of Image: 2011

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0014

Photograph/Spangler15

*Kyle Spangler*, hull interior

Name of Photographer: Thunder Bay National Marine Sanctuary

Date of Image: 2011

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0015

Photograph/Spangler16

*Kyle Spangler*, diver, emerging from cargo hold

Name of Photographer: Thunder Bay National Marine Sanctuary

Date of Image: 2011

Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0016

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Photograph/Spangler17 *Kyle Spangler*, bow/foremast  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0017

**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.



# SCHOONER KYLE SPANGLER SHIPWRECK SITE

Presque Isle County, Michigan  
Bow: N45°23.011' W83°26.115'  
Stern: N45°23.020' W83°26.103'  
NW Corner: N45 23.116000 W83 26.290000  
SW Corner: N45 22.896000 W83 26.291000  
SE Corner: N45 22.904000 W83 26.935000  
NE Corner: N45 23.121000 W83 26.948000

NW Corner

NE Corner

Bow Stern

SW Corner

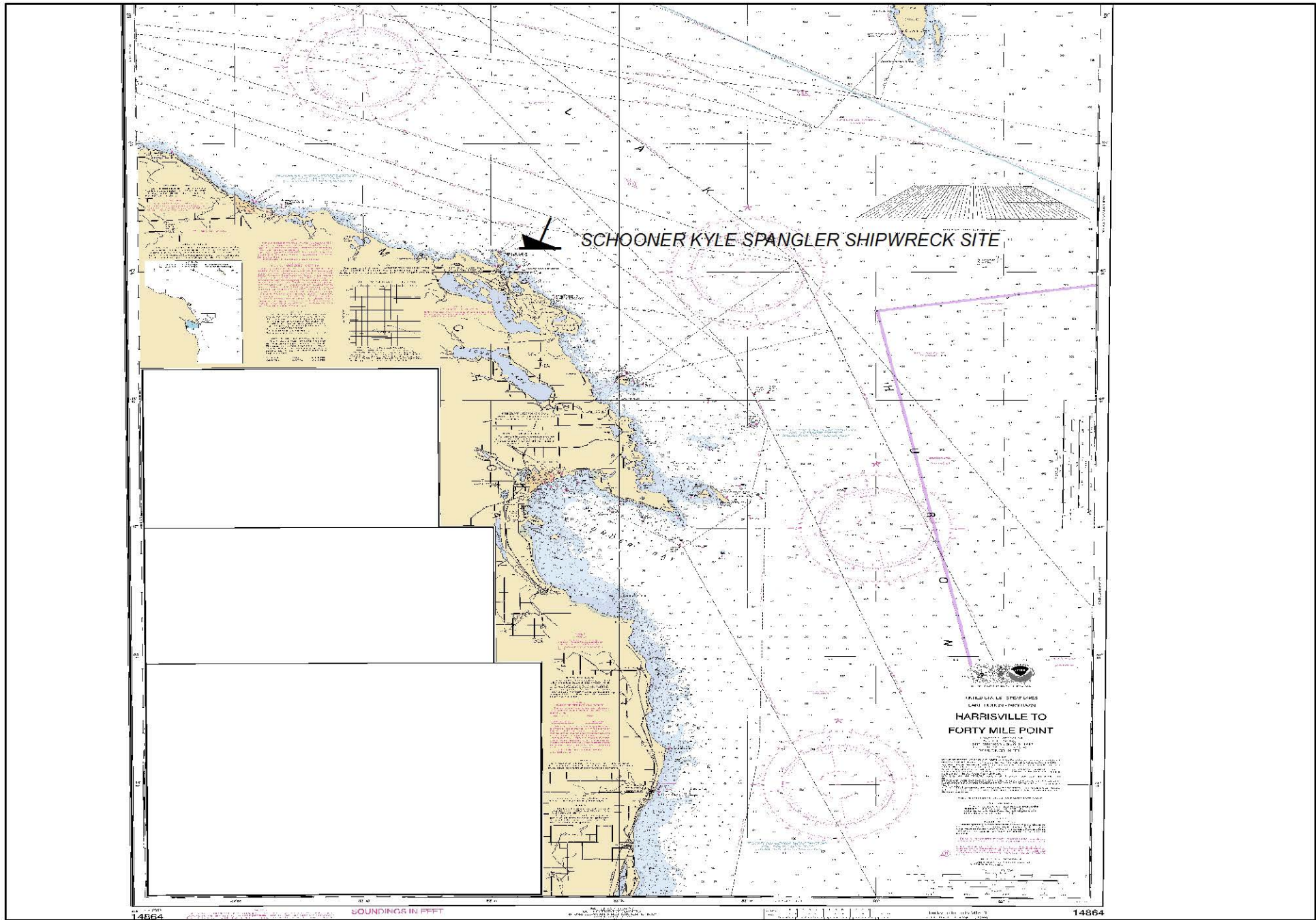
SE Corner



# SCHOONER KYLE SPANGLER SHIPWRECK SITE

Presque Isle County, Michigan  
Bow: N45°23.011' W83°26.119'  
Stern: N45°23.020' W83°26.103'  
NW Corner: N45 23.116000 W83 26.290000  
SW Corner: N45 22.996000 W83 26.281000  
SE Corner: N45 22.904000 W83 26.935000  
NE Corner: N45 23.121000 W83 26.948000

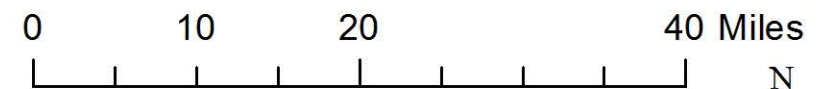




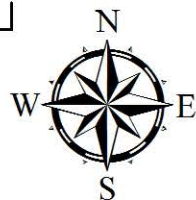
**SCHOONER KYLE SPANGLER SHIPWRECK SITE**  
*Presque Isle County, Michigan*

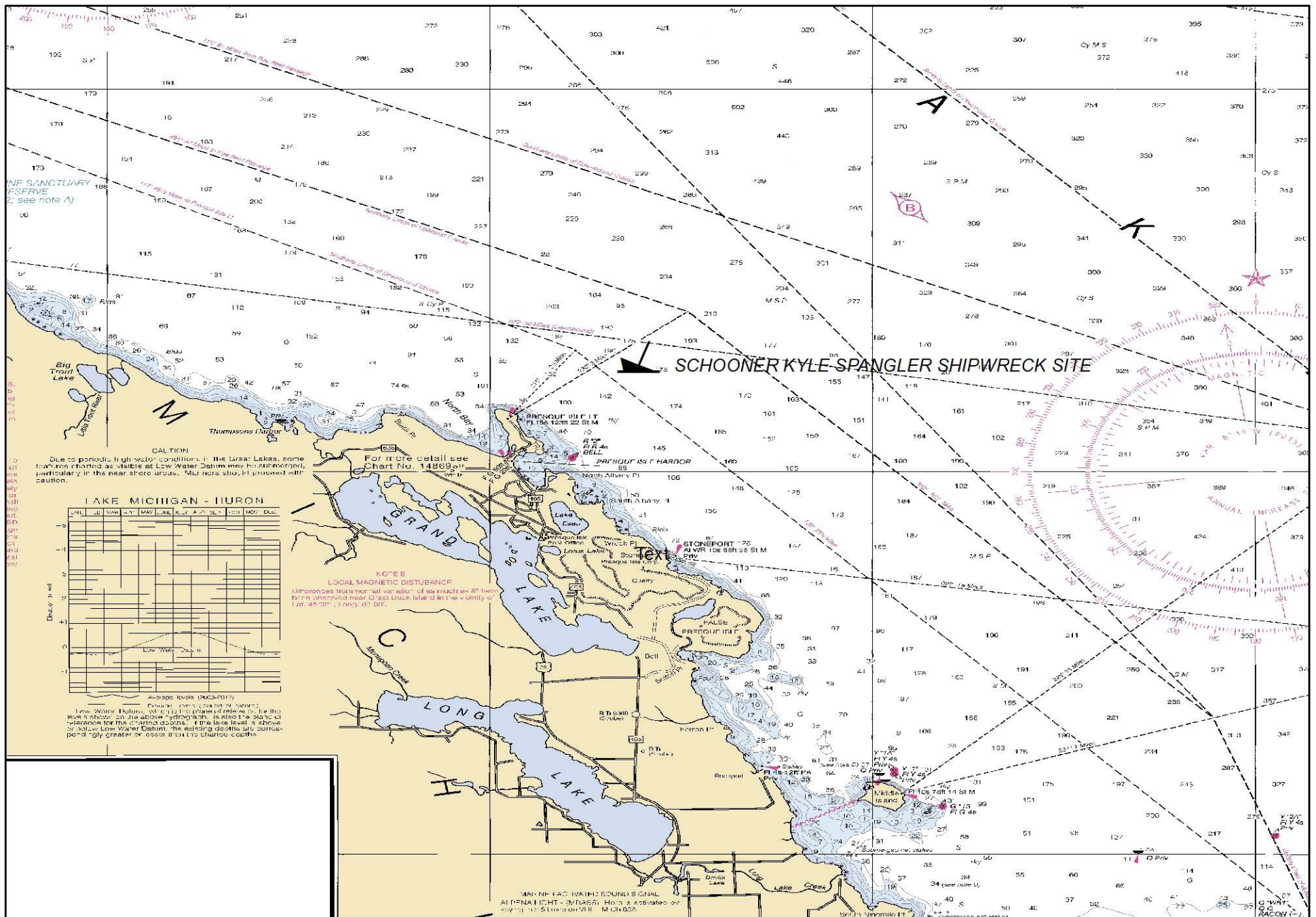
Bow 45.383520 -83.435250  
 Stern 45.383667 -83.435050

NW Corner: N45 23.116000 W83 26.290000  
 SW Corner: N45 22.896000 W83 26.281000  
 SE Corner: N45 22.904000 W83 25.935000  
 NE Corner: N45 23.121000 W83 25.948000



NOAA Chart 14684

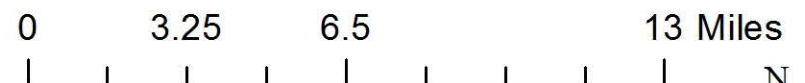




**SCHOONER KYLE SPANGLER SHIPWRECK SITE**  
 Presque Isle County, Michigan

Bow 45.383520 -83.435250  
 Stern 45.383667 -83.435050

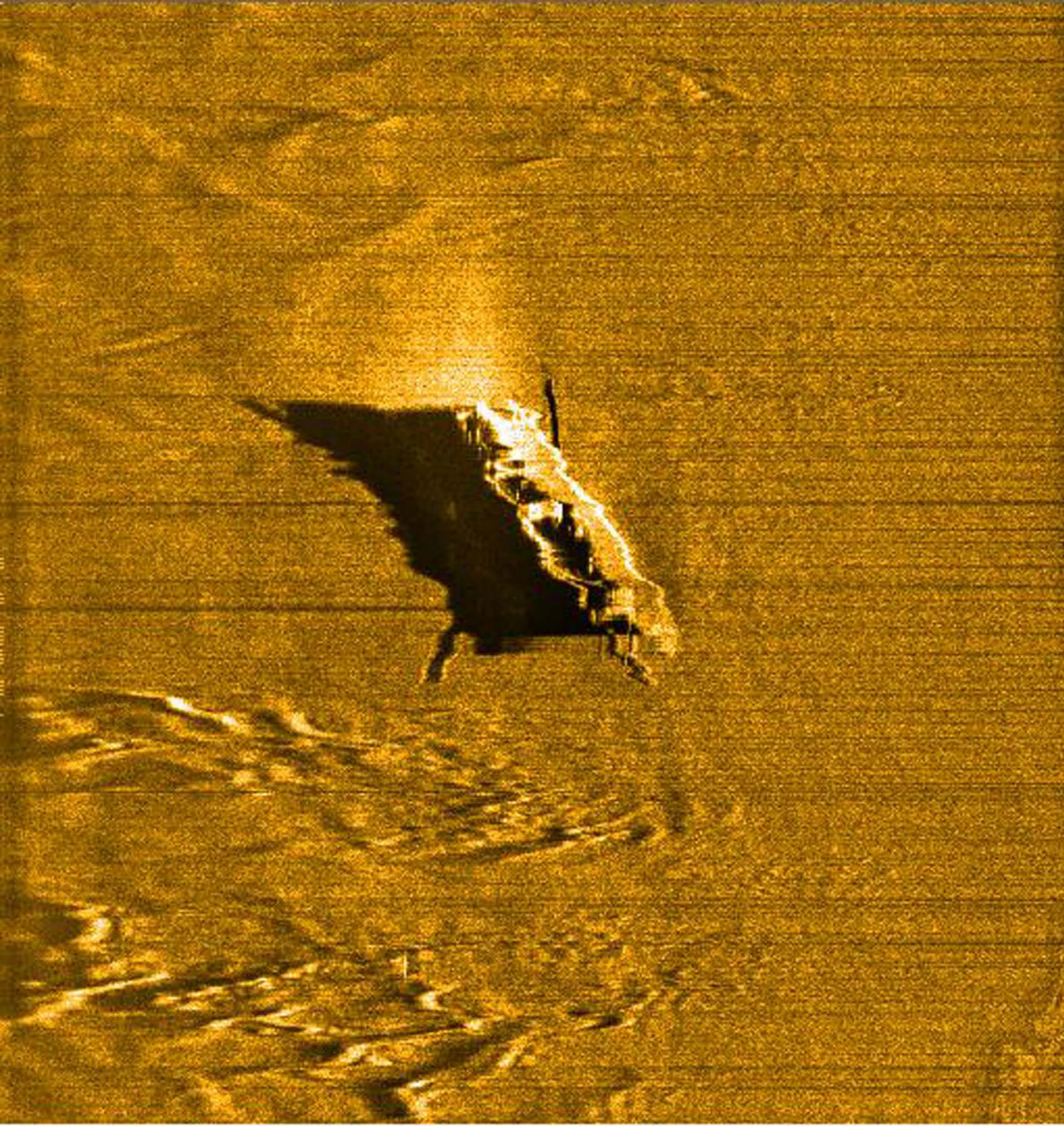
NW Corner: N45 23.116000 W83 26.290000  
 SW Corner: N45 22.896000 W83 26.281000  
 SE Corner: N45 22.904000 W83 25.935000  
 NE Corner: N45 23.121000 W83 25.948000

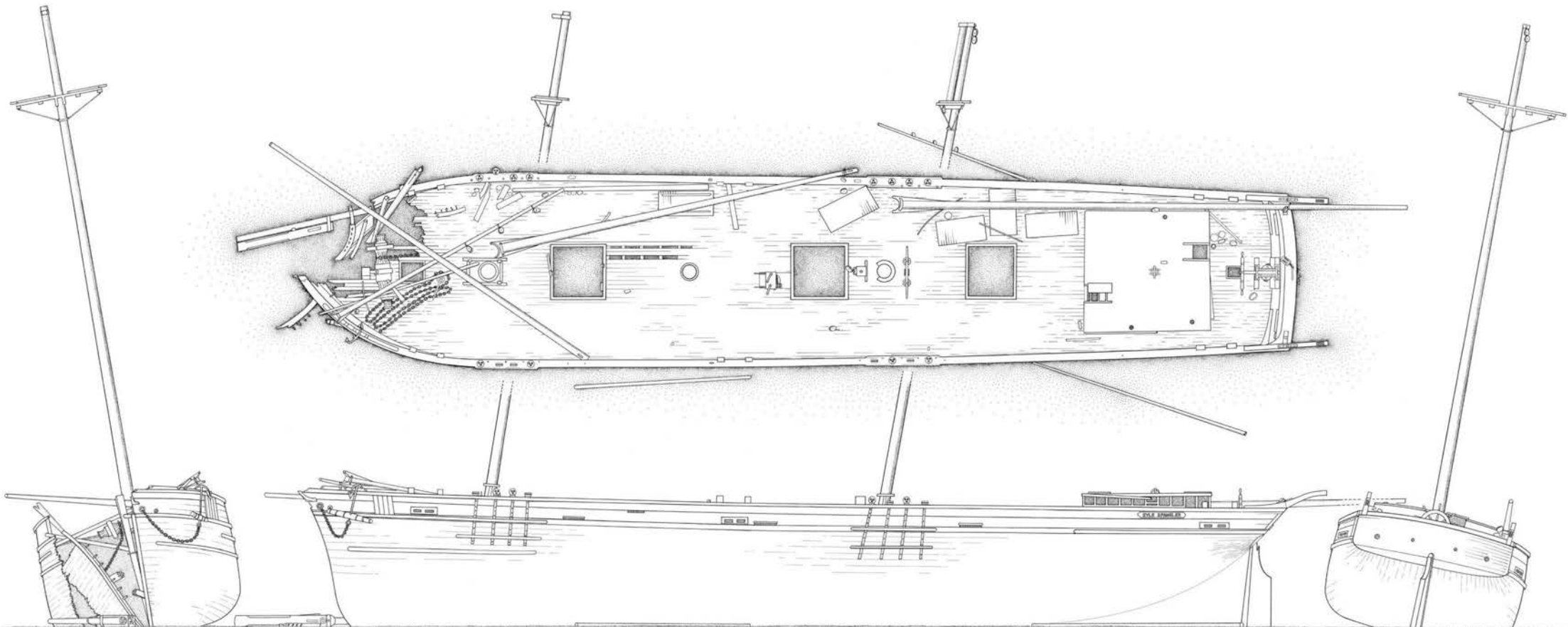


NOAA Chart 14684





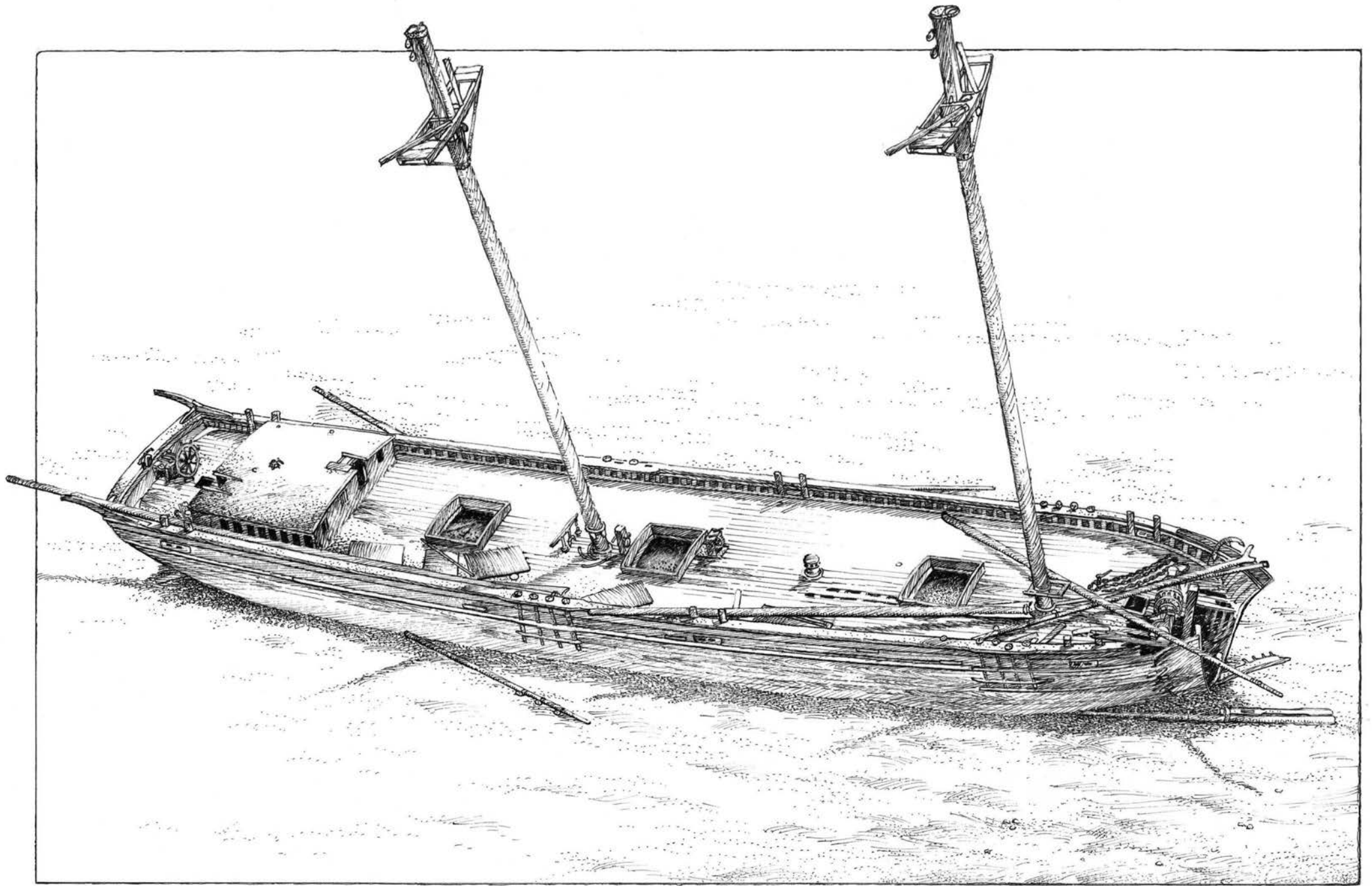




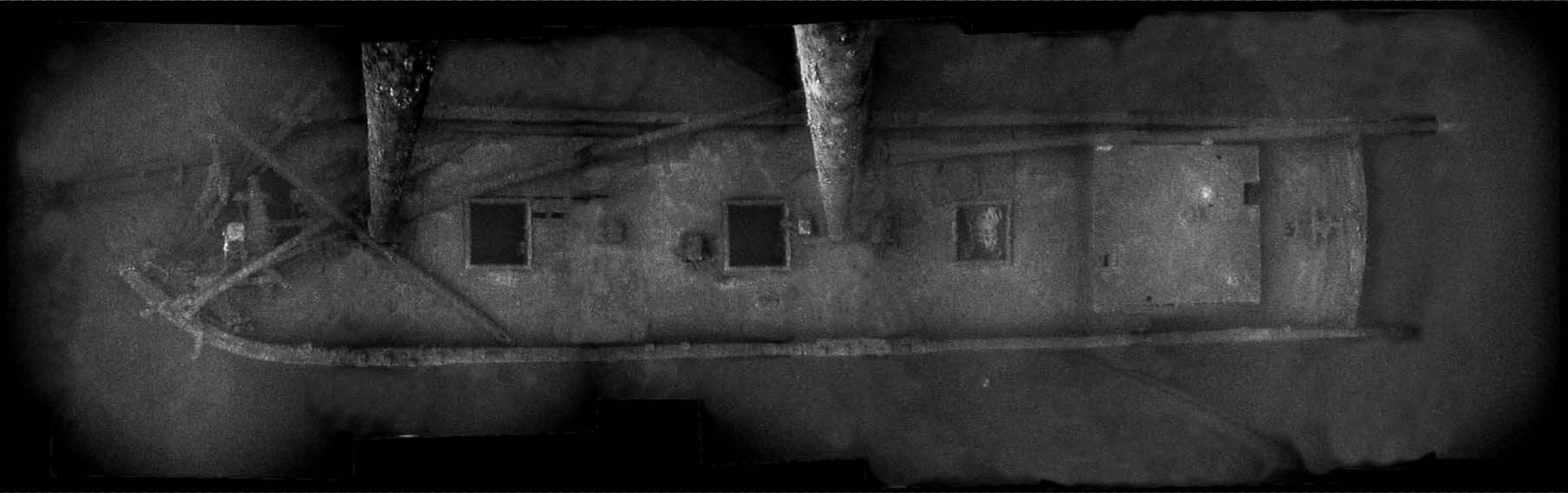
**Schooner *Kyle Spangler***  
 (1856-1860)  
 Discovered by Stan Stock, 2003  
 Archaeological Survey 2008  
 1:4 Scale



National Oceanic and Atmospheric Administration • NOAA Thunder Bay National Marine Sanctuary • NOAA Maritime Heritage Program  
 National Undersea Research, University of North Carolina-Wilmington • State of Michigan • Stan Stock • Tracy Xelowski





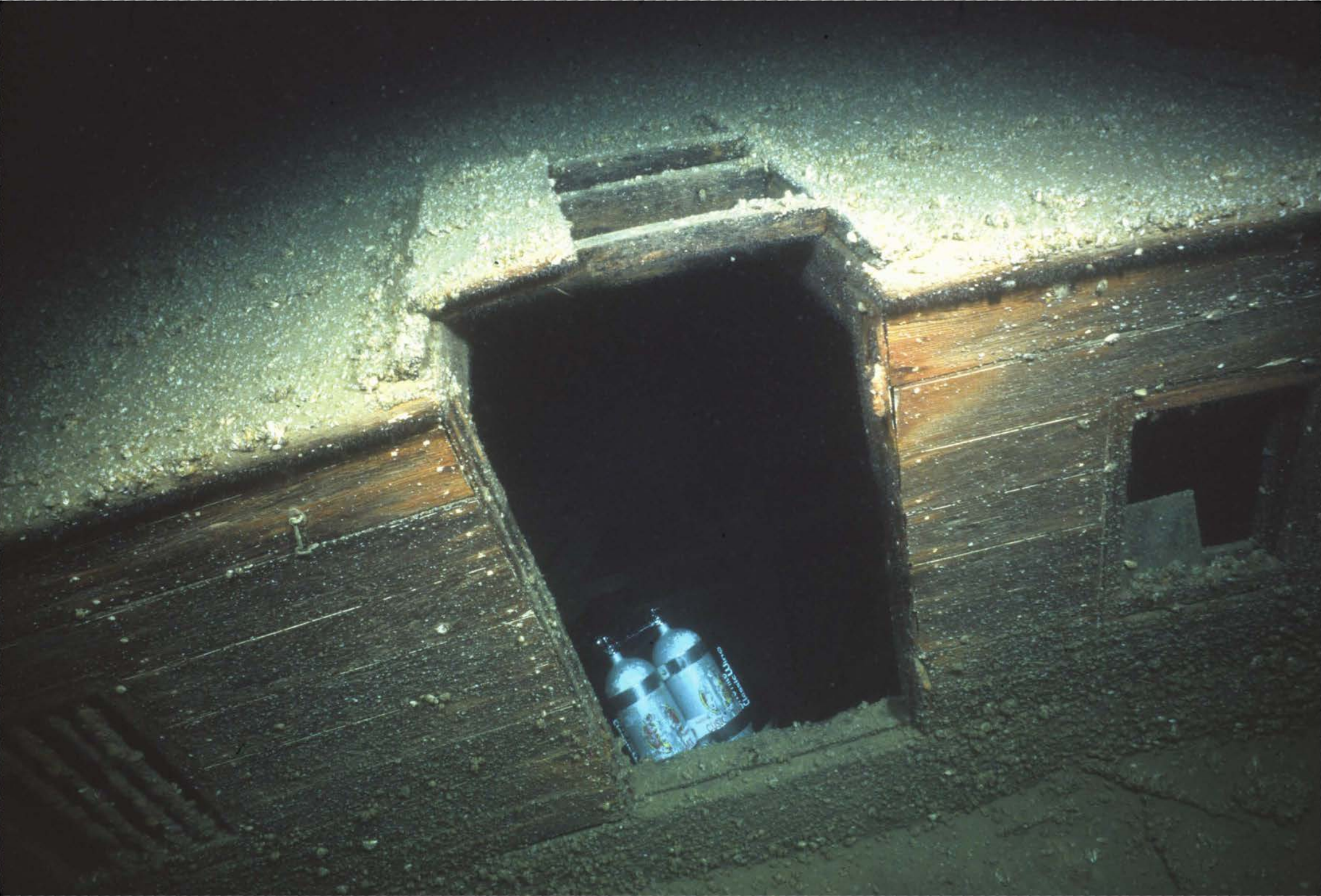


KYLE SPANGLER













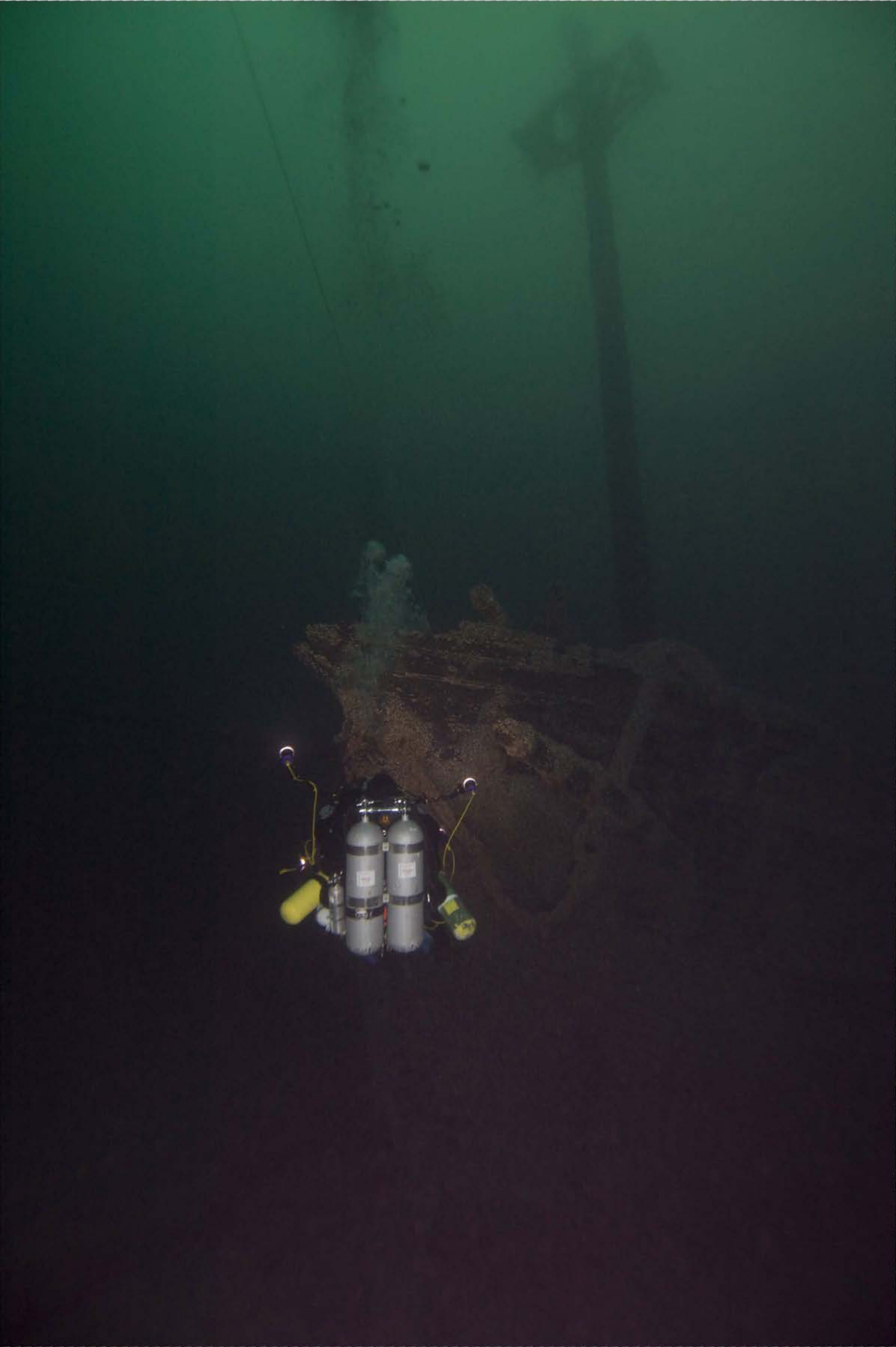












National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: KYLE SPANGLER (schooner) Shipwreck Site

MULTIPLE NAME:

STATE & COUNTY: MICHIGAN, Presque Isle

DATE RECEIVED: 7/08/16 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 8/23/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001098

DETAILED EVALUATION:

ACCEPT  RETURN  REJECT 8/22/16 DATE

ABSTRACT/SUMMARY COMMENTS:

See attached Supplementary Listing Record.

RECOM./CRITERIA A, C & D

REVIEWER Janeil S. ...

DISCIPLINE archeology

TELEPHONE 202.354.2217

DATE 8/22/16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



RICK SNYDER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
LANSING



DAN WYANT  
DIRECTOR

September 3, 2014

Mr. Robert Christensen  
Michigan State Housing Development Authority  
State Historic Preservation Office  
Michigan Library and Historical Center  
P.O. Box 30740  
Lansing, Michigan 48909-8240

Dear Mr. Christensen:

Thank you for the letter of August 8, 2014, to Director Dan Wyant, Department of Environmental Quality (DEQ), concerning the proposed nomination of the shipwreck sites *Etruria*, *M.F. Merrick*, *Kyle Spangler*, and *Pewabic* located on Lake Huron public trust bottomlands to the National Register of Historic Places. Director Wyant has referred your letter to the DEQ's Water Resources Division (WRD) for response.

The DEQ supports the proposed nomination of these shipwreck sites to the National Register as this action will further recognize these important historical resources, which are managed jointly by the DEQ and the Department of Natural Resources' Michigan Historical Center.

If you have any further questions regarding this matter, please contact Mr. Tom Graf, Great Lakes Shorelands Unit, Surface Water Assessment Section, WRD, at 517-284-5561; [graft@michigan.gov](mailto:graft@michigan.gov); or DEQ, P.O. Box 30458, Lansing, Michigan 48909-7958; or you may contact me.

Sincerely,

William Creal, Chief  
Water Resources Division  
517-284-5470

cc: Mr. Brian A. Conway, State Historic Preservation Office  
Mr. Dan Wyant, Director, DEQ  
Mr. Jim Sygo, Deputy Director, DEQ  
Ms. Diana Klemans, DEQ  
Mr. James Milne, DEQ  
Mr. Tom Graf, DEQ





STATE OF MICHIGAN

RICK SNYDER  
GOVERNOR

MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY

WAYNE WORKMAN  
ACTING-EXECUTIVE DIRECTOR



November 3, 2014

Mr. J. Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
1201 Eye Street, NW, 8<sup>th</sup> Floor  
Washington, DC 20005

Dear Mr. Loether:

Enclosed is a national register nomination form for the Schooner Kyle Spangler Shipwreck Site in Presque Isle County, Michigan. This property is being submitted for listing in the national register. All written comments concerning this nomination submitted to us prior to the submission of this nomination to you are enclosed.

Questions concerning this nomination should be addressed to Robert O. Christensen, national register coordinator, by phone at 517/335-2719 or email at [christensenr@michigan.gov](mailto:christensenr@michigan.gov).

Sincerely yours,

Brian D. Conway  
State Historic Preservation Officer

State Historic Preservation Office

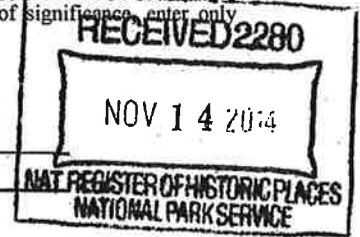
Michigan Library and Historical Center • 702 West Kalamazoo Street • P.O. Box 30740 Lansing, Michigan 48909-8240  
[michigan.gov/shpo](http://michigan.gov/shpo) • 517.373.1630 • FAX 517.335.0348 • TTY 800.382.4568

United States Department of the Interior  
National Park Service

1098

# 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 Kyle Spangler Shipwreck Site

Other names/site number: Michigan Site Number: 20UH72

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: Lake Huron, 4 miles Northeast of Presque Isle

City or town: Presque Isle Township State: MI 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

Returned

<u>Brian D. M. [Signature]</u>	<u>11/5/14</u>
Signature of certifying official/Title:	Date
<u>MI SHPO</u>	
State or Federal agency/bureau or Tribal Government	

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

Schooner Kyle Spangler Shipwreck Site  
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

Returned

**Category of Property**

(Check only **one** box.)

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

Schooner Kyle Spangler Shipwreck Site  
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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Returned

Schooner Kyle Spangler Shipwreck Site  
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

### 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.)

---

#### SUMMARY

The *Kyle Spangler* site (1856-1860) contains the remains of the two-masted wooden hulled schooner *Kyle Spangler*. The site is located in Lake Huron, four miles northeast of Presque Isle, Michigan. Well preserved by the Great Lakes' cold, fresh water, the shipwreck sits upright in 185 feet of water. Built in 1856 in Black River, Ohio (now Lorain), the *Kyle Spangler* is a distinctive type of Great Lakes sailing craft known as a "canaller," and retains this distinctive, boxy hull form. In outward appearance, the 130-foot-long sailing vessel looks much the same today as it did after coming to rest on the lake bottom in 1860. The wooden hull is nearly completely intact, save for collision damage at the starboard bow that has not, however, precipitated any loss in overall integrity. Both masts are still standing, with booms, gaffs and associated rigging having fallen to the deck or lake bottom. The deck cabin's outer structure is intact, as is the vessel's wheel, windlass, centerboard winch and bilge pumps. Most impressively, the vessel's nameboard is still affixed to the stern quarter and legible in its

Returned

Schooner Kyle Spangler Shipwreck Site

Presque Isle, Michigan  
County and State

Name of Property

185 feet of water four miles northeast of Presque Isle Harbor, along a historically dangerous stretch of northeast Michigan coastline.

## DESCRIPTION

After 153 years on the lake bottom the *Kyle Spangler* is in remarkably good condition and possesses a high degree of physical integrity. The collision damage, confined to the vessel's starboard bow, is not extensive enough to precipitate any greater overall loss in the hull's integrity. Lake Huron's cold, fresh water has kept the site well preserved, save for the inevitable loss of sails, much of the corn cargo, and the slow collapse of the vessel's more lightly built components such as the cabin interior. In outward appearance, the 130-foot-long wooden schooner looks much the same today as it did after coming to rest on the lake bottom in 1860. Unfortunately, a layer of invasive quagga mussels covers much of the wreck, hiding smaller features and complicating, but not making impossible, detailed archaeological recording.

Embedded in the lake bottom, the wreck lists twenty degrees to the starboard side and is oriented with the bow pointing nearly due east. Both the foremast and mainmast are standing, with their respective trestle and crosstrees (an assemblage of timbers positioned high on the mast to which the shrouds for the topmast were attached) intact and towering sixty feet above the deck. The seventy-two-foot tall extant foremast is "raked" aft approximately ten degrees. Although the canvas sails are no longer present, the wooden hoops that secured them to the masts are piled at the base of each twenty-inch diameter mast. Booms and gaffs and some of the wire rigging are all present, fallen to the deck or alongside the hull, but easily discernible. Much of the broken jib boom/bowsprit assemblage lies off the starboard bow on the lake bottom. The ships' wheel, steering gear and rudder are intact, as are two bilge pumps (a single action pump aft of the windlass and a double action pump aft of the mainmast), the offset centerboard winch and capstan. The windlass is intact but slightly displaced due to the collision damage. Both anchors are present, the port side still affixed to the rail with chain leading on deck through the hawse pipe. The yawl boat is missing but both folding stern davits are intact. Notably, folding davits are an innovation that eliminated wasted space as the *Spangler* squeezed through the Welland Canal locks.

The vessel's cabin structure is relatively sound, though the interior woodwork has collapsed leaving a presumably complete, but challenging to document, archeological site. The cabin doubtless contains numerous artifacts associated with the ship and crew, well contained by the surrounding and intact cabin structure. Larger artifacts such as a stool and a stove are quickly discernible, though a layer of invasive quagga mussels makes identification of smaller artifacts and features difficult. Smaller artifacts, including bottles, ceramics, and remnants of the ship's compass have been moved on deck by divers. Access to the

Schooner Kyle Spangler Shipwreck Site

Presque Isle, Michigan

Name of Property

County and State

cargo hold is relatively easy, with all of the hatch covers displaced and lying on deck. Much of the corn cargo is now gone, revealing an interior space with construction features such as knees, deck beams, ceiling planking and associated fasteners, and the centerboard trunk easily visible. Chainplates and deadeyes, and the vessel's port side carved nameboard, remain attached to the hull's exterior.

## SITE INVESTIGATIONS

The wreck of the schooner *Kyle Spangler* was discovered in 2003 by Michigan diver Stan Stock. A well-known and prolific wreck hunter, Stock has discovered several historic shipwrecks in northern Lake Huron. In 2007 Stock approached the National Oceanic and Atmospheric Administration's Thunder Bay National Marine Sanctuary (TBNMS) about jointly documenting the site, which is located outside the sanctuary boundaries.<sup>1</sup> He proposed to share the coordinates, work with sanctuary archeologists to document the site, and then release the site's location to the public.

In August 2008, funded in part by a NOAA Ocean Exploration grant, Stan Stock, his dive partner Tracy Xelowski, NOAA archeologists, and support personnel from the National Undersea Research Center at UNC-Wilmington and NOAA's Great Lakes Environmental Research Lab spent nine days documenting the site, after which the coordinates were made public. Due to the site's depth (185 feet), the team used mixed gas decompression diving techniques while recording the site with photos, video and hand-drawn scaled site maps.<sup>2</sup> The team made fifty-two total dives with about twenty-five minutes per dive actually working on the site – the remainder of the hour long dives was spent slowly decompressing (allowing nitrogen bubbles to dissipate from the diver's bloodstream) while ascending to the surface. A total of twenty hours of "bottom time" was spent working on site. Significantly, nearly eight of those hours were contributed by volunteers Stan Stock and Tracy Xelowski. Products from the 2008 site investigation include side-scan sonar imagery, detailed profile and plan view site plans, scaled drawings of significant individual components, photos and video. Immensely important are the photos taken by Stan Stock in 2003, prior to the site being colonized by quagga mussels.

<sup>1</sup> Designated in 2000, the 448 square-mile Thunder Bay National Marine Sanctuary ([thunderbay.noaa.gov](http://thunderbay.noaa.gov)) protects 50 known historic shipwrecks and is jointly managed by the National Oceanic and Atmospheric Administration (NOAA) and the State of Michigan. The sanctuary's offices and visitor center are located in Alpena, Michigan. The *Kyle Spangler* is located outside of the sanctuary's current boundary, but in an area currently being considered for sanctuary expansion. Inclusion of the NRHP both reinforces the State of Michigan's ownership of the site and bolsters the case for inclusion in a national marine sanctuary.

<sup>2</sup> Detailed measurements and additional drawings from the 2008 archeological survey of *Kyle Spangler* site are available in the *Kyle Spangler* shipwreck file located at the Thunder Bay National Marine Sanctuary. The attached site plan was created using these measurements, though many smaller individual components and details were recorded as well. Perspective drawings were also produced by marine artist Robert McGreevey, as was an animation available online at [http://thunderbay.noaa.gov/shipwrecks/kyle\\_spangler.html](http://thunderbay.noaa.gov/shipwrecks/kyle_spangler.html)



Schooner *Kyle Spangler* Shipwreck Site

Name of Property

Presque Isle, Michigan

County and State

Notably, these archaeological products have since been used to generate interpretive materials for both divers and non-divers, including online animations and 2D materials for exploring the site and dive planning.

The project demonstrated that a small team could efficiently and safely document a wreck site in 185 feet of 40 degree water, and produce data essential to managing and interpreting the shipwreck site. Equally important, the project revealed the significant benefits of public participation in the discovery, documentation and management of our national maritime heritage. The discovery of a shipwreck site puts into motion a series of events, that when acted upon thoughtfully, makes possible a wide range of benefits. Without the discovery, of course, tapping the full historical, archeological and recreational potential of a shipwreck site is impossible. And for that, special recognition must be given to Stan Stock.

Returned

Schooner Kyle Spangler Shipwreck Site  
Name of Property

Presque Isle, Michigan  
County and State

### 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.

Returned

#### 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
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Schooner Kyle Spangler Shipwreck Site  
Name of Property

Presque Isle, Michigan  
County and State

**Areas of Significance**  
(Enter categories from instructions.)

Archaeology  
Maritime History  
Transportation  
   
   
 

**Period of Significance**

Built 1856 / Sank 1860  
 

**Significant Dates**

1856  
1860

Returned

**Significant Person**  
(Complete only if Criterion B is marked above.)

N/A  
 

**Cultural Affiliation**

N/A  
 

**Architect/Builder**

Jones, William Augustus – Black River (Lorain), Ohio

Schooner *Kyle Spangler* Shipwreck Site  
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.)

### SUMMARY

The *Kyle Spangler* site is considered eligible for listing on the National Register of Historic Places under criterion A, C and D. As detailed in the following section, the site is associated with events that have made a significant contribution to the broad patterns of our history, embodies distinctive characteristics of construction, and has yielded important archaeological information.

---

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

### Rationale for Eligibility

Under criterion A, the *Kyle Spangler* is eligible for listing due to its role within the broad pattern of maritime commerce on the Great Lakes. During the nineteenth and early twentieth centuries, the Great Lakes evolved from an isolated maritime frontier on the western edge of the Atlantic World into the nation's busiest and one of the world's most significant industrial waterways, where innovative ships and technologies moved raw materials and agricultural products in larger quantities and at lower costs than at any previous time in history. Moving bulk cargo to national and worldwide markets via the Great Lakes during the age of sail required thousands of specialized, boxy-hulled, sailing craft known as "canal schooners" (see Historical Context), such as the *Kyle Spangler*. With a four-year career carrying several bulk cargo types to various destinations, enduring several minor accidents and a major one that required an extensive rebuild, the *Kyle Spangler's* history provides a window into the rough and tumble career of a typical Great Lakes canal schooner.

From a narrower perspective, the *Kyle Spangler* is eligible for listing under criterion C, because it embodies the distinctive characteristics of a specific vessel type (canal schooner), and represents the work of the influential Great Lakes shipwright William Jones. Ships (then as now) reflected some of the most advanced technology of the day in terms of engineering and architecture, and provide invaluable insights into

Schooner *Kyle Spangler* Shipwreck Site

Presque Isle, Michigan  
County and State

Name of Property

undocumented or poorly understood technologies (Cooper and Kriesa 1992). Built to maximize cargo space and with the largest dimensions that could squeeze through the locks of the Welland Canal, the “canaller” *Kyle Spangler* is one of the few surviving examples of this ship type. All of the surviving examples of Great Lakes canal schooners are now underwater archaeological sites in various states of preservation; the *Kyle Spangler* is among the best preserved.

Additionally, relative to criterion C, the *Kyle Spangler* was built by William Augustus Jones (1806-1888), son of Augustus Jones (1782-1841), the patriarch of an important family of Great Lakes shipbuilders. Augustus Jones brought to the Great Lakes frontier well established New England shipbuilding skills and traditions during a formative period in Great Lakes history. Building at times in partnership with one another and also separately, Augustus’ sons would eventually establish shipyards in Black River (OH), Buffalo, Cleveland, Detroit and Milwaukee, thereby passing on their considerable skills to new generations of builders in several different locations. The Joneses’ collective output of Great Lakes vessels numbers in the hundreds and occurred at a seminal period in Great Lakes shipbuilding. William Jones himself built at least twenty-eight vessels at Black River, Ohio, including the *Kyle Spangler* in 1856.

Notably, the *Kyle Spangler* fills a significant gap in the archeological record as it pertains to William Jones. Jones built the schooner *Nancy Dousman*, renamed *Galliniper* (built 1833; wrecked 1846), brig *Mahoning* (built 1847; wrecked 1864) and schooner *Meridian* (built 1848; wrecked 1873) prior to the *Spangler* (built 1856; wrecked 1860). The former three vessels still exist as shipwrecks in Wisconsin waters (*Meridian* and *Galliniper* are both listed on the NRHP), each representing a style, architecture and/or function different from the *Spangler*. Consequently, the *Kyle Spangler* significantly extends the timeline through which we can study, appreciate and preserve William Jones’ considerable talent, and better understand his influence on Great Lakes wooden shipbuilding. In this way, the *Kyle Spangler*’s impressive archaeological remains are a tangible link to both William Jones and to a distinctive type of Great Lakes craft. The site has yielded excellent archaeological information and has potential to yield a great deal more. For these reasons, the site is considered eligible for listing under criterion D.

Finally, although not related directly to National Register of Historic Places criteria, the site is also recreationally significant, and indeed has become a popular scuba diving attraction since its location was made known to the public in 2008. Discovered in 2003 by Michigan diver Stan Stock, the wreck’s location remained secret until the site was documented by Stock and a team from the National Oceanic and Atmospheric Administration’s Thunder Bay National Marine Sanctuary, after which it was jointly decided to release the site’s locational coordinates. Striking the balance between public accessibility and sound historic preservation is a challenge for resource managers, and herein lay

Schooner *Kyle Spangler* Shipwreck Site

Presque Isle, Michigan  
County and State

Name of Property

an additional purpose for nominating the *Kyle Spangler* to the National Register of Historic Places.

A successful nomination will reinforce the significance of the *Kyle Spangler*, and similar sites, as unique, irreplaceable places that deserve protection. In short, it will ascribe to the site increased value, which in turn will further the public's desire to see it protected. However, protection does not mean "off limits" to visitors. The sanctuary and the state of Michigan believe that encouraging responsible visitation to shipwrecks sites can help foster a preservation ethic. To ensure that sites are visited responsibly and to curb or eliminate souvenir hunting, outright looting and other negative diver impacts, multiple approaches to must be taken. This includes the increased protection that comes with a successful nomination. Because the *Kyle Spangler* is located in Michigan state waters, but outside the more protective boundaries of the TBNMS, a successful nomination will make irrefutable the wreck's ownership by the state of Michigan via the Abandoned Shipwreck Act of 1987. Section 6a of the Abandoned Shipwreck 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 the *Kyle Spangler* is both a necessary resource protection measure and an effective way to foster public appreciation for the site.

## HISTORICAL CONTEXT

On the Great Lakes during the 1800s, the final weeks of the shipping season saw the highest profits and greatest risks. Cargo prices—and profits—climbed with the approach of winter. As October turned to November, high winds, cold, and ice often made for dangerous voyages. Along a treacherous stretch of Lake Huron abreast of the northeast Michigan shoreline, the danger was compounded by rocky shoals, fog and intense vessel traffic. Here, from Rogers City to Harrisville, Lake Huron's "upbound" and "downbound" sailing routes nearly converged. Ships passed close to each other as they tried to shave valuable time off their voyages. Amidst these hazards, the schooner *Kyle Spangler* sailed on what her crew doubtless hoped would be their last voyage of the 1860 shipping season. However, like nearly a hundred other vessels traversing Lake Huron's "Shipwreck Alley," the *Spangler's* final voyage would be more tumultuous and far reaching than her crew could ever have known.

*Shipwright William Jones*

Schooner Kyle Spangler Shipwreck Site

Presque Isle, Michigan  
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Name of Property

Launched in 1856 at Black River (now Lorain), Ohio, the *Kyle Spangler* was built by shipwright William Jones (1806-1888), one of five brothers who collectively turned out hundreds of vessels during the early years of Great Lakes shipbuilding. As stated in *Great Lakes Shipwrecks of Wisconsin*, a National Register of Historic Places Multiple Property Listing document submitted by the state of Wisconsin, the name Jones is almost synonymous with mid-nineteenth century Great Lakes shipbuilding (Cooper and Kriesa, 1992).

The history of the Jones family in America begins with the emigration of Lewis Jones from England to Connecticut in the seventeenth century. Six generations later, Augustus Jones Jr. (1782-1841) became involved in shipping in Essex, Connecticut, with part ownership in the sloop *Mercator*, engaged in the coastal trade in 1816-1821 (*History of Middlesex County* 1884: 480). During this period shipbuilding flourished along the Connecticut River at Essex, with between 1,200 and 2,000 tons of shipping launched annually (*History of Middlesex County* 1884: 354). Augustus Jones Jr. must have figured prominently in shipbuilding and shipping in Essex during this period, for after British forces raided the area in 1814, destroying twenty-eight ships and \$160,000 worth of property, he was compensated for his losses with a land grant in Black River, Ohio, as part of the Connecticut Western Reserve (*History of Lorain County* 1879: 87). Jones and his partner Enoch Murdock soon moved west, eventually becoming the first professional ship carpenters along Ohio's Lake Erie shore (Wright and Martin 1999: 49). Their move west marks an important milestone in Great Lakes shipbuilding, for with it came the transfer of significant shipbuilding knowledge and skill from the East Coast to the frontier. The move also ushered in an era of intense wooden shipbuilding and set the stage for the Jones shipbuilding dynasty.

Arriving in Black River (now Lorain), Ohio, in 1818, Augustus Jones helped F. Church build the *General Huntington*, the first ship built in the area. The following year the Jones family, which included five sons, William, George W., Frederick N., J. M., and Buel B. – all future shipbuilders – joined him. Between 1828, when Augustus Jones launched the sloop *William Tell*, and the early 1880s, when his son George W. retired, the Jones family built, at various points around the lakes, hundreds of ships of all types (Cooper 1995).

Augustus' son William built his first Black River ship, the schooner *White Pigeon*, in 1832 and his last one, the *H. G. Cleveland*, in 1867. During his career William Jones built twenty-eight vessels in Black River, including the schooner *Kyle Spangler*, and may have built ships in other places as well (*History of Lorain County* 1879: 215). His period of greatest activity in Black River commences in 1848, with the construction of the schooner *Meridian* and the brig *Mahoning*, both of which still exist as shipwrecks in the Wisconsin waters of Lake Michigan. William Jones appears to have been a traditionalist, building primarily schooners, a few brigs and barks, and only

Schooner *Kyle Spangler* Shipwreck Site

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one propeller-driven vessel, a stark contrast to his younger brother George W. Jones, who was a noted innovator and builder of large steamers (Cooper, 1995).

William Jones' shipbuilding success appears to have translated into financial prosperity, and until the 1970s, remnants of his material success could be seen in Lorain. William built a "fine brick residence" on West Erie Street in Lorain, which was later used as the Lorain City Hall, but demolished in the 1970s (Wickens 1981: 12). William Jones died in Lorain, Ohio, in January 1888 at the age of 82, from "old age" according to Probate Court Records. His occupation was listed as shipbuilder.

Notably, the prolific wooden shipbuilding begun in Black River/Lorain, Ohio, in 1819 by Augustus Jones, and continued by his sons and other builders, established an enormous shipbuilding industry that persisted into the last quarter of the twentieth century. The Lorain Yard of the Cleveland Shipbuilding Company (precursor to the American Shipbuilding Company) was established in 1897. In 1898 Lorain had the Great Lakes' largest dry dock. In 1898 the Lakes' first steel ship, the *Superior City*, was launched. Many ships were constructed during World War II, and in 1981 the area's last ship was launched – the 1,013-foot freighter *William DeLancey*, the last ship built by the American Shipbuilding Company, still working today as *Paul R. Tregurtha* (Ohio State Historical Marker).

***The schooner Kyle Spangler***

William Jones built the schooner *Kyle Spangler* in 1856 for Basil L. Spangler (1817-1876), at that time a Cleveland dry-goods merchant, who later reached the rank of captain in the U. S. Army during Civil War, ending his service in 1865 as the quartermaster at Camp Cuyahoga in Cleveland. Little is known about Basil Spangler, though he appears to have operated the business at times in partnership with his

brother Miller. The schooner was named for Basil's son *Kyle*, born in 1851. With various partners, Basil owned a portion of the schooner only through October 1857, though Miller is listed through at least 1858 when the enrollment changes from Cleveland to the Port of New York. The U. S. Census for 1850 lists Basil as a merchant, though Cleveland directories for 1867 through 1870 list him as an assistant postmaster, suggesting that his earlier business and shipping interests may have been short lived.

Getting a glimpse of the newly launched *Kyle Spangler* on May 12, 1856, the *Cleveland Herald* favorably reported that "she is a fine looking fore-and-after...her owners expect much of her, and appearances certainly indicate the full realization of their expectations." The two-masted schooner measured 349 tons, and 130 feet in length by twenty-six feet in beam by eleven feet in depth of hold. Two days later the vessel departed Cleveland bound for Chicago with her first



Schooner *Kyle Spangler* Shipwreck Site

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cargo of coal, Captain Lester Smith of Black River at the helm. Operating much of the time for the Cleveland-based B. L. Spangler and Company, the *Kyle Spangler* over the ensuing four years carried a variety of cargoes, including iron ore, salt, coal, corn and, most often, wheat. Carrying wheat down-bound, typically from Cleveland to Buffalo or Oswego, New York, and returning with up-bound cargoes of coal and salt consumed much of the vessel's career. Interspersed with these voyages were trips to Chicago with coal and returning east with wheat or corn. The *Spangler* was enrolled in the Port of New York in 1859, suggesting a short career on the east coast prior to its November 1860 sinking in Lake Huron.

That the *Kyle Spangler* carried grain and corn for much of her career nicely fits, and sheds light on, the historical narrative of the pre-Civil War Great Lakes. Tens of thousands of farmers settled the Midwest after the Erie Canal opened in 1825. By the 1840s they had transformed the frontier into America's breadbasket, and moving grain to national and worldwide markets was done in large part by thousands of specialized sailing ships known as "canallers."<sup>3</sup> In 1860, for example, the year the *Kyle Spangler* sank, Buffalo alone received over 37 million bushels of golden Midwest grain. The *Spangler* carried just 15,000 bushels per trip – a mere .040% of Buffalo's total that year. The *Kyle Spangler* is a remarkably well-preserved example of this distinctive Great Lakes craft.

During the first three-quarters of the nineteenth century, the Welland Canal's 150-foot by 26-foot locks limited the size of ships that could pass between Lakes Erie and Ontario. Boxy-hulled canallers were purposely built just a few feet shorter and narrower than these locks. They could squeeze through the canal with much more cargo than vessels with traditional hull forms. Built to barely squeeze through the locks and canals she had to navigate, the schooner *Spangler* maximized her payload on every trip. The vessel's short but productive career provides a useful glimpse into Great Lakes commercial sailing craft of the period, and nicely complements its archeological potential. Indeed, regarding the value of wrecked workaday vessels like the *Kyle Spangler*, it's often said that "the ones that didn't make it tell us about the ones that did."

Not long after her launching it was clear that like most Great Lakes schooners the *Kyle Spangler* would endure its share of hard knocks, if not more so than most others. This rough-and-tumble career provides additional context for understanding her historical significance and marks the vessel as an excellent representative of thousands of similar craft that no longer exist. By the end of her first month of service, in May 1856, the vessel had torn a hole in her bottom on Bark Shanty Reef in Lake Huron (*Buffalo Daily Republic* 27 May 1856). Papers reported that she was

<sup>3</sup> The broad historical significance of schooners on the Great Lakes, and the importance of the grain trade, is a well-established underpinning for National Register of Historic Places nominations. See National Register of Historic Places Multiple Property Listing *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa, 1992), for an excellent discussion.

Schooner Kyle Spangler Shipwreck Site

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then "laid up" in Detroit, though her owners quickly clarified that she spent only four hours there for repairs and then promptly sailed to her destination (*Cleveland Daily Herald* 2 May 1856).

That Great Lakes schooners of the nineteenth century operated upon often dangerous waters is revealed by the *Spangler's* August 1856 encounter with the floating but waterlogged *W. S. Malcom*. From a distance, the *Spangler's* Captain Smith spied two boys, ages twelve and fifteen, clinging to the stricken vessel's rigging and apparently deserted by the rest of the crew. The *Spangler* conveyed the boys, chilled and exhausted, to Oswego (*Milwaukee Daily Sentinel* 28 August 1856). Less than a year later, while on Lake Michigan, the *Spangler's* crew came upon the capsized *J. R. Giddings* lying on beam ends with most canvas set and the yawl boat tied to the stern. The *Giddings'* crew was gone, washed overboard as far as the *Spangler's* crew could tell at the time, though the ghost ship's crew eventually turned up at Detroit in "destitute condition" (*Buffalo Daily Republic* 22 July 1857). Whether witnessing these vessel casualties reinforced a sense of danger and risk for the *Spangler's* crew is impossible to say. However, just four months after encountering the stricken *Giddings*, the crew of the *Spangler* would find their own vessel in peril.

In 1857, bound from Chicago for Buffalo with a load of wheat, the *Spangler* sprung a near-fatal leak in northern Lake Michigan during an early November gale. With the vessel's pumps overwhelmed, the crew exhausted, and the yawl boat washed away, the sinking schooner was run aground south of Sleeping Bear Bay (*Milwaukee Daily Sentinel* 28 November 1857). For a time fears were that the crew was lost due to "seas making a clean breach over them" (*Chicago Daily Tribune* 28 November 1857). The *Spangler's* crew endured three days of freezing weather before being rescued by the heroic efforts of the crew of the *Great West*, also stranded nearby. The *Detroit Free Press* reported that "many had their hands and feet frozen" (*Detroit Free Press* 1 December 1857).

For weeks the *Spangler* and three other stranded vessels were figured to be total losses, prompting speculation about potential insurance payouts. None other than the *Spangler's* builder, William Jones, saw fit to publish a legal notice in the *Cleveland Daily Herald* putting the vessel's owners on notice that he intended to have a piece of the insurance money, for it appears that he had not yet been paid in full for her construction, and as such "holds an equitable lien upon the insurance money until certain notes...given him by for the costs of construction are paid" (*Cleveland Daily Herald* 6 January 1858). Interestingly, and perhaps reflecting his stature as a successful businessman, Jones retained the law firm of Spaulding and Parsons, "widely known as the foremost in the state" (*Bench and Bar of Ohio* 1897: 107).

Ultimately, the *Kyle Spangler* endured four months of winter's pounding at Sleeping Bear Bay before being salvaged, refloated and towed to Detroit, where she was extensively refit and

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reinforced at the yard of William's brother, James Jones. The list of extensive repairs says much about the vessel's condition after being salvaged, and also suggests that at least in this case, the vessel was a valuable enough asset to warrant an expensive \$8,000 refit. By October of 1858 the *Spangler* had new fastenings throughout, an extra keelson, and extra clamps under the deck which were bolted through each stanchion. The cabin, canvas and running rigging were new, and with new paint she was reported to "look as though she was just launched" (*Milwaukee Daily Sentinel* 29 September 1858).

Out of service for eleven months, the vessel next took on a cargo of wheat in Milwaukee bound for Buffalo only to collide with the schooner *Matt Root* in the Straits of Mackinaw, leaving her mainmast "sheered into fragments," boom destroyed and canvas lost (*Milwaukee Daily Sentinel* 8 October 1858). And late in the 1860 shipping season her jib boom would be carried away by the schooner *E. M. Peck* when it was leaving Cleveland under tow (*Buffalo Morning Express* 1860 Casualty List). But, of course, greater disaster would follow.

On November 5, 1860, the *Kyle Spangler* worked her way south on Lake Huron, fully loaded with 15,000 bushels of corn bound from Chicago to Buffalo. In the dimly lit early morning hours off Presque Isle, Michigan, the up-bound schooner *Racine* appeared without warning, tearing into the *Spangler's* starboard bow and sinking her within minutes. Miraculously, the *Spangler's* crew survived. The damaged *Racine* was intentionally sunk in eleven feet of water near Presque Isle and later refloated. Today, the *Kyle Spangler* rests upright and intact, save for the collision damage, in 185 feet of water.

Schooner *Kyle Spangler* Shipwreck Site  
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## 9. Major Bibliographical References

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

### Publications:

Cooper, David J

1995 National Register of Historic Places Nomination for the Schooner *Meridian*. Division of Historic Preservation- Public History. Wisconsin Historical Society, Madison, Wisconsin.

Cooper, David J. and Paul P. Kriesa

1992 *Great Lakes Shipwrecks of Wisconsin*. National Park Service National Register of Historic Places Multiple Property Documentation Form. Division of Historic Preservation- Public History. Wisconsin Historical Society, Madison, Wisconsin.

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1879 Williams Brothers, Philadelphia.

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1884 J.B. Beers & Co., New York.

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1981 Early Days of Loraine. Published in the Loraine Journal, 1981.

Walker, Augustus

1902 *Early Days on the Lakes, with an Account of the Cholera Visitation of 1832*. In Publications of the Buffalo Historical Society, January 1902: 287-18. Transcribed from the original by Walter Lewis, 2004.

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Research Collections:

Thunder Bay Sanctuary Research Collection. Alpena County Public Library, Kyle Spangler Shipwreck File.

Renee Dore, Private Collection, William Jones File.

Matthew Weisman, Private Collection, William Jones and Lorain Shipbuilding File.

Jeff Sigsworth, Private Collection, Jones Family Shipbuilding File.

G. W. Blunt Library, Mystic Seaport. Online vessel database.

Newspapers:

*Cleveland Herald*, 12 May, 1856

*Buffalo Daily Republic*, 27 May 1856

*Buffalo Daily Republic*, 22 July 1857

*Buffalo Morning Express*, 1860

*Cleveland Daily Herald*, 2 June 1856

*Cleveland Daily Herald*, 1 June 1858

*Chicago Daily Tribune*, 28 November 1857

*Detroit Free Press*, 1 December 1857

*Milwaukee Daily Sentinel*, 28 August 1856

*Milwaukee Daily Sentinel*, 28 November 1857

*Milwaukee Daily Sentinel*, 29 September 1858

*Milwaukee Daily Sentinel*, 10 August 1858

Census and Other References:

1850 United States Census

Returned

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1860 United States Census

Ohio Historical Marker for the Lorain Shipbuilding.

<http://www.remarkableohio.org/HistoricalMarker.aspx?historicalMarkerId=893>

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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: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** Michigan Site Number: 20UH72

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**10. Geographical Data**

**Acreage of Property**

44.9 acres.

Schooner Kyle Spangler Shipwreck Site  
Name of Property

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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: N45 23.011 (center of wreck) Longitude: W83 26.115

2. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

3. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

4. Latitude: \_\_\_\_\_ Longitude: \_\_\_\_\_

**Boundary Box Coordinates:**

1. Latitude: N45 23.116 (Northwest Corner) Longitude: W83 26.290

2. Latitude: N45 22.896 (Southwest Corner) Longitude: W83 26.281

3. Latitude: N45 22.904 (Southeast Corner) Longitude: W83 25.935

4. Latitude: N45 23.121 (Northeast Corner) Longitude: W83 25.948

**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.)

Schooner Kyle Spangler Shipwreck Site  
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The *Kyle Spangler* rests 4 miles northeast of Presque Isle, Michigan in 185 feet of water (Lake Huron). The vessel's remains lie in Michigan state waters and outside the northern boundary of the Thunder Bay National Marine Sanctuary. The approximate center of the wreck is located at Latitude N45 23.011; Longitude: W83 26.115. The vessel lies in an east/west orientation, with the bow pointing east.

The boundaries of the wreck site are defined by a rectangle with 1/8 mile sides (660 feet) extending out from the tip of the bow and stern and out from the edges of the vessel's sides amidships. This rectangle surrounds all sides of the main hull structure, encapsulates the vessel's original dimensions of 130' long by 25' of beam, and marks the entirety of the vessel's remains including hull structure, machinery, artifacts, and debris field (observed and anticipated) associated with the sinking event. The area of the boundary box is 44.9 square acres. Coordinates for the boundary box corners are given above.

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

The National Register boundaries of the *Kyle Spangler* shipwreck encompass the footprint of its articulated remains within the coordinates listed above to capture the wreck site, hull structure, associated artifacts, and debris field. Side scan sonar and diver surveys conducted by the Thunder Bay National Marine Sanctuary revealed the primary extents of the *Spangler's* hull structure and associated masts and rigging. The justification for the 1/8 mile rectangle surrounding the main hull structure is that the *Spangler*, like the majority of vessels involved in collisions that resulted in a sinking event, may have a scattered debris field that disperses away from the main hull as the wreck. The examination of this potential debris field in the future may yield information important to history and archeology of the site.

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**11. Form Prepared By**

name/title: Russ Green, Deputy Superintendent  
organization: National Oceanic and Atmospheric Administration, Thunder Bay National Marine Sanctuary  
street & number: 500 West Fletcher Street  
city or town: Alpena state: MI zip code: 49707  
e-mail: russ.green@noaa.gov  
telephone: 989-356-8805 ext. 16  
date: \_\_\_\_\_

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Schooner Kyle Spangler Shipwreck Site  
Name of Property

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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.)

### 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.

- Photograph/Spangler01 *Kyle Spangler*, location map  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2014  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler ShipwreckSite\_0001
- Photograph/Spangler02 *Kyle Spangler*, side scan sonar image  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0002
- Photograph/Spangler03 *Kyle Spangler*, plan and profile site plan  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0003

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- Photograph/Spangler04 *Kyle Spangler*, perspective drawing  
Name of Photographer: Thunder Bay National Marine Sanctuary / Robert McGreevy  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0004
- Photograph/Spangler05 *Kyle Spangler*, photomosaic  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0005
- Photograph/Spangler06 *Kyle Spangler*, nameboard  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0006
- Photograph/Spangler07 *Kyle Spangler*, nameboard  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0007
- Photograph/Spangler08 *Kyle Spangler*, anchor  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0008
- Photograph/Spangler09 *Kyle Spangler*, anchor  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0009
- Photograph/Spangler10 *Kyle Spangler*, companionway  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0010
- Photograph/Spangler11 *Kyle Spangler*, base of mainmast

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- Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0011
- Photograph/Spangler12 *Kyle Spangler, centerboard winch*  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0012
- Photograph/Spangler13 *Kyle Spangler, artifacts on cabin top*  
Name of Photographer: Stan Stock  
Date of Image: 2003  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0013
- Photograph/Spangler14 *Kyle Spangler, ships wheel*  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0014
- Photograph/Spangler15 *Kyle Spangler, hull interior*  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0015
- Photograph/Spangler16 *Kyle Spangler, diver, emerging from cargo hold*  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2011  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0016
- Photograph/Spangler17 *Kyle Spangler, bow/foremast*  
Name of Photographer: Thunder Bay National Marine Sanctuary  
Date of Image: 2008  
Location of Image: Thunder Bay National Marine Sanctuary  
MI\_PresqueIsle\_Schooner Kyle Spangler Shipwreck Site\_0017

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**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.

Returned



45 23.116N 83 26.290W

45 23.121N 83 25.948W

Kyle Spangler Center 45 23.011N / 83 26.115W

Returned

45 22.896N 83 26.281W

45 22.904N 83 25.935W

Schooner Kyle Spangler Shipwreck Site, Presque Isle County, Michigan

Center point of hull : 45 23.011N / 83 26.115W

NW corner: 45 23.116N / 83 26.290W

NE corner: 45 23.121N / 83 25.948W

SW corner: 45 22.896N / 83 26.281W

SE corner: 45 22.904N / 83 25.935W

45° 23.116'N 83° 26.290'W

45° 23.121'N 83° 25.948'W

Spangler, Kyle (1860)

*Returned*

45° 22.896'N 83° 26.281'W

45° 22.904'N 83° 25.935'W

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: KYLE SPANGLER (schooner) Shipwreck Site

MULTIPLE NAME:

STATE & COUNTY: MICHIGAN, Presque Isle

DATE RECEIVED: 11/14/14      DATE OF PENDING LIST: 12/11/14  
DATE OF 16TH DAY: 12/26/14      DATE OF 45TH DAY: 12/31/14  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001098

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: Y    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    \_\_\_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_

REVIEWER Seiben

DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

DATE 12/30/14

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

# RETURNS

## Michigan Shipwrecks:

M.F. Merrick, Presque Isle County

Etruria, Presque Isle County

Pewabic, Alpena County

Kyle Spangler, Presque Isle County

## Review and Comment

Erika Martin Seibert

Archeologist

NR-NHL Programs

202-354-2217

erika\_seibert@nps.gov

12/14

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We were so excited to see these wonderful shipwreck sites come in as nominations to the National Register. However, each needs some technical and substantive information added to the documentation before we can proceed with evaluating the properties for listing. Two of the sites, M.F. Merrick and Etruria, came in before the Pewabic and Kyle Spangler, but all had similar issues so we have batched them together in a return for clarity and ease. In short, the documentation for all of the sites needs some additional historical and archeological context that will provide the justification for their significance and eligibility under the National Register Criteria. Further a comparative context will also help to justify the level of significance checked for each nomination.

As these sites appear to be on State bottomland, but co-managed by the State and NOAA, as evidenced by the surveys completed and documentation preparation by NOAA, we understand these to be concurrent nominations. Under our regulations, 36 CFR 60.6 (y) and 60.10, concurrent State and Federal nominations must be reviewed by both State and Federal agencies and the FPO and SHPO must both sign the nomination. You should send all of the documentation to NOAA's National/Headquarters office for review and signature prior to resubmitting the nominations to the National Register.

Each site is addressed below. Again, we think these sites may be eligible for the National Register and hope to see updated nominations again soon. Please do not hesitate to contact Erika Martin Seibert at the number or e-mail above with questions or concerns.

M.F. Merrick, Presque Isle County

*Not for Publication/Redacting*



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#### *Applicable Criteria*

With the exception of Criterion D, it is unclear what other, if any, Criteria you are nominating the property under. The first page notes Criteria B and D. Section 8 notes only Criterion D (page 7.6) and page 8.8 notes that additional documentation will help assist in assessing the importance of the vessel under Criteria A, B, and C. Currently, we believe the text supports only Criterion D.

#### *Level of Significance and Criterion D*

To be listed in the National Register under Criterion D a site not only has to have information, but that information needs to be important. This is generally done by providing an archeological as well as historic context that is then supported by the research agenda or important information the property can provide (and vice versa). In other words, a nomination should include information about the context that archeological data is going to provide information about as well as baseline information about archeological excavation of vessels associated with that context. The M. F. Merrick nomination has very good information about the Merrick’s career and sinking, but not much of a statewide context about cargo shipping and maritime transportation on the Great Lakes or about other sites like the Merrick that have been investigated. Level of significance is based on the questions asked. While information about the vessel design, use, adaptation, and social life aboard ship is important, this type of information would be considered locally significant. Questions that the property can answer regarding a larger body of data about cargo shipping on the Great Lakes would be information of statewide significance. In order to do that, the documentation would have to provide a context for that, as well as discuss how the property, like other properties, would contribute to that body of data.

#### *Boundaries/Abandoned Shipwreck Act*

The boundary justification includes a statement regarding an interpretation of the Abandoned Shipwreck Act of 1987 asserting title of the wrecks first to the United States and then transferring title/ownership to the state. While this is important for protecting the resource, a National Register nomination should not include an interpretation of the Abandoned Shipwreck Act. This should be removed from the documentation when it is resubmitted.

#### Etruria, Presque Isle County

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#### *Applicable Criteria*

Like the M.F. Merrick, you should clarify what Criteria you are nominating the property under. The front page and Section 8 only checks Criterion D. However, the Statement of Significance Summary paragraph mentions both Criteria A and C. It appears that additional research would need to be conducted to write a justification for Criteria A and C, but if that is indeed the case, please specify that the current documentation only seeks to list the property under Criterion D, and that an amendment can be prepared in the future if more research is done. Currently, we believe the text supports only Criterion D.

#### *Level of Significance and Criterion D*

Again, like the M. F. Merrick, the documentation currently provides questions that would be considered at the local level of significance. Further, a broader and more specific discussion of both local history (if you intend to list at the local level of significance) or statewide context should be provided. The questions the property can answer should related directly back to this context (local or state). A comparative context of local or similar types of wrecks (if you intend to list at the local level of significance) or of statewide wrecks (if you intend to list at the state level of significance) should also be provided. It does not have to be comprehensive, but rather it should show the types of questions archeologists ask of these wrecks, thereby justifying that the Etruria can provide information that is important about these contexts and to this body of archeological data.

#### Pewabic, Alpena County

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As noted for the two sites above, since the nomination is checked "not for publication," it would be helpful if, at the beginning of Section 7, the documentation indicates what should be redacted or withheld from the nomination when it is scanned and put on-line or requested by the public. You can do this by putting in a sentence that reads, "information in the documentation in bold [or italics, or underlined, or capitalized, or specified in a certain paragraph] should be redacted or withheld under the NHPA Section 304." All maps, photos or figures that should be withheld should also be clearly marked "Confidential under Section 304", or with something similar so we know exactly what is sensitive information.

#### *Level of Significance and Criteria A, C, and D*

As above, the documentation for the Pewabic needs further discussion of the nationally significant contexts and nationally significant archeological questions. Again these questions must be directly related to the context. Simply because Pewabic is associated with the copper boom story recognized in Keweenaw National Historical Park and through NHLs does not make

it nationally significant. For instance, you note that part of Pewabic's significance lies in the survival of the cargo of Keweenaw copper ingots from its last voyage downbound toward Cleveand, however, after reading the entire nomination I have no idea why that would be important or what important, and indeed, nationally significant information the wreck could impart about that copper, other than it can be found on the wreck. With regard to Criterion C, there should be a detailed discussion of why Pewabic is a rare example and a unique vessel with a comparison to other vessels and wrecks. Further, what important information can the site provide about wooden passenger/package freight propeller vessels? What is already known about them? How can Pewabic contribute to that data and why is that significant? Why would that be nationally significant? There is a short paragraph about this at the end of Section 8, but does not provide a detailed or specific context within which to evaluate national significance. Information found in the Maritime, Commerce, Engineering, and Archeology sections appears to support a local level of significance.

It might be helpful to reorganize Section 8. After the summary paragraph a detailed historic and archeological context, including comparative data could be presented. After that, a discussion of each individual Criteria would be helpful. That discussion should include justification by tying the Pewabic back to the overall context presented. Archeological questions under Criterion D should clearly show that the property can provide specific information about nationally significant issues through the data recoverable/investigated at the property. At the nationally significant level the Pewabic should be able to show that data found here can make a major impact on themes, theories or ideas related to this national significance or the nationally significant event. Under Criterion A and C a property cannot merely have information related to architecture or events, the property has to convey its significance. Often this means it should visually convey its significance under the National Registers' seven aspects of integrity. National significance often requires a high level of integrity. This is often difficult for archeological properties to do, considering that they are very often, not visible, but it is not impossible. A detailed discussion of the seven aspects of integrity and how they relate to archeological properties can be found in the National Register Bulletin, *Guidelines for Evaluating and Registering Archeological Properties*.

### Kyle Spangler, Presque Isle County

#### *Level of Significance and Applicable Criteria*

The information provided in the Rationale for Eligibility section of this documentation is where we need to go with context development for all the nominations. This section should be further expanded to discuss the broad patterns of maritime commerce on the Great Lakes (what are they and how does this property relate to them and convey significance to them?), the engineering technologies employed at the time (and how the Kyle Spangler exhibits them), and the specific questions that the Kyle Spangler can answer (and how) about the work of William Jones and other issues. You note on page 8.12 that the Kyle Spangler can do this (and more!), but I'm not sure how or what the "more" is. The majority of the information presented in the historical context section appears to be of local significance. Perhaps this information can be tied to the context developed for the maritime commerce of the Great Lakes, engineering technology of the

period and what archeologists generally study about these types of sites or this specific type of vessel?



STATE OF MICHIGAN

RICK SNYDER  
GOVERNOR

MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY  
STATE HISTORIC PRESERVATION OFFICE

KEVIN ELSENHEIMER  
EXECUTIVE DIRECTOR

June 21, 2016

RECEIVED 2280

JUL - 8 2016

Nat. Register of Historic Places  
National Park Service

Mr. J. Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
1201 Eye Street, NW, 8<sup>th</sup> Floor  
Washington, DC 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Schooner\_KYLE SPANGLER Shipwreck Site to the National Register of Historic Places.

The nomination was previously reviewed by Erika Martin Seibert and returned to us to address various deficiencies. Specifically, Ms. Seibert asked us to address:

The information provided in the Rationale for Eligibility section of this documentation is where we need to go with context development for all the nominations. This section should be further expanded to discuss the broad patterns of maritime commerce on the Great Lakes (what are they and how does this property relate to them and convey significance to them?), the engineering technologies employed at the time (and how the Kyle Spangler exhibits them), and the specific questions that the Kyle Spangler can answer (and how) about the work of William Jones and other issues. You note on page 8.12 that the Kyle Spangler can do this (and more!), but I'm not sure how or what the "more" is. The majority of the information presented in the historical context section appears to be of local significance. Perhaps this information can be tied to the context developed for the maritime commerce of the Great Lakes, engineering technology of the period and what archeologists generally study about these types of sites or this specific type of vessel?

In our opinion these issues have been addressed in full, and we are resubmitting the nomination for your review.

Questions concerning this nomination should be addressed to Robert O. Christensen, National Register Coordinator, at 517-335-2719 or christensenr@michigan.gov.

Sincerely yours,

Brian D. Conway  
State Historic Preservation Officer



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## Review and Comment

Erika Martin Seibert

Archeologist

NR-NHL Programs

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