

MP-1785

Wisconsin Word Processing Format (Approved 1/92)



United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name *Atlanta Shipwreck (Steam Screw)*
other names/site number *SB-0300*

2. Location

street & number *1.02 miles NNE of Amsterdam Park boat launch, in Lake Michigan* N/A not for publication
city or town *Cedar Grove* x vicinity
state *Wisconsin* code *WI* county *Sheboygan* code *117* zip code *53013*

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Daniel J. Tenbrunsel
Signature of certifying official/Title

9/19/2017
Date

State Historic Preservation Office - Wisconsin
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Atlanta Shipwreck (Steam Screw)

Sheboygan County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register.

See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain):

Janell Furtini
Signature of the Keeper

11/6/17
Date of Action

5. Classification

Ownership of Property
(check as many boxes as
as apply)

private

public-local

public-State

public-Federal

Category of Property
(Check only one box)

building(s)

district

structure

site

object

Number of Resources within Property
(Do not include previously listed resources
in the count)

contributing

noncontributing

1

buildings

sites

structures

objects

1

total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property
listing.)

Great Lakes Shipwrecks of Wisconsin

**Number of contributing resources
previously listed in the National Register**

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-Steam Screw

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

Property is:

- 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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1891-1906

Significant Dates

1891

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Cleveland Dry Dock Company

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Atlanta Shipwreck (Steam Screw)
Name of Property

Sheboygan County
County and State

Wisconsin

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

| | | | |
|----------------------------|--|------------------|--------------|
| name/title | Jonathan Barry, Executive Secretary | date | 08/31/2016 |
| organization | Wisconsin Board of Commissioners of Public Lands | telephone | 608-267-2233 |
| street & number | PO Box 8943 | zip code | 53708-8943 |
| city or town | Madison | state | WI |

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Introduction

Partially covered with sand 1.02 miles north northeast of Amsterdam Park's boat launch, in the town of Cedar Grove, Wisconsin, the screw steamer *Atlanta* lies in 17 feet of water on the bottom of Lake Michigan. The vessel's stem, stern, majority of the hull structure below the water line, machinery piping, and propeller shaft remain intact on the site. The vessel, constructed in 1891, was owned by the Goodrich Transportation Company and operated in the transportation of passengers and packet freight. In 1906, while heading to Chicago from Sheboygan a fire was discovered in the vessel's hold and was unable to be suppressed. After relieving the vessel of all passengers and crew, the tug *Tessler* towed the burning vessel into shallow waters where it was declared a total loss and left where it can be found today. Salvage of *Atlanta*'s engines and boilers occurred in 1920. The fire and subsequent salvage have influenced the structural integrity of the vessel, but the stem, stern, and lower hull structure, along with various artifacts and machinery remains on site. These remaining components provide historians and archaeologists the opportunity to study this ship's construction and use of as a Great Lakes passenger/packet steamer. Understanding the construction and history of this ship, informs our understanding of ship construction from this era and helps us understand the history of Great Lakes transportation and commerce.

The location of the *Atlanta* site has been known since its sinking. Residents have inhabited the area by the Cedar Grove coast near the site since the early nineteen-hundreds and divers have frequented the site through the years, taking artifacts and disturbing the site. The site was documented during a three week survey in early summer 2016. Though fire, salvage, and visits by divers have influenced the vessels structural and archaeological integrity, the *Atlanta* site retains sufficient integrity to expand our understanding of this type of vessel. The archaeological investigation of this site has already produced a wealth of archaeological knowledge about passenger/packet screw steamers, and has the potential to yield a vast amount of knowledge about screw steamer construction and passenger transportation on the Great Lakes.

Vessel Description

The vessel is representative of the vessel type Great Lakes screw steamer as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). An integral part of the intra-lake trade on Lake Michigan, passenger steamers of the Goodrich Line were generally double-decked with main and spar decks and a passenger cabin on top. In addition to acting as the easiest and quickest form of travel to places along Wisconsin's coastline, especially north of Milwaukee, vessels such as *Atlanta* carried cargo between decks and in the hold beneath the main deck. Package freight was loaded between decks through a series of gangways, and stowed in the hold. Steam-screws had compact machinery, enabling them to carry more cargo, providing an advantage over side-wheelers (Cooper and Kriesa 1992).

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Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Site Description

The wreck of the passenger steamer *Atlanta* (SB-0300) lies in 17 feet of water in Lake Michigan on a heading of 40-degrees, 800 feet from the shore, 1.02 miles north northeast of Amsterdam Park's boat launch in the Town of Cedar Grove, Wisconsin (43° 34.253' N, 87° 46.962' W). The site's location has been known since the vessel's sinking, and is familiar to residents along the Lake Michigan coast near the site and to divers. Some residents and divers have acknowledged that artifacts from the vessel and those that washed up on shore have been taken by individuals. The vessel lies in a sandy bottom with sand and organic material covering much of the interior of the vessel and the debris that lies around the intact hull structure. Though fire, salvage, and looting over the years destroyed the upper decks, machinery, and remaining cargo, the stem, stern, and most of the structure below the vessels waterline retains structural integrity while various artifacts and machine elements remain inside the structure.

Between 23 May and 10 June 2015, a Phase II archaeological survey was conducted on the *Atlanta* as a field school in underwater archaeology by graduate students from East Carolina University, led by maritime archaeologists from the Wisconsin Historical Society, and funded by a grant from the University of Wisconsin Sea Grant Institute. Divers installed a temporary measured baseline along the centerline of the vessel that began at the inside of the stem post and extended 194 feet to the deadwood inside of the stern aft of the propeller shaft. This allowed for the completion of a site map of the *Atlanta*. The height of the stem and stern compared to the rest of the remaining hull prohibited the baseline from being installed along the full length of the vessel from stem post to stern post. The overall length of the *Atlanta* is 196.6 feet while the overall width is 32.0 feet. Debris surrounds the vessel along both starboard and port sides and near the stern. Although largely intact, evidence of wave and ice action is evident on the site, along with other site formation processes. The keelson's 12-degree list to port suggests that the vessel was listing to this degree during its abandonment. While the stern lists only 14-degrees to port, the bow lists 54-degrees to port due to the breaks and missing portions of the hull structure.

Atlanta's bow consisting of cutwater, stem post, and apron extend 10.8 feet from the sand. The cutwater measures 0.3 feet molded and 0.8 feet sided. The stem post measures 0.8 feet molded and .8 feet sided. The apron measures 0.2 feet molded 0.8 feet sided. Iron sheathing covers the lower 7.9 feet of the bow and extends aft along the outer hull. The iron sheathing is fastened in sheets 1.5 feet by 3 feet with a thickness of 0.05 feet. Two feet of iron sheeting remain extending from the top of the stem post where the wood is missing.

The majority of *Atlanta*'s lower hull structure is extant, structured with double frames and outer planking, as well as some ceiling planking on the inside of the hull. Each frame set contains one frame measuring 0.4 feet molded and the other 0.5 feet molded while both measure 0.4 feet sided. Each frame set was separated by a distance of 1.0 to 1.1 feet running the length of the ship, with a

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Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

measurement of 1.9 to 2.0 feet from the center of each frame set to the next. A section of the port side hull structure from 4.0 to 30.6 feet along the baseline remains buried in the sand, but the structure remains upright from this point to 149 feet along the baseline. There are two breaks in the hull structure at 61.0 feet and 97.0 feet along the baseline, but the hull remains upright at either end of these breaks. A section of outer hull planking from 158.0 feet to 191.2 feet along the baseline on the port side is lying flat in the sand indicating it has detached from the frames and fallen outward from the structure. The outer hull planking measures 0.6 feet wide and 0.3 feet thick. Most of the starboard hull structure is intact and extant. Between 30.0 feet and 62.4 feet along the baseline on the starboard side appears to have been dredged or salvaged with many of the frames broken before the turn of the bilge and lower structure uncovered from the sand. A large hull section extends 8.7 feet athwartship from the outer hull suggesting it has fallen outward. The top of this section displaying ceiling planking measuring 0.6 feet wide and 0.3 feet thick and iron sheathing extends from underneath the timbers. Of this forward section, 16.6 feet of the keelson is extant. The sided dimension of the keelson measures 0.8 feet, while the molded dimension could not be measured due to sand cover. Just forward of the keelson, a deck stanchion extends upward from the sand with dimensions of 0.6 sided and 0.4 molded.

Atlanta's stern raises 8 feet from the sand fully intact. The sternpost measures 1.4 feet by 1.4 feet with rabbets at 0.6 molded for the outer planking. Forward of the sternpost is a deadwood timber 1 foot sided and 1 foot molded and 4.6 feet long, lying over the stern cant frames. Remnants of the propeller shaft and machinery are extant in the stern. The 5.2 foot long propeller shaft with a 1 foot diameter begins 180 feet along the baseline. Just forward of the propeller shaft lays the pillow block measuring 2.2 feet wide and 3.4 feet long. Located at 187.0 feet along the baseline extending from the dead wood to the propeller shaft is the stuffing box and shaft log measuring 2.2 feet by 3.4 feet in dimension. The propeller is not extant and was likely salvaged, but the stern bush can be seen 1 foot from the sandy bottom along the outside of the stern post. No iron sheathing is evident along the outer hull near the stern. A wooden timber 8.5 feet long and 1 foot in diameter lies along the sandy bottom aft of the stern of the vessel. A metal ring 0.2 feet wide is located fastened with 0.1 foot bolts to the timber 0.5 feet from the end. Another wooden timber measuring 2.0 feet sided, 0.5 feet molded, and 5.0 feet long is partially buried in the sand close by. This timber contains a 0.4 foot wide metal strap along the wood and an iron wire that goes into a hole near the end. It is uncertain how these timbers were utilized on the vessel, but the metal and wire components, as well as their placement along the site, may indicate fragments of a communication mast.

Iron and steel hogging trusses and diagonal iron bracing remnants are extant along both the port and starboard side of the vessel. Products of the fire, the warped and melted iron and steel are either draped over the hull or fallen outward into the sand. Iron hogging trusses are extant at the stern of the vessel connected to frames. These iron hogging trusses measure 1.0 foot wide and 0.1 feet thick and are fastened with 0.1 foot diameter bolts. The hogging trusses are extant attached 3 feet from the stern on both the port and starboard side. Double connecting steel braces measuring 1.5 feet wide and 0.1 foot

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Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

thick are extant and connect together with fasteners 0.1 feet in dimension and 0.1 foot thick square nuts. These braces can be found on both port and starboard near 60 feet along the baseline and on the starboard side at 168 feet along the baseline. Iron diagonal bracing is extant along both sides of the *Atlanta* measuring 0.75 feet wide and 0.05 feet thick. Evidence of the diagonal bracing can be seen fastened between frames and ceiling planking, yet the spacing between each brace could not be determined because of the damage by fire. A 20 foot section of diagonal cross bracing along the starboard side between 59 and 80 feet along the baseline is fastened between two steel braces at 4 foot spacing. The connection of steel bracing and iron diagonal bracing may indicate that this was the process of securely attaching the diagonal bracing to the top of the hull while also providing more longitudinal strength through the steel braces. Unfortunately all of the metal support structures are warped from the heat of the 1906 fire.

Remnants of *Atlanta*'s machinery are extant throughout the interior of the vessel. A 16 foot long metal cylinder is located on the port side, possibly a small boiler or ventilator shaft. The cylinder extends from the sand at 28 feet to 44 feet along the baseline with a diameter of 3.7 feet. At 93 feet along the baseline near the center of the vessel a hatch door, 3 feet in diameter, is partly exposed in the sand. This hatch contains the letters "Globe Ironworks Cleveland" around the center. This was possibly a hatch door for the engines that were made by the Globe Ironworks Company of Cleveland, Ohio. A 1 foot by 1 foot metal box containing the words "Chase Manufacturing" is located on the port side 158 feet along the baseline. This may have been a product of the Fisher-Chase Manufacturing Company, Inc. of Columbus, Ohio. This company manufactured various electronics including fuse boxes (ERP 1917:644; GPC 1917; 41). The *Atlanta* contained electricity, heat, and running water throughout the vessel and piping for these luxuries remains scattered around the site. Although these pipes are found along the length of the vessel, the highest concentration of pipes are located on both the port and starboard sides of the vessel, beginning at 70 feet along the baseline and extending to the stern. This piping measures 0.1 feet to 0.8 feet in diameter with various ends and connectors. The primary shape and direction of these pipes have been distorted by the fire and salvage. The piping from 170 feet along the baseline aft appears to be mostly placed longitudinally along the vessel. This placement seems original to the vessel. Remnants of metal sheathing are located throughout the hull, possibly portions of the sheathing covering the outer hull. Radiator fragments are extant near the bow, 40 feet along the baseline. These may be remaining evidence of interior heating. Iron catwalk fragments are located along the baseline between 140 feet and 150 feet indicating the location of the engine room. Various other pieces of unidentified machinery remain extant between 140 feet along the baseline and the vessel's stern. These disarticulated pieces are likely the remains of the salvaged boiler and engine rooms.

Fragments of artifacts relating to the passenger living compartments, and cargo storage are also extant on the site, although partially covered with sand. On the starboard side 12 feet along the baseline a white wrought iron chair is partially covered by the sand. On the port side, 42 feet along the baseline,

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Atlanta Shipwreck (Steam Screw)
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the lower portions of multiple barrels are extant measuring 2 feet in diameter. The sole of a shoe is located on the starboard side at 90 feet along the baseline. Multiple clear and brown glass bottles and fragments of textiles are also partially extant within the hull.

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Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Summary

Located 800 feet off the beach, 1.02 miles north northeast of the Amsterdam Park boat launch, in Cedar Grove, Wisconsin, the remains of the screw steamer *Atlanta* (SB-0300) lie in 17 feet of water in Lake Michigan, partially covered by sand. The lower hull structure, artifacts, and machine implements remain intact on the site. The Cleveland Dry Dock Company built the *Atlanta* in 1891 in Cleveland, Ohio. The vessel operated primarily in the transportation of passengers and manufactured goods across Lake Michigan. In 1906, while heading toward Sheboygan, Wisconsin with passengers and freight, the steamer caught fire. Great efforts were made to put out the flames, but the location of the blaze and flammability of cargo on board foiled every effort. Passengers and crew were saved by the actions of the fishing tug *Tessler's* crew and were transferred to the passing Goodrich Steamer *Georgia*. The *Atlanta* ultimately could not be saved and the tug *Tessler* towed the burning hulk into shallower waters where it remains today. As one of the few passenger and packet freighters in Wisconsin waters, the *Atlanta* provides historians and archaeologists the rare chance to study the construction of the vessel, the implementation of heat and electricity, and insight into the lives and cargos that were transported through the Great Lakes. The *Atlanta* meets the registration requirements for Criterion D at the state level as a good example of a screw steamer vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes passenger transport. The period of significance (1891-1906) begins with the *Atlanta's* date of construction and ends with the date of its sinking.

Operational History

The Goodrich Transportation Company was one of the longest running companies dedicated to the transportation of people and packet freight on the Great Lakes. Captain Albert E. Goodrich built his own company and developed it through 75 years of dependable and comfortable routes using sidewheel and propeller vessels. Throughout the 1880s the Goodrich line suffered some hardships and financial instability. In September of 1885, the titan of the transportation line passed away leaving newly appointed president Captain Butlin as steward of the Goodrich line until the prodigal son, Albert W. Goodrich would step into his father's shoes. For three years Butlin refused to acquire new vessels until the financial stability of the company was restored. In December 1889, Albert W. Goodrich was named the president of the Goodrich Transportation Company. With the company financially stable and a new generation of the Goodrich family at the helm, it was decided new vessels were needed to replace the old passenger vessels. To stay competitive in passenger transportation these new steamers were chosen for their speed and dependability, having propeller propulsion, and more grand and luxurious accommodations (Elliott 1995: 115-117). Out of this change came the wooden steam screw *Atlanta*.

The *Atlanta* was the third passenger vessel that was built under A.W. Goodrich's leadership. Unlike the majority of Goodrich steamers, this screw steamer was built at the Cleveland Dry Dock Company

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Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

in Ohio, instead of the Burger & Burger Shipyard of Manitowoc, Wisconsin. The *Atlanta* was only the second wooden hulled vessel ever to be built for the Goodrich Company outside of Manitowoc, the first being the 1861 steamer *Union* (Elliott 1995:123). Though *Atlanta's* origins differed from its sister ships *City of Racine* and *Indiana*, her construction and appearance were extremely similar. On 21 May 1891, *Atlanta* was first enrolled in the port of Cleveland containing original dimensions of 200.1 feet in length, 32.2 feet in beam, and 13.6 feet in depth of hold (Bureau of Navigation 1891a). *Atlanta's* single stern propeller was moved by a fore-and-aft compound expansion engine measuring 24x44x36 from Globe Ironworks of Cleveland, Ohio. Fueled by coal, the propeller could reach speeds over 14 knots (*Detroit Free Press* 1891a; Elliott 1995:124; *Inter Ocean* 1891a, 1891b; WMHS 1969). By 14 July, *Atlanta* was inspected and given the Official number 106823, with a homeport of Kenosha, Wisconsin (Bureau of Navigation 1891a; 1891b; 1891c).

Achieving the Goodrich Company's competitive goals *Atlanta* was built to comfortably sleep 175 people along with the capacity for 958 net tons of cargo. An article in the *Ahnapee Record* described the steamer as the "largest and handsomest of the fleet owned by that company"(1891), while many other newspapers admired its graceful lines, lack of sheer, trim and neat sails (*Door County Advocate* 1891b). *Atlanta's* interior was praised even more highly by reporters. The vessel's doors and staircases were of mahogany wood. Every wall displayed embossed white leather and cream colored Lincrusta Walton. Lincrusta Walton is a deeply embossed wallcovering first produced in 1883 and was used to decorate the grand interiors of *Titanic* and the White House. Dark blue and gold Axminster carpet led passengers throughout the steamer, while peach-colored, plush upholstered chairs were available for any weary traveler. Windows were lined with salmon-colored silk curtains. The grand saloon even had a mahogany upright piano made by the Chase Bros. Piano Company (*Door County Advocate* 1891b; *Republican* 1891). With these luxurious accommodations and electricity running through the entire vessel it is understandable that the *Door County Advocate* deemed the *Atlanta* as "a craft which adds another triumph to the series of success of this great transportation company, and which assures to this city and people of the east shore as fine a steamboat line as there is upon the lakes" (1891b).

Captain Charles A.W. Rossman led the steamer's first season running opposite the *City of Racine* on the western overnight route from Chicago to Grand Haven and Muskegon (*Ahnapee Record* 1891; *Detroit Free Press* 1891a; *Door County Advocate* 1891a; 1891b; Elliott 1995:124; *Inter Ocean* 1891a, 1891b; *Manitowoc Pilot* 1891). The 1891 season steaming across Lake Michigan was a normal one for the vessel. No news of accidents or hull damage was reported for *Atlanta*, but that cannot be said for the passengers on board. Upon arriving in harbor, 28 year-old deckhand, John Mills was seriously injured when the gangplank he occupied broke and he was crushed between the ship and the dock (*Detroit Free Press* 1891b).

In 1892, *Atlanta* continued running a daily route from Chicago to Grand Haven and Muskegon,

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Atlanta Shipwreck (Steam Screw)
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Michigan under the supervision of Captain Rossman (*Chicago Daily Tribune* 1892b; 1892c; *Door County Advocate* 1892; *Manitowoc Pilot* 1892a). In March the steamer spent a small stint in dry dock for general repairs, but all was quite normal until late December when *Atlanta* went into winter quarters in Manitowoc (*Ahnapee Record* 1892; *Manitowoc Pilot* 1892b). One odd phenomenon occurred in June of that year. Passengers and crew reported seeing large floating balls of light on the forward and aft decks of the vessel periodically throughout the night. This phenomenon called St. Elmo's fire is the cause of electric build up during thunderstorms. Though connected with dangerous weather, St. Elmo's fire is thought of as a good omen to many sailors and on this occasion " kept the ship company all the way to the harbor"(*Chicago Daily Tribune* 1892a).

The 1893 season began with the employment of Captain William M. Nicholson as Captain of the *Atlanta*. Nicholson had previously been in command of the tug *Boscobel* (*Door County Advocate* 1893a; *Manitowoc Pilot* 1893b). Nicholson's first season on the steamer was a successful one. Beginning in early April and lasting until the end of November, the steamer made 113 trips across Lake Michigan with only one loss (*Door County Advocate* 1893b; *Manitowoc Pilot* 1893a; 1893c); on 31 May, passenger Jacob Fees jumped overboard 5 miles from Grand Haven and drowned (*Detroit Free Press* 1893). The following year was very much the same as the previous; Captain Nicholson ran *Atlanta* on the route from Chicago to Muskegon and Grand Haven (*Detroit Free Press* 1894; *Door County Advocate* 1894; *Manitowoc Pilot* 1894a). The 1894-season began in April and ended when the steamer went into winter quarters in early December (*Manitowoc Pilot* 1894b; 1894c).

Many changes and issues surrounded *Atlanta* during the year of 1895. In April the steamer began its season at the Burger & Burger dry dock at Manitowoc to have steel arches added to the interior of the hull structure to increase the vessel's longitudinal strength, and further prevent hogging and sagging (*Door County Democrat* 1895a). The day after being taken out of dry dock, *Atlanta* was found resting at the bottom of the harbor with a hull filled with water. Apparently a seacock was overlooked and left open letting water flow in overnight. A steam pump was used to pump out the water. No damage had occurred and *Atlanta*, after some drying, was allowed to continue the usual cross-lake route (*Door County Advocate* 1895a; *Door County Democrat* 1895a; *Oshkosh Daily Northwestern* 1895). For five months Captain Nicholson piloted Lake Michigan without any issues (*Manitowoc Pilot* 1895a). On 21 September, *Atlanta* was halfway across the lake bound for Muskegon when a soft plug from one of the boilers blew. This made the engine useless and left the vessel at the mercy of a southwest gale. Fortunately a new plug was fitted and the vessel could continue on its journey. Later on the same journey a second soft boiler plug blew. This time the vessel was so close to the Muskegon harbor that repairs were left until docking (*Door County Democrat* 1895a). In late October *Atlanta* broke its propeller shaft in heavy seas just off Grand Haven. The steamer *Soo City* towed the broken vessel back into Grand Haven. After this it was decided to place *Atlanta* in winter quarter for repairs. The Goodrich tug *Arctic* towed the steamer back to Manitowoc and the *Ludington* was placed on the

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Muskegon/Grand Haven route for the rest of the season (*Detroit Free Press* 1895a; *Door County Advocate* 1895b; *Manitowoc Pilot* 1895b). Along with the repairs to the propeller shaft, the steamer's hull was redesigned from amidships aft. Some newspapers printed that the *Atlanta* would receive a bustle or false sides to the original hull to make a wider structure above the waterline (*Detroit Free Press* 1895b). Other articles declared that naval architect W.J. Wood designed and constructed an entirely new after body that replaced the old frames (*Door County Advocate* 1895c; *Door County Democrat* 1895b). It is not clear exactly what alterations or repairs were made to the vessel's stern, but structural reinforcements were likely made without changing the vessel's hull lines. Two new Scotch boilers were also added to the hull. The boilers (salvaged after the ship's sinking) measured 10.5 feet by 10.5 feet and were capable of producing 140 pounds of pressure. These were placed further forward in the hull than the previous boilers (*Door County Advocate* 1896a). By February 1896 *Atlanta* floated out of dry dock with new hull design and machinery. The wider after body made the vessel more stable and placement of the boilers caused it to draw 20 inches less water than the previous year (*Detroit Free Press* 1896a).

In 1896 vessel enrollment documents show that *Atlanta*'s port of hail was changed from Kenosha to Milwaukee (Bureau of Navigation 1895; 1896). Although much of the steamer's appearance had changed, *Atlanta* began the season like so many. The vessel began operation in April under Captain William Nicholson for tri-weekly trips from Chicago to Grand Haven and Muskegon (*Door County Advocate* 1896c; 1896d; *Manitowoc Pilot* 1896a; 1896b). A few incidences occurred during the 1896 season. In April the steamer struck a pier in the Muskegon harbor breaking frames and planking (*Detroit Free Press* 1896c; *Door County Democrat* 1896). In October heavy seas threw *Atlanta* into a piling in Chicago crushing port side planking (*Logansport Reporter* 1896). W.H. Jerome, *Atlanta*'s chief engineer since 1895 was given an award for the best engineer of the Goodrich line for 1896 (*Detroit Free Press* 1896b; *Door County Advocate* 1896b). By January of 1897 *Atlanta* was still making regular stops on the Muskegon /Grand Haven route, collecting 113 round trips and over 27,000 miles for the season (*Door County Advocate* 1896e; 1897). Although *Atlanta* was dedicated to the speedy and efficient transfer of passengers across the lake, occasionally the vessel just cruised. On 21 July, *Atlanta* provided members of the State Bar Association a luxurious luncheon and afternoon excursion around Chicago (*Inter Ocean* 1896).

Unlike previous years, the *Atlanta* did not go into winter quarters at the end of 1896 and beginning of 1897. The dangerous weather, cold temperatures, and ice development made it difficult for the vessel to continue its cross lake route, so the steamer began making trips to ports up and down the Wisconsin and Illinois coast. These stops included Chicago, Milwaukee, Algoma, and up into Sturgeon Bay (*Advocate* 1897c; *Door County Advocate* 1897; *Door County Democrat* 1897a, 1897b). This continued use of the steamship into winter season may have been attributed to the remodel the year before. This route continued from December until April when the *Atlanta* was taken to Manitowoc to be repainted

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(*Advocate* 1897a; *Algoma Record* 1897; *Manitowoc Pilot* 1897a). Once the steamer was repainted it is likely that it began the usual summer route from Chicago to Muskegon and Grand Haven under Captain Nicholson (*Advocate* 1897b). In July 1897, *Atlanta* was once again used as an excursion vessel. This time the Officers of the Press Club used the steamship for the establishment of the General Logan Monument that was constructed in Chicago's Grant Park (*Inter Ocean* 1897). There were no issues on the cross-lake route until October. Halfway across Lake Michigan *Atlanta's* crankshaft broke leaving the vessel stranded. Luckily engineer W.H. Jerome caught the issue in time to prevent permanent damage to the engine. The steamer *Iowa* towed the vessel into port where it stayed until it could be repaired (*Advocate* 1897b; *Detroit Free Press* 1897). The *Advocate* listed the *Atlanta* as one of Manitowoc's winter fleet (1898); during the winter months the steamer brought some passengers, but mainly freight from Chicago as far north as Sturgeon Bay (*Advocate* 1897c; *Algoma Record* 1897).

In January 1898, the *Atlanta* spent over two weeks at the Burger & Burger Shipyard for a complete overhaul receiving new bulwarks, new stanchions, rails, covering-board, and gangways (*Advocate* 1898a; *Manitowoc Pilot* 1898a). Ice was broken up by March to begin the summer route to Muskegon and Grand Haven (*Detroit Free Press* 1898a). The steamer was back in dry dock in April to repair its stern bearing and fasten its wheel (*Advocate* 1898c, 1898e). For the third year in a row the *Atlanta* was temporarily used as an excursion boat in July; this time for the Michigan Press Association (*Detroit Free Press* 1898b). In February *Atlanta's* watchman, J.B. Watrous fell overboard and drowned. Watrous was securing a lifeboat cover when he lost his balance and fell. Once overboard he sank immediately and after all efforts to save him were exhausted, the search was ended (*Advocate* 1898d). Captain David M. Cochran from Chicago came in as Master (*Advocate* 1898f). December ended the Muskegon and Grand Haven routes for *Atlanta*. The steamer transferred to the Wisconsin coast route from Chicago north to Sturgeon Bay (*Advocate* 1898g; *Algoma Record* 1898; *Chicago Daily Tribune* 1898; *Detroit Free Press* 1898d).

In 1899, bound for Sheboygan in early January, *Atlanta*, along with steamers *Georgia* and *Chicago* of the winter fleet, found themselves trapped in a massive ice floe that reached from the bottom of the lake to nearly 8 feet above the waterline. Though every effort was attempted to free the steamers, the vessels had to wait until the wind shifted to be free (*Inter Ocean* 1899a). The ice continued to cause problems for the steamer during the winter season and into spring. In March the *Atlanta* left Chicago and was traveling north along Wisconsin's coast when it became stranded in ice once again. The ice, driven by a southeast gale, pushed the steamer into shallow water 2 miles south of Racine. Because the lake bottom was soft and sandy and the ice on top was thick, strong, and unlikely to shift, *Atlanta* was not in immediate danger. The vessel was listing to port, but the real concern was for the fifty-three passengers on board. The vessel could be pulled easily from the shallow waters, but the ice was so thick and large it prevented any tug from reaching it. One successful attempt was made by six male passengers and four crewmen to make it to shore. A line was run from the shore to the stranded

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steamer. One of the yawl boats was attached to the line and with a combination of walking and pulling the 10 men arrived safely on shore. This trek was deemed too dangerous to attempt again and the *Atlanta's* stranded passengers had to wait another two days until the wind shifted and rescue could be achieved. A channel was cut in the ice by steamer *Georgia* and passengers were transported to shore, while the steamer was pulled from the sandy bottom into deeper water. Fortunately the vessel was undamaged and the passengers were unscathed (*Advocate* 1899a; *Chicago Daily Tribune* 1899a, 1899b; *Detroit Free Press* 1899a; *Fort Wayne Journal-Gazette* 1899; *Inter Ocean* 1899b, 1899c; *Manitowoc Pilot* 1899a; *Oshkosh Daily Northwestern* 1899).

Captain Cochran began *Atlanta's* 1899 eastern route in early April. This may have been premature due to the fact that ice still covered the Muskegon harbor which had to be cleared with dynamite (*Detroit Free Press* 1899c; *Manitowoc Pilot* 1899b). While still making continual routes to Muskegon and Grand Haven, *Atlanta* also made appearances along Lake Michigan's west coast (*Algoma Record* 1899c; Elliott 1995:120). The steamer could be seen regularly at Algoma and Sturgeon Bay, and traveled as far north as Menominee, Michigan (*Advocate* 1899b; 1899c; 1899d; 1899e; 1899f; *Algoma Record* 1899a; 1899b; 1899d). The second week of December, *Atlanta* joined steamers *Iowa*, *Indiana*, *Racine* and *Georgia* in the winter route along the western shore. The vessel frequented the ports at Milwaukee, Kewaunee, Algoma, and Sturgeon Bay, and traveled through Green Bay to Menominee until the ice became too thick (*Advocate* 1899g; 1899h; *Algoma Record* 1899e; *Manitowoc Pilot* 1899c; 1900a). Surprisingly the vessel was reported in Menominee as late as Christmas day, though the ice made the journey "a struggle" (*Algoma Record* 1899f).

Shipping in 1900 was less eventful than the previous year. *Atlanta* began its cross-lake season in early April making tri-weekly trips to Muskegon and Grand Haven until June when it made daily trips (*Advocate* 1900a; *Detroit Free Press* 1900a, 1900b). The vessel continued this route until transferred back to the western route at the end of July. Again, *Atlanta* ran north along the Wisconsin coast to Menominee until ice prevented it (*Advocate* 1900b; *Algoma Record* 1900a, 1900b, 1901a; *Detroit Free Press* 1900c; *Inter Ocean* 1900a, 1900b). This route continued until March and April when the ice was too thick for the steamer to travel any further north than Kewaunee (*Algoma Record* 1901b, 1901c, 1901d). The only change for the year was the appointment of a new Master, Captain Joseph Munger (Bureau of Navigation 1900; *Manitowoc Pilot* 1900b). Unfortunately Captain Munger's leadership was not long. On December 15, eight months after being appointed, 50 year-old Captain Munger died suddenly of heart failure. Munger had been an exceptional captain for 22 years, six of which were under the Goodrich flag. (*Advocate* 1900c; *Door County Democrat* 1900a; *Inter Ocean* 1900c). After Munger's death, Captain Edward Carus was transferred to the *Atlanta* for the 1901 season (*Algoma Record* 1901d). This was a temporary installment, as he took employment on the Barry Line in October of that year. Captain John Pardee was appointed to the steamship in his place (*Advocate* 1901h; *Inter Ocean* 1901b).

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In 1901, newspaper accounts indicate that for this year, the *Atlanta* began to frequent ports along the western coast as well as the eastern route. The steamer came to the aid of the disabled steamer *Indiana* during a gale in March. *Atlanta* towed the stranded vessel into Racine with help of tug *Myers* (*Detroit Free Press* 1901a; *News-Palladium* 1901). In April the steamer went into dry dock again for repairs. Once out, it continued on the western route instead of heading to Muskegon and Grand Haven (*Advocate* 1901a; *Algoma Record* 1901e; *Chicago Daily Tribune* 1901; *Detroit Free Press* 1901b). The vessel continued this route until September, visiting Algoma, Fish Creek, Sturgeon Bay, Green Bay, and Menominee (*Advocate* 1901b; 1901c; 1901d; *Algoma Record* 1901f). For two months in the fall *Atlanta* made trips along the cross-lake route until the beginning of December, but was also still visiting western ports like Sturgeon Bay (*Inter Ocean* 1901c). At the end of September, during one of these Sturgeon Bay visits, *Atlanta* ran ashore on Dunlap's Reef very near the harbor. The scow *Libby Carter* was anchored in the middle of the channel at Sturgeon Bay and while attempting to maneuver around it, *Atlanta* ran ashore. Many attempts at removing the grounded steamer were made by tugs including *A. J. Wright*, *Geo. Nelson*, *O.M. Field*, *Cecelia Hill*, *Leathem*, and *Arctic*. The vessel was stranded for four days of dredging, lightering and pulling. On the fourth day, the wrecking tugs *Arctic* and *Monarch* used their wheels to dredge either side of *Atlanta* while everything was removed from the vessel, including cargo, lifeboats, chains, anchors, and crew. After a few good pulls from the powerful tugs, *Atlanta* was floating again. The steamer was towed to dry dock for inspection, but no damage was found. The overall salvage attempt cost the Goodrich Company over \$2,500 (*Advocate* 1901e, 1901f; *Algoma Record* 1901g; *Door County Democrat* 1901a, 1901b; *Inter Ocean* 1901a; *Manitowoc Pilot* 1901). In December while exiting Milwaukee harbor in a blizzard, *Atlanta* collided with the steam barge *Louis Pahlow*. This incident was documented as a head on collision, but no analysis of damage or post collision effects were recorded (*Advocate* 1901j).

In 1902, the *Atlanta* transferred from its winter to spring schedule in late June and ran this route as usual until December. Though the routes were the same, the vessel's luck continued to decrease (*Advocate* 1902b; 1902f). The year did not begin well for the steamer. On 18 January *Atlanta* was grounded while backing out of the Sturgeon Bay docks and had to be pulled free by the Goodrich tug *Arctic* (*Advocate* 1902a; *Door County Democrat* 1902a). A few weeks later, the steamer was blown into an ice floe during a snowstorm. The *Atlanta*, along with the steamer *Iowa*, was stuck in ice for 31 hours, 8 miles from Chicago. During the imprisonment, the vessel's thirty-one passengers stayed in good spirits and by the end of the second day, the steamers were able to free themselves from the ice with no damage (*Chicago Daily Tribune* 1902a, 1902b; *Detroit Free Press* 1902a; *Inter Ocean* 1902a). In August *Atlanta* suffered from a broken propeller blade just off Fish Creek, Wisconsin. This incident delayed the steamer significantly, but when given the choice to transfer to the steamer *Georgia*, only fifty of the one hundred and fifty passengers left the vessel. *Atlanta* slowly steamed back to Sturgeon Bay where it offloaded its passengers and went into dry dock for repairs (*Advocate* 1902d; *Algoma Record* 1902). Again, the steamer got into trouble while trying to avoid another vessel. The tug *O.H.*

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Green, with the steamer *Topeka* in tow, was hidden from view by the Dearborn Street Bridge as the *Atlanta* approached. The steamer was closing in too quickly, so to avoid a collision with the vessels, aimed for the bridge instead. Major damage was done to the *Atlanta*'s stem. (*Advocate* 1902e; *Chicago Daily Tribune* 1902c; *Detroit Free Press* 1902b; *Inter Ocean* 1902b).

According to the *Door County Advocate*, Captain Taylor took command of the *Atlanta* for the 1903-season; however, this change in command is not reflected in the vessel's enrollment documents and is not substantiated in other reports (*Advocate* 1903b). Lake Michigan cross-lake navigation opened in March 1903 as the *Atlanta* made its first trip to Muskegon and Grand Haven. Ice made the journey dangerous and created delays. Ice floes were reported 25 miles by 70 miles in dimension southwest of Grand Haven (*Advocate* 1903a; *Daily Review* 1903; *Detroit Free Press* 1903a, 1903b; *Inter Ocean* 1903). By fall, with tourist season ending and winter coming, the *Atlanta* was busy returning tourists to their homes and bringing merchants their fall and winter goods (*Advocate* 1903c; *Algoma Record* 1903; *Door County Democrat* 1903a; 1903b).

In January 1904, the *Atlanta* was headed north from Chicago along the Wisconsin coast when its engine pin broke disabling the vessel. The passengers were transported to another vessel and taken to Milwaukee while the *Atlanta* was towed back to Chicago for repairs. The engine pin was replaced in Chicago then the steamer was taken to Manitowoc for a general overhaul. After 14 days of repair and overhaul the steamer was placed back in commission (*Advocate* 1904a; *Door County Democrat* 1904a; *Manitowoc Pilot* 1904). In April 1904 navigation was opened up and the *Atlanta* was sent on its route to Muskegon and Grand Haven. The schedule would take the steamer to these ports three times a week. Unfortunately, the first run was too early to make both ports. The Grand Haven port was reached, but Muskegon Lake was still too covered in ice to allow lake traffic. The steamer attempted to break ice into port, but was unsuccessful (*Detroit Free Press* 1904; *Inter Ocean* 1904a, 1904b). June 1904 was difficult for the steamer. Early that month the vessel ran into the scow schooner *German* while entering port at Sturgeon Bay. A couple weeks later, it collided with the steamer *Saturn* (*Advocate* 1904c; 1904d; *Door County Democrat* 1904b). No supporting documentation was found regarding the condition of the vessel after each collision. When the *Atlanta* was not steaming across the lake it could be seen at one of the western ports as far north as Marinette, Wisconsin, and Menominee, Michigan (*Advocate* 1904b). It is unknown when the summer season ended for the steamer. Newspapers report the *Atlanta* passing from one route to another on a monthly basis. The vessel was taken off the eastern route in September (*Advocate* 1904e; *Door County Democrat* 1904c; *Inter Ocean* 1904c) then placed back on it in October (*Door County Democrat* 1904d, 1904e). The *Atlanta* stayed on the eastern route through December and January. This was the first winter route between Chicago, Muskegon, and Grand Haven (*Advocate* 1904f, 1905a; *Door County Democrat* 1904e).

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Though winter navigation was considered open, ice still was a big influence in the daily operations. In January 1905 the steamer found itself locked in an ice floe near Grand Haven. Ice floes such as this hindered business with uncertain schedules and dangerous voyages. By this time, cross-lake navigation was finally closed for the winter (*Detroit Free Press* 1905a; *Oshkosh Daily Northwestern* 1905). After winter navigation closed, *Atlanta* was placed in dry dock for all of February and the beginning of March. By March 16 the Goodrich tug *Arctic* had opened a path from Chicago to Grand Haven and Muskegon so the steamer was once again placed on the cross-lake route (*Advocate* 1905b; 1905c; *Chicago Daily Tribune* 1905; *Detroit Free Press* 1905d; *Inter Ocean* 1905). While *Atlanta* was in dry dock, the vessel received a change in command. Captain Parde, captain since 1901, found new employment as Hull Inspector in Grand Haven, Michigan. Captain Charles T. Bronson was appointed Master of the steamer until Captain Cornelius McCauley could be officially appointed in April 1905 (*Advocate* 1905b, 1905d; *Detroit Free Press* 1905b, 1905c; *Manitowoc Pilot* 1905). Documents show that the *Atlanta* worked the east shore route all through the summer season and into November (*Advocate* 1905e, 1905f, 1905g; *Door County Democrat* 1905a, 1905b). The steamer was also making cross-lake routes during this time. The *Detroit Free Press* claimed that *Atlanta* was continuing the Grand Haven and Muskegon route until January. Muskegon harbor had been newly dredged and the channel was kept open to provide the steamer with the longest running winter route to Muskegon (*Detroit Free Press* 1906a, 1906b). Ice blocked the Muskegon passage for several weeks but the steamer was able to navigate the icy waters back to Muskegon Lake in late February (*Detroit Free Press* 1906c).

In February of 1906, while the *Atlanta* dodged ice across Lake Michigan, there were talks of a schedule change that would give better service between Chicago and Sturgeon Bay. Representatives from Ephraim and Fish Creek were complaining about irregular service and poor accommodations of the vessels that visited their ports. They complained that the irregularity of vessels to Sturgeon Bay was hurting tourism. Unfortunately, the Goodrich Transportation Company did not have enough boats to sufficiently cover both the cross-lake routes and the Wisconsin routes. The low freight business and short passenger season made very little money, while there was more competition on the eastern shore (*Advocate* 1906a; *Door County Democrat* 1906a). If a schedule change were to be made, this change would have moved *Atlanta* to a more permanent route along the Wisconsin coast. The *Atlanta's* future was never altered by these talks: she was lost a month later.

On 18 March 1906, the *Atlanta* was heading south from Sheboygan to Milwaukee carrying sixty-five passengers and cargo including porcelain, enamelware, metal ware, leather, and wooden furniture (*Door County Advocate* 1920a, 1920b, 1920c; Elliott 1995:125). Around noon, 14 miles south of Sheboygan, crewmen discovered a fire in the hold of the vessel. Once the fire was discovered, Captain McCauley turned the vessel straight for shore. The fire was fought with precision by the well-practiced crew to no avail. The new automatic sprinklers and fire apparatus, tested six days prior, could not stop

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the blaze. As the fire grew, the vessel was halted and focus turned to the lifeboats. The Smith Brothers' fishing tug *Tessler* witnessed *Atlanta's* distress and came about to help the passengers and crew. All personnel were safely transferred to the tug except one. Deckhand Michael Hickey tried to jump from the steamer onto the tug, but misjudged the distance and fell to his death between the vessels. The cook was valiantly saved by fisherman Charles Klein. Screams by the steamer's cook, who was trapped in the pantry, could be heard. Klein climbed onto the burning vessel, widened a porthole near the pantry, and pulled the cook to safety. All the passengers and crew were transferred from the packed fishing tug to the passing steamer *Georgia* who steamed the passengers back to Sheboygan. Once free of *Atlanta's* passengers and crew, *Tessler* towed the burning *Atlanta* ashore and left it to burn to the waterline. On 21 March 1906, the vessel's enrollment documents described the steamer as a total loss. The cost of the vessel and cargo totaled \$200,000.00 (*Advocate* 1906b; *Algoma Record* 1906; Bureau of Navigation 1906; *Chicago Daily Tribune* 1906a; *Detroit Free Press* 1906d; Elliott 1995:125-127; *Indianapolis Star* 1906).

A hull inspection was ordered to discover why the fire was unable to be extinguished, especially with the new and newly tested equipment. Upon inspection the location of the flames and the flammability of furnishings and cargo attributed to the unstoppable blaze. It was decided that the captain and crew did everything they could have to protect the passengers and save the vessel. Captain McCauley was presented with a gold watch from the Goodrich Transportation Company for his admirable leadership (*Advocate* 1906c; *Chicago Daily Tribune* 1906b; *Detroit Free Press* 1906e, 1906f; *Inter Ocean* 1906a, 1906c). There was also movement to reward the valiant efforts of the *Tessler's* crew. Captain Smith of the *Tessler* received a Carnegie Hero Medal for his and his crew's actions during the fire (*Chicago Daily Tribune* 1906c; *Detroit Free Press* 1906e). The hull inspection also indicated that the vessel could not be rebuilt; therefore, the Goodrich Transportation Company would need to pay compensation for the vessel's loss (*Advocate* 1906b; *Detroit Free Press* 1906e).

A year later the Smith Brothers took the Goodrich Transportation Company to court for the salvage actions done for the *Atlanta*. The Goodrich Company had willfully abandoned the vessel so ownership went to United States Marshall Reid. He sold the *Atlanta* and its contents to Captain Smith for \$50. Smith planned to raise the hull believing that the machinery and cargo would be valuable (*Advocate* 1906c, 1906d; *Detroit Free Press* 1906f, 1906g; *Door County Democrat* 1906b; Elliott 1995:127). No further documentation was found on Captain Smith's plans, but it is known that salvage of the *Atlanta's* machinery and cargo did not occur until 1920. Title was purchased by Leathem & Smith Towing and Wrecking Co. of Sturgeon Bay and salvage of the vessel began on 11 August 1920. Diver Perl Purdy and his crew of divers had the task of retrieving *Atlanta's* boilers, engines, and any valuable cargo. Reports claim that most of the cargo and metal was destroyed in the fire and that the machinery was only worth money for scrap value (*Door County Advocate* 1920a, 1920b, 1920c; *Door County News* 1920; *Manitowoc Herald-Times* 1920a, 1920b). The steamer's scotch boiler was not scrapped,

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but placed in the newly built steamer *Stuart* in 1921. *Stuart* was a 110 foot steamer built at the Wolter & O'Boyle Company of Sturgeon Bay (*Door County Advocate* 1921; *Door County News* 1921).

Integrity

Though fire destroyed the upper decks, salvage operations recovered machinery and remaining cargo, and looting by divers have influenced the vessels structural and archaeological integrity, the stem, stern, and most of the structure below the vessels waterline retains structural integrity while various artifacts and machine elements can be found inside the structure. The *Atlanta* site; therefore, retains sufficient integrity to expand our understanding of this type of vessel. The archaeological investigation of the *Atlanta* site has already produced a wealth of archaeological knowledge about passenger/packet screw steamers, and has the potential to yield a vast amount of knowledge about screw steamer construction and passenger transportation on the Great Lakes.

Archaeological Significance

The wreck site has been mostly exposed from the sand and has been visited by nearby residents and divers. With the burning and salvage of the *Atlanta*, only the lower hull components are represented within the wreck site. Still, the site retains excellent archaeological integrity, and sites such as the *Atlanta* present a rare opportunity to study and learn about Great Lakes passenger/packet steamers, specifically the inclusion of metal components for support, propulsion, electricity, and plumbing. Despite some looting, this wreck site still has a large amount of artifacts not normally found within shallow, nearshore shipwrecks. Given that components of this wreck are covered by sand, there is the potential that more artifacts may be uncovered; these artifacts may shed light on the passenger and packet transportation industry. The *Atlanta* is one of the few passenger/packet steamers found in Wisconsin waters and offers the opportunity for further study.

Atlanta meets the registration requirements for Criterion D at the state level as a good example of a Great Lakes screw steamer vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes transport of passengers and packet freight. *Atlanta* serviced Lake Michigan for one of the most notable and longstanding companies on the Great Lakes, the Goodrich Transportation Company and is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime passenger transportation, part of the transportation infrastructure prior to the development of road and rail networks.

Many opportunities remain for future archaeological research on the *Atlanta* as sands shift, and the site becomes more exposed with changing lake levels; additional information from the site may significantly add to our understanding of the construction of Great Lakes screw steamers. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that

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illustrates how these unique vessels were constructed, including the use of metal support systems, internal plumbing and electricity, passenger furnishings, and types of cargo that were carried. Data gathered from the *Atlanta* site has increased our understanding of wooden propeller steamer construction and passenger service on Lake Michigan. This shipwreck site provides historians and archaeologists the opportunity to study this ship's construction and use of as a Great Lakes passenger/packet steamer. Understanding the construction and history of this ship, informs our understanding of ship construction from this era and helps us understand the history of late-nineteenth and early-twentieth century Great Lakes transportation, commerce, and travel.

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- 1899g *Advocate*. December 1.
- 1899h *Advocate*. December 23.
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- 1904f *Advocate*. December 17.
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- 1901d *Algoma Record*. April 5.
- 1901e *Algoma Record*. April 19.
- 1901f *Algoma Record*. May 10.
- 1901g *Algoma Record*. September 27.
- 1902 *Algoma Record*. August 29.
- 1903 *Algoma Record*. October 16.
- 1906 *Algoma Record*. March 23.

Bureau of Navigation

- 1891a *Atlanta* Permanent Enrollment No. 116. Port of Cleveland, Cuyahoga Customs District, Record Group 41. U.S. National Archives, Chicago, IL
- 1891b *Atlanta* Inspector's Certificate of Official Number, Tonnage, &c., Port of Cleveland, Cuyahoga Customs District, Record Group 41. U.S. National Archives, Chicago, IL
- 1891c *Atlanta* Permanent Enrollment No. 129 Port of Milwaukee, Milwaukee Customs District, Record Group 41. U.S. National Archives, Chicago, IL
- 1895 *Atlanta* Permanent Enrollment No. 50. Port of Milwaukee, Milwaukee Customs District, Record Group 41. U.S. National Archives, Chicago, IL
- 1896 *Atlanta* Permanent Enrollment No. 29. Port of Milwaukee, Milwaukee Customs District, Record Group 41. U.S. National Archives, Chicago, IL
- 1900 *Atlanta* Endorsement of Change of Master No. 558. Port of Chicago, District of Chicago, Record Group 41. U.S. National Archives, Chicago, IL
- 1906 *Atlanta* Permanent Enrollment No. 79. Port of Milwaukee, Milwaukee Customs District, Record Group 41. U.S. National Archives, Chicago, IL

Chicago Daily Tribune

- 1892a *Chicago Daily Tribune*. June 25.
- 1892b *Chicago Daily Tribune*. August 7.
- 1892c *Chicago Daily Tribune*. October 26.
- 1896a *Chicago Daily Tribune*. November 21.
- 1896b *Chicago Daily Tribune*. November 22.
- 1898 *Chicago Daily Tribune*. December 1.
- 1899a *Chicago Daily Tribune*. March 22.
- 1899b *Chicago Daily Tribune*. March 23.
- 1901 *Chicago Daily Tribune*. April 21.
- 1902a *Chicago Daily Tribune*. January 31.
- 1902b *Chicago Daily Tribune*. February 1.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 4

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

- 1902c *Chicago Daily Tribune*. November 21.
- 1905 *Chicago Daily Tribune*. March 15.
- 1906a *Chicago Daily Tribune*. March 19.
- 1906b *Chicago Daily Tribune*. March 20.
- 1906c *Chicago Daily Tribune*. March 21.

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.

Daily Review, The (Decatur, IL)

- 1903 *Daily Review*. March 19.

Detroit Free Press

- 1891a *Detroit Free Press*. April 26.
- 1891b *Detroit Free Press*. August 14.
- 1893 *Detroit Free Press*. May 31.
- 1894 *Detroit Free Press*. April 4.
- 1895a *Detroit Free Press*. September 28.
- 1895b *Detroit Free Press*. October 20.
- 1896a *Detroit Free Press*. February 3.
- 1896b *Detroit Free Press*. March 3.
- 1896c *Detroit Free Press*. April 28.
- 1896d *Detroit Free Press*. November 21.
- 1897 *Detroit Free Press*. October 2.
- 1898a *Detroit Free Press*. March 17.
- 1898b *Detroit Free Press*. July 20.
- 1898c *Detroit Free Press*. September 26.
- 1898d *Detroit Free Press*. December 1.
- 1899a *Detroit Free Press*. March 22.
- 1899b *Detroit Free Press*. March 25.
- 1899c *Detroit Free Press*. April 6.
- 1900a *Detroit Free Press*. March 8.
- 1900b *Detroit Free Press*. April 9.
- 1900c *Detroit Free Press*. July 18.
- 1901a *Detroit Free Press*. March 16.
- 1901b *Detroit Free Press*. April 21.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 5

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

- 1902a *Detroit Free Press*. February 1.
- 1902b *Detroit Free Press*. November 21.
- 1903a *Detroit Free Press*. March 12.
- 1903b *Detroit Free Press*. March 20.
- 1904 *Detroit Free Press*. April 8.
- 1905a *Detroit Free Press*. January 26.
- 1905b *Detroit Free Press*. January 29.
- 1905c *Detroit Free Press*. February 2.
- 1905d *Detroit Free Press*. March 23.
- 1906a *Detroit Free Press*. January 17.
- 1906b *Detroit Free Press*. January 18.
- 1906c *Detroit Free Press*. February 28.
- 1906d *Detroit Free Press*. March 19.
- 1906e *Detroit Free Press*. March 21.
- 1906f *Detroit Free Press*. March 24.
- 1906g *Detroit Free Press*. April 5.

Door County Advocate (Door Co, Wi)

- 1891a *Door County Advocate*. June 13.
- 1891b *Door County Advocate*. July 4.
- 1892 *Door County Advocate*. March 26.
- 1893a *Door County Advocate*. March 4.
- 1893b *Door County Advocate*. December 16.
- 1894 *Door County Advocate*. March 31.
- 1895a *Door County Advocate*. April 13.
- 1895b *Door County Advocate*. October 5.
- 1895c *Door County Advocate*. November 16.
- 1896a *Door County Advocate*. February 15.
- 1896b *Door County Advocate*. March 7.
- 1896c *Door County Advocate*. March 14.
- 1896d *Door County Advocate*. April 18.
- 1896e *Door County Advocate*. December 26.
- 1897 *Door County Advocate*. January 16.
- 1920a *Door County Advocate*. August 13.
- 1920b *Door County Advocate*. August 27.
- 1920c *Door County Advocate*. September 10.
- 1921 *Door County Advocate*. May 13.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 6

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Door County Democrat

- 1895a *Door County Democrat*. September 21.
- 1895b *Door County Democrat*. November 16.
- 1896 *Door County Democrat*. May 2.
- 1897a *Door County Democrat*. January 16.
- 1897b *Door County Democrat*. January 23.
- 1900 *Door County Democrat*. December 22.
- 1901a *Door County Democrat*. September 28.
- 1901b *Door County Democrat*. October 5.
- 1902a *Door County Democrat*. January 18.
- 1902b *Door County Democrat*. August 9.
- 1903a *Door County Democrat*. September 5.
- 1903b *Door County Democrat*. September 19.
- 1904a *Door County Democrat*. January 30.
- 1904b *Door County Democrat*. July 2.
- 1904c *Door County Democrat*. September 3.
- 1904d *Door County Democrat*. October 15.
- 1904e *Door County Democrat*. October 22.
- 1905a *Door County Democrat*. October 14.
- 1905b *Door County Democrat*. October 28.
- 1906a *Door County Democrat*. February 24.
- 1906b *Door County Democrat*. April 7.

Door County News (Sturgeon Bay, WI)

- 1920 *Door County News*. August 12.
- 1921 *Door County News*. May 19.

Electrical Review Publishing Co (ERP)

- 1917 "Electrical Review: Western Electrician with which is Consolidated Electrocraft", Volume 70, No. 15, Electrical Review Publishing Co., Inc, Chicago Il

Elliott, James L.,

- 1995 Red Stacks over the Horizon: The Story of the Goodrich Steamboat Line. Wm Caxton Ltd, Ellison Bay, Wisconsin

Fort Wayne Journal-Gazette, The (Fort Wayne, IN)

- 1899 *Fort Wayne Journal Gazette*. March 22.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 7

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Gage Publishing Company (GPC)

1917 "The Electrical Record", Vol. 21. The Gage Publishing Company, Inc, Liberty St, NY

Indianapolis Star, The (Indianapolis, IN)

1906 *Indianapolis Star*. March 19.

Inter Ocean, The (Chicago, IL)

1891a *Inter Ocean*. April 23.

1891b *Inter Ocean*. April 26.

1891c *Inter Ocean*. August 30.

1891d *Inter Ocean*. August 31.

1892 *Inter Ocean*. December 3.

1896 *Inter Ocean*. July 17.

1897 *Inter Ocean*. July 10.

1899a *Inter Ocean*. January 12.

1899b *Inter Ocean*. March 22.

1899c *Inter Ocean*. March 23.

1900a *Inter Ocean*. July 18.

1900b *Inter Ocean*. November 28.

1900c *Inter Ocean*. December 15.

1901a *Inter Ocean*. September 27.

1901b *Inter Ocean*. October 10.

1901c *Inter Ocean*. November 30.

1902a *Inter Ocean*. February 1.

1902b *Inter Ocean*. November 29.

1903 *Inter Ocean*. March 10.

1904a *Inter Ocean*. April 5.

1904b *Inter Ocean*. April 8.

1904c *Inter Ocean*. August 28.

1905 *Inter Ocean*. March 23.

1906a *Inter Ocean*. March 20.

1906b *Inter Ocean*. March 21.

1906c *Inter Ocean*. April 13.

Logansport Reporter (Logansport, IN)

1896 *Logansport Reporter*. October 1.

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National Park Service

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Section 9 Page 8

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Manitowoc Herald-Times (Manitowoc, WI)

1920a *Manitowoc Herald-Times*. August 11.

1920b *Manitowoc Herald-Times*. August 20.

Manitowoc Pilot (Manitowoc, WI)

1891 *Manitowoc Pilot*. May 21.

1892a *Manitowoc Pilot*. March 24.

1892b *Manitowoc Pilot*. December 22.

1893a *Manitowoc Pilot*. April 6.

1893b *Manitowoc Pilot*. April 13.

1893c *Manitowoc Pilot*. November 30.

1894a *Manitowoc Pilot*. March 29.

1894b *Manitowoc Pilot*. April 5.

1894c *Manitowoc Pilot*. December 6.

1895a *Manitowoc Pilot*. May 2.

1895b *Manitowoc Pilot*. October 3.

1896a *Manitowoc Pilot*. March 12.

1896b *Manitowoc Pilot*. April 2.

1897a *Manitowoc Pilot*. April 1.

1897b *Manitowoc Pilot*. May 13.

1898a *Manitowoc Pilot*. January 27.

1898b *Manitowoc Pilot*. March 17.

1898c *Manitowoc Pilot*. November 17.

1899a *Manitowoc Pilot*. March 23.

1899b *Manitowoc Pilot*. March 30.

1899c *Manitowoc Pilot*. November 30.

1900a *Manitowoc Pilot*. January 11.

1900b *Manitowoc Pilot*. March 8.

1901 *Manitowoc Pilot*. Sept 26.

1904 *Manitowoc Pilot*. January 28.

1905 *Manitowoc Pilot*. March 30.

News-Palladium, The (Benton Harbor, Michigan)

1901 *News-Palladium*. March 16.

Oshkosh Daily Northwestern (Oshkosh, WI)

1895 *Oshkosh Daily Northwestern*. April 9.

1899 *Oshkosh Daily Northwestern*. March 21.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 9

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

1905 *Oshkosh Daily Northwestern*. January 26.

Republican, The (Sturgeon Bay, WI)
1891 *The Republican*. June 18.

Wisconsin Marine Historical Society (WMHS)
1969 "Soundings" Wisconsin Marine Historical Society. Vol. 9, No.1

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 10 Page 1

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Verbal Boundary Description:

The boundary for the *Atlanta* site is marked by a less than one acre (0.72) circle with a radius of 100 feet, centered on the NAD 1893 UTM coordinates 0436797 Easting, 4824511 Northing, Zone 16T.

Boundary Justification:

This site boundary was chosen to encompass the wreck site and associated debris field.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 1

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Photo #1 of 4

Atlanta Shipwreck (Steam Screw)
Sheboygan County, Wisconsin
Photographer Victoria Kiefer
May 2016
Stern looking forward



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 2

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Photo #2 of 4

Atlanta Shipwreck (Steam Screw)

Sheboygan County, Wisconsin

Photographer Sophie Stuart

June 2016

Globe Ironworks Hatch cover looking starboard



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 3

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Photo #3 of 4

Atlanta Shipwreck (Steam Screw)
Sheboygan County, Wisconsin
Photographer Tamara Thomsen
June 2016
Boiler near the bow looking starboard



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 4

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Photo #4 of 4

Atlanta Shipwreck (Steam Screw)
Sheboygan County, Wisconsin
Photographer Tamara Thomsen
June 2016
Propeller shaft at stern looking aft



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section figures Page 1

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

List of Figures:

Figure 1: Site plan of the *Atlanta*

Figure 2: Location of the *Atlanta*

Figure 3: Historic photo

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section figures Page 2

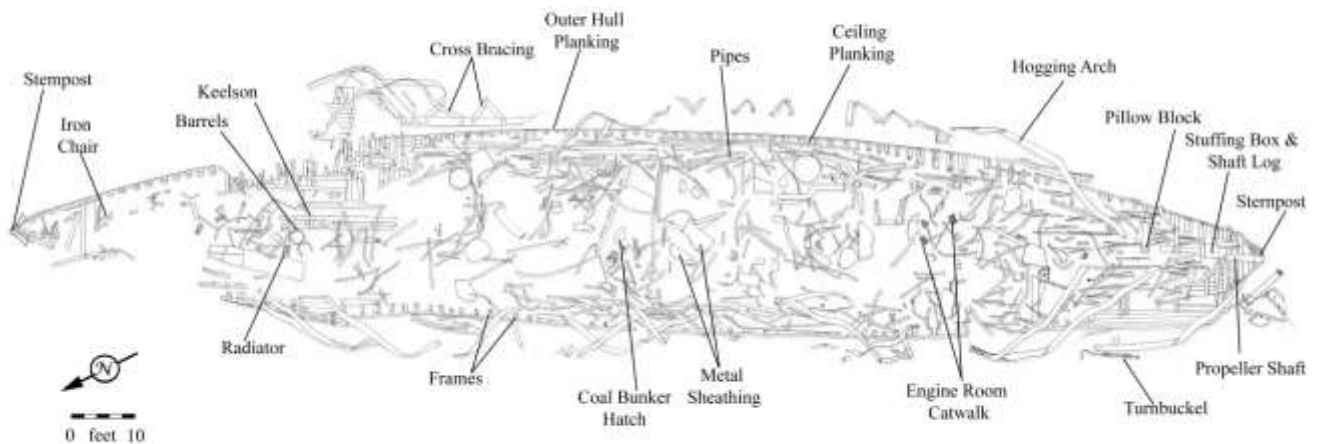
Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Figure #1 of 3

Atlanta Shipwreck
Site plan of the *Atlanta*
August 2016

Atlanta Shipwreck (Steam Screw)

Town of Cedar Grove, Sheboygan County, Wisconsin



**WISCONSIN
HISTORICAL
SOCIETY**
Maritime Preservation and Archaeology

United States Department of the Interior
National Park Service

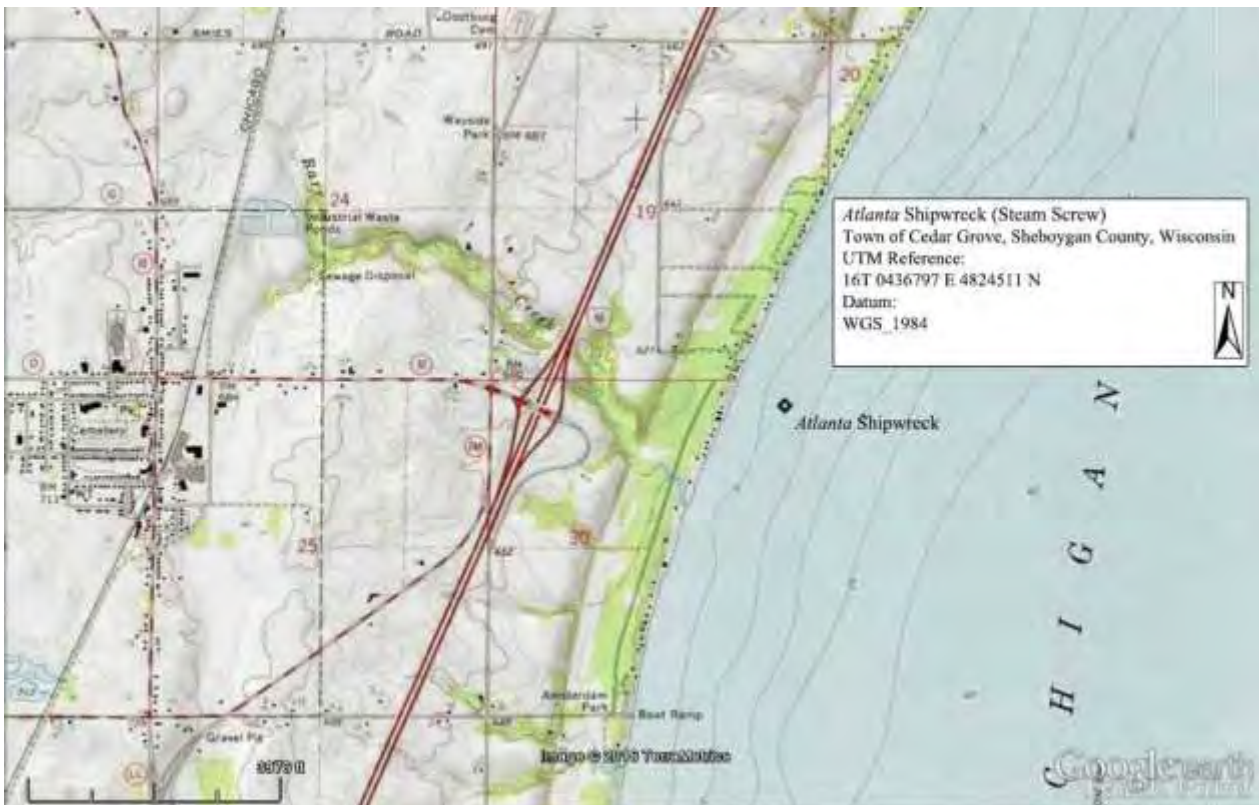
National Register of Historic Places
Continuation Sheet

Section figures Page 3

Atlanta Shipwreck (Steam Screw)
Cedar Grove, Sheboygan County, Wisconsin

Figure #2 of 3

Atlanta Shipwreck (Steam screw)
Location of the *Atlanta*
August 2016



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section figures Page 4

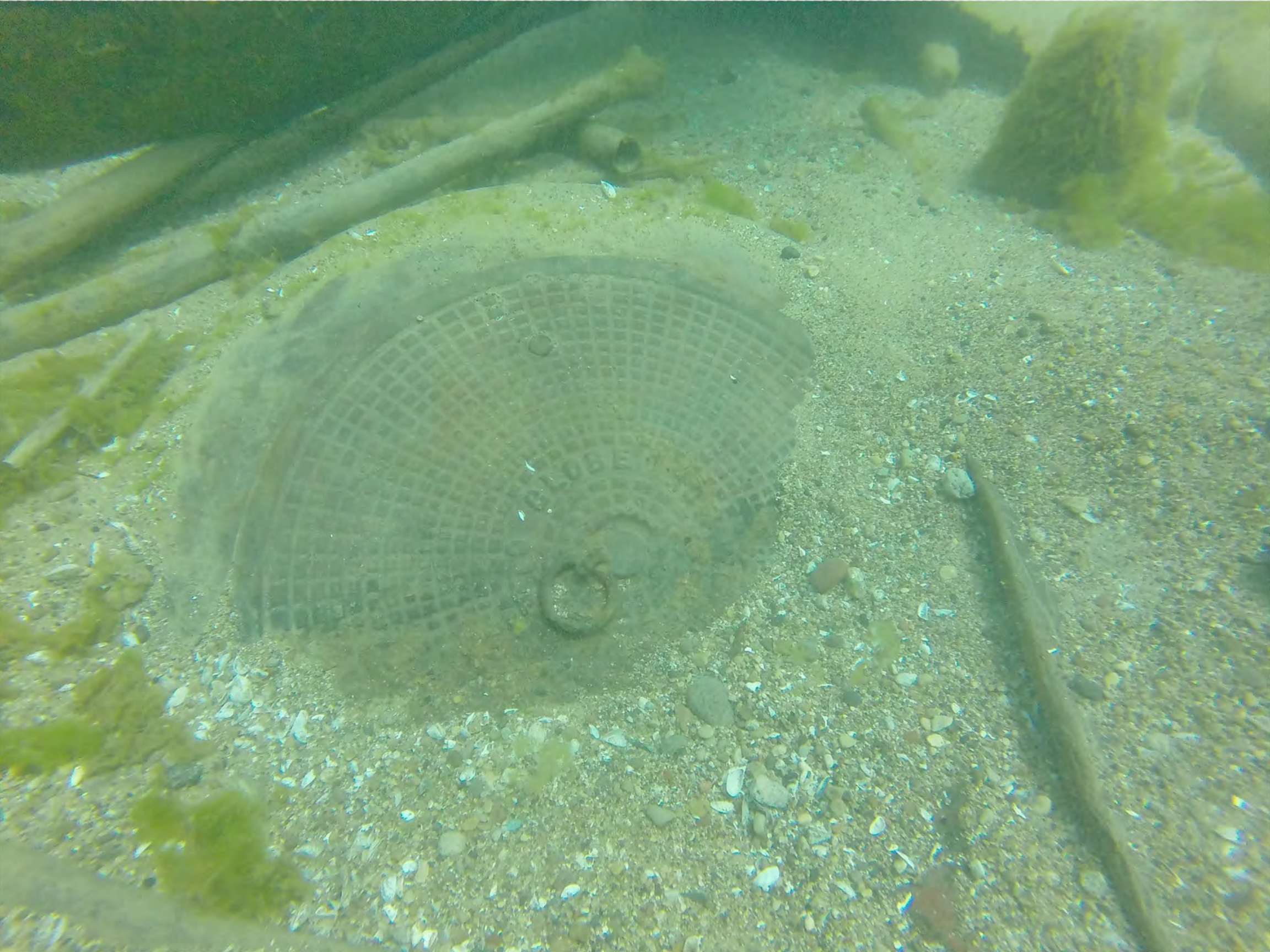
Atlanta Shipwreck (Steam Screw)
Lake Michigan, Sheboygan County, Wisconsin

Figure #3 of 3

Atlanta (Steam Screw)
Sheboygan County, Wisconsin
Photographer Unknown
Original photo courtesy of Wisconsin Maritime Museum
Ca. 1900
Atlanta's port side











UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 9/21/2017 Date of Pending List: 10/26/2017 Date of 16th Day: 11/13/2017 Date of 45th Day: 11/6/2017 Date of Weekly List:

Reference number: ^{MP}

Nominator:

Reason For Review:

Accept Return Reject 11/6/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Julie Ernstein *Julie Ernstein* Discipline Archeologist

Telephone (202)354-2217 Date 11/6/17

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



RECEIVED
FEB 17 2017

BY:

WISCONSIN LEGISLATURE

P.O. BOX 8952 • MADISON, WI 53708

February 14, 2017

Wisconsin Historic Preservation Review Board
Peggy Veregin
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Dear Ms. Veregin

We are writing in support of the nomination of the Atlanta Shipwreck to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The shipwreck is an important historical site in Sheboygan County, because it represents the significant shipping industry in the Great Lakes Region. The shipwreck has been visited by many divers, because much of the steamer and its artifacts are still intact. Additionally, students from the Program in Maritime Studies at East Carolina University visited in 2016 to do an archaeological survey of the site, which demonstrates the widespread interest in the shipwreck as a significant historical site.

In 1891 the Atlanta, a steamship built by the Cleveland Dry Dock Company of Ohio for the Goodrich Transportation Company, was built in Cleveland, Ohio. The ship was used on Lake Michigan for 15 years, transporting people and goods between Wisconsin, Illinois, and _____ Michigan. In March of 1906, a fire started on the ship that caused the evacuation of the 65 passengers aboard the Atlanta onto the Tessler, a fishing boat, which had come to their rescue. With all but one passenger saved, the Atlanta was pulled to shore by the Tessler after it had taken Atlanta's passengers to safety. The steamship was left about 800 feet from shore, where it was left to burn and eventually sink.

The Atlanta Shipwreck is significant to both local and national history, because it is representative of the prevalence of steamers and shipping that was important to the country and especially the Great Lakes Region. Steamships were an important development of the Industrial Revolution, which came into popular use in the early 1800's and remained the most effective

means for transporting large amounts of goods into the 1900's. Steamships brought massive amounts of the economic activity to ports along the Great Lakes Waterways, which brought prosperity to areas, such as Sheboygan County, where the wreck is now located. It is important that the Atlanta be added to the National and State Registers of Historic places, so that the important heritage of the Great Lakes Region is remembered through its preservation.

We appreciate the opportunity to state our strong support for the nomination of the Atlanta shipwreck to the Registers of Historic Places. Thank you.

Sincerely,



Representative Terry Katsma
26th Assembly District



Senator Devin LeMahieu
9th Senate District

GLENN GROTHMAN
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

COMMITTEE ON THE BUDGET

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM



UNITED STATES
HOUSE OF REPRESENTATIVES

24 WEST PIONEER ROAD
FOND DU LAC, WI 54935
(920) 907-0624

1217 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-2476

GROTHMAN.HOUSE.GOV

February 20, 2017

Wisconsin Historic Preservation Review Board
c/o Peggy Veregin
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Wisconsin Historic Preservation Review Board:

I am writing in support of the *Atlanta* Shipwreck nomination to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The shipwreck, located in Cedar Grove, is part of the Sixth Congressional District which I represent.

The *Atlanta* Shipwreck, a 175- passenger and 958 net tons cargo vessel, caught fire in 1906 while transporting passengers and manufactured goods across Lake Michigan. Passengers and crew were saved; however, while every effort was made to extinguish the flames, the steamer could not be saved due to the location and flammability of the cargo. It was towed into shallower waters where it remains today. As one of the few passenger and packet freighters in Wisconsin water, the luxuriously appointed *Atlanta* provides historians and archaeologists the rare opportunity to study the construction of the vessel, the implementation of heat and electricity, and insight into the lives and cargos that were transported through the Great Lakes.

Please give all due and fair consideration consistent with current federal law and agency regulations, keeping me apprised of your efforts and findings by contacting Alan Ott, District Director, at 24 West Pioneer Road, Fond du Lac, WI 54935 or by calling (920) 907-0624. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Grothman".

Glenn Grothman
Member of Congress



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Nineteenth day of September 2017, for the nomination of the Atlanta Shipwreck (Steam Screw) to the National Register of Historic Places:

1 Original National Register of Historic Places Nomination Form
1 CD with NRHP Nomination form PDF
 Multiple Property Nomination form
4 Photograph(s)
1 CD with image files
1 Map(s)
3 Sketch map(s)/figures(s)/exhibit(s)
2 Piece(s) of correspondence
 Other:

COMMENTS:

 Please ensure that this nomination is reviewed
 This property has been certified under 36 CFR 67
 The enclosed owner objection(s) do or do not constitute a majority of property owners
 Other: