

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 *Advance Shipwreck (Barge)*
other names/site number DR-0347

2. Location

street & number	0.1 miles East of Sand Bay Peninsula, Sand Bay	N/A	not for publication
city or town	Town of Nasewaupée, vicinity	x	vicinity
state Wisconsin	code WI county Door	code 029	zip code 54235

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.)

Nauna Lentz
Signature of certifying official/Title

4/16/2019
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

Advance Shipwreck (Barge)

Door 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:)

[Signature]
Signature of the Keeper

6/10/19
Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

private

public-local

x public-State

public-Federal

Category of Property
(Check only one box)

building(s)

district

structure

x 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-Barge

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

1871-1921

Significant Dates

1921

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Turner, Alvin A.

Narrative Statement of Significance

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

Advance Shipwreck (Barge)

Door County

Wisconsin

Name of Property

County and State

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	9.26.2018
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*Advance* Shipwreck (Barge)Town of Nasewaupée, Door County, Wisconsin

Introduction

On a rocky bottom 520 feet east of the shores of the Sand Bay Peninsula on the Green Bay side of Door County, the barge *Advance* (DR-0347) lies broken in 8 feet of water in the vicinity of the Town of Nasewaupée. Constructed in 1871, the vessel was one of five schooner-barges built by shipwright Alvin A. Turner for the Peshtigo Lumber Company. In 1911, the *Advance* was converted into a stone barge and lighter for the Leathem & Smith Towing and Wrecking Company. The vessel's masts and upper bulwarks were removed, her outer hull planking was replaced with heavier timbers, she was widened ten feet, and she was equipped with a large hoisting derrick. In October of 1921, *Advance* was lightering the cargo of coal from the stranded steamer *Frank Billings* when a heavy sea picked up threatening to swamp the moored barge. The vessel was cut free and the waves pushed her high onshore. The crew of the *Advance* was rescued by the U.S. Coast Guard, but the barge was damaged. The vessel was declared a total loss and all the derricks and machinery were salvaged from the site. The location of the *Advance* site has been known throughout the years and many residents of Sand Bay have shared memories of visiting the site as children. Although severely broken, the vessel's keelson structure, centerboard trunk, and the lower hull from her original 1871 construction along with bustle remnants and evidence of her hoisting machinery added in 1911 remain extant on the site. Through funding from the Wisconsin Coastal Management Program, Wisconsin Historical Society maritime archaeologists conducted an archaeological field school and documented the site in July 2018. The *Advance* site provided significant information on wooden barge conversion techniques and her adaptation for use as a lighter in the Great Lakes salvage and wrecking industry.

Vessel Description

The *Advance* is a representative of a barge vessel type, used for the stone trade and salvage industry. At the time of her registration the *Advance* was described as a schooner-barge with a plain head and square stern, with one deck and two masts, measuring 139 feet in length, 28.7 feet in beam, and 11.5 feet in depth with a carrying capacity of 366.93 tons (Bureau of Navigation 1871). After a change of ownership in 1900, the vessel underwent a variety of changes over 15 years. In her final iteration *Advance* was described as a tow barge and lighter measuring 141.2 feet in length, 38.4 feet in beam with no masts or upper bulwark and equipped with a hoisting derrick and other salvage machinery.

As described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), barges were simply cut down, unrigged old schooners and steamers that utilized the original vessel's hull shape with "ad hoc additions and reinforcements". The *Advance* generally fits this description. The majority of her keelson structure and lower wooden hull framing remains as in her original 1871 appearance. Her railings and bulwarks were removed in 1908, yet her original hull lines remained. The *Advance's* 1900 conversion to a stone barge was the most prominent change. The vessel's outer hull was replaced with thicker planks and her two masts were removed. The most

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extensive change from the vessel's original 1871 appearance to its final appearance was the attachment of a bustle widening *Advance*'s hull 10 feet and changes to the vessel's deck structure. In 1915 sister keelsons were added to the vessel to provide additional longitudinal support. This was the *Advance*'s final iteration and her appearance at the time of her sinking. Evidence of the bustle and keelson additions remain extant on the site. The specifics of this final configuration, as it appears as a wreck site, are described in detail below.

Site Description

The remains of the barge *Advance* lay 520 feet east of the shores of Sand Bay Peninsula, on the Green Bay side of Door County, Wisconsin (44° 51.803' N, 87° 29.817'W). The remains of the vessel rest in 8 feet of water on a heading of 50 degrees, with her bow facing outward and perpendicular to the shore. The extent of her bow and stern are missing, yet the structure just above the turn of the bilge down to the keelson assembly remains relatively intact rising 4.0 feet off the rocky bottom. The wreck's location, in a protected harbor, has provided a sufficient habitat for wildlife and contributed to frequent visitation from fisherman and other curious visitors. The *Advance* shipwreck has been known to the Wisconsin Historical Society since the program's inception. Although the vessel's machinery was salvaged after the sinking and the upper deck works and hull components were broken by years of wave and ice action along the shore, major structural components of the vessel remain extant, including its keel, keelson, centerboard trunk and evidence of the bustle.

In July of 2018, a survey of the *Advance* was conducted as a ten-day field school hosted by Society maritime archaeologists and volunteers from Wisconsin Underwater Archaeology Association (WUAA). The field school consisted of eight students from various avocational archaeology groups throughout Wisconsin, Illinois, Ohio, and Minnesota including WUAA, the Great Lakes Shipwreck Preservation Society (GLSPS), Maritime Archaeology Survey Team (MAST), and Underwater Archaeological Society of Chicago (UASC). A baseline was strung between fence posts driven at either end of the broken keelson structure, and set off a distance from the shipwreck to include all components of the site. As no stempost or sternpost is extant on site, it was not initially evident which end of the wreckage was the bow, so the baseline was stretched 136 feet along the centerline of the vessel. It was later determined by the position of the centerboard trunk that the baseline orientation was from the stern to the furthest extent forward on the bow. All measurements for the survey were taken from this baseline. The overall length of the remains of *Advance* is 116.3 feet. The port side of the wreck extends outward 9.0 feet with scattered debris as far as 19.0 feet. The starboard side of the wreck extends 21.0 feet with debris scattered as far as 37.0 feet. This gives an overall width of the site as 30.0 feet with debris scattered as far out as 46.0 feet. At 70 feet on the baseline, the turn of the bilge was measured 12.1 feet outward on the starboard side of the wreckage.

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As the *Advance*'s stempost and sternpost are missing, the remaining keelson structure begins at 8.7 feet and ends at 125 feet along the baseline and consists of the keel, keelson, rider keelson, and sister keelsons. The first 30 feet of the structure along the baseline lists 10° to starboard. Aft of this, the structure lists 6° to starboard indicating a break in the keelson assembly toward the stern of the vessel. Additionally, because of the 10° list in the stern and the relatively hard bottom substrate in this area, a small portion of the keel was located on the port side approximately 8.7 feet along the baseline. Although the sided dimension of the keel could not be determined, the keel's molded dimension measures 1.5 feet. The keelson is located between 8.0 feet and 124.8 feet on the baseline measuring 1.2 feet sided and 1.2 feet molded. A rider keelson is fastened on top of the keelson starting at 16.5 feet on the baseline and ending at 121.5 feet, measuring 1.1 feet sided and 1.1 feet molded. The rider keelson is broken at 16.5 feet along baseline with the other section located 4.0 feet aft and fallen to starboard. These two sections of rider keelson were connected by a nib scarf. Scarphs were used to lengthen timbers without losing longitudinal support. Each nib scarf joint is indented 0.2 feet then cut at an oblique measuring 0.8 feet thick to 0.5 feet thick. The length of the oblique measures 3.8 feet long and when joined, both ends fit together to create a straight timber that would then be through-bolted. The sister keelsons added in 1915, lie on either side of the keelson. Both measure 0.9 feet sided and 0.7 feet molded. The starboard side sister keelson begins at 30.0 feet on the baseline and extends to 124.2 feet. The port side sister keelson begins at 26.0 feet on the baseline and extends to 123.0 feet on the baseline. The keelson structure was fastened together using through bolts measuring 0.1 feet in diameter.

The *Advance* was outfitted with one centerboard. The only remaining evidence of the vessel's centerboard location is the bottommost timbers that comprised the centerboard trunk. The centerboard trunk begins at 76.4 feet along the baseline and measures 26.2 feet long with an overall width of 1.1 feet. The housing slot for the centerboard within the trunk measures 0.5 feet wide with 0.3 foot timbers on either side. Remnants of the centerboard and pivot pin were not extant on the site, removed over years of site formation processes. Frame sets along the centerboard truck have been dislodged from their original position showing the location of pocket pieces. To ensure a watertight centerboard trunk, floors and first futtocks did not penetrate through the keelson structure. Instead, centerboard timbers were placed between the keel and keelson with carved insets, called pocket pieces, for the frame sets. The *Advance*'s pocket pieces measure 0.8 feet by 1.0 feet, and are 0.5 feet deep. Only three sets of frames remain intact in the pocket pieces along the port side of the centerboard trunk.

Although much of her upper hull is no longer extant, *Advance*'s floors and futtocks remain. The vessel is double framed with 1.18 feet spacing between each frame set. The lengths of the starboard frames vary from 4.3 feet to 18.6 feet, while the lengths of the port frames vary from 2.4 feet to 15.0 feet. Individual futtocks measure 0.4 feet and 0.3 feet sided, with an overall sided dimension of 0.7 feet. The molded dimension measures 0.85 feet at the sister keelson and 0.65 feet at the turn of the bilge.

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Outer hull planking remains extant on both the port and starboard sides of the site. These planks measure 0.2 feet thick and vary from 1.4 feet to 0.7 feet wide decreasing further away from the keelson structure. Port side outer hull planking is located between at 20.0 feet and 122.0 feet along the baseline and extends outward as far as 9.5 feet. Starboard side outer hull planking begins at 5.8 feet and ends at 118.0 feet along the baseline extending outward as far as 19.0 feet. The vessel's ceiling planking remains extant on the starboard side of the site measuring 0.8 feet and 1.3 feet wide near the keel and 0.9 feet wide at the turn of the bilge. The thickness of ceiling planking varies between 0.5 feet next to the keelson and 0.3 feet at the turn of the bilge. The ceiling planking and outer hull planking are fastened to each frame set with four iron fasteners measuring 0.05 feet in diameter. The fasteners are roved atop the ceiling planking and peened on the outside of the vessel.

The main hull frame sets end at the turn of the bilge, 15 feet outbound, on the starboard side of the keelson structure. Between 30 feet and 80 feet along the baseline these frame sets remain fastened to outer and ceiling planking using sets of four roved and peened bolts. At this location another set of frame sets are attached to the outside of the lower hull component. Each frame of the upper hull set measures 0.4 feet sided with a total sided measurement of 0.8 feet per frame set. The frames measure 0.65 feet molded and range between 4.0 feet and 6.0 feet in length. These upper frames sit on a shelf of two large outer hull planks that measure 0.5 feet thick and 0.7 feet wide. Five outer hull planks measuring 0.7 feet wide and 0.15 feet thick continue from this shelf up the frames. The two sets of frames, ceiling planking, and two sets of outer planking measure a total of 1.95 feet in thickness and are fastened together using a four set of iron fasteners similar to the rest of the hull. However, the lower right bolt of each set is structurally more heavily fastened than the rest. This bolt has a diameter of 0.15 feet and is fastened with two washers and two nuts. Each washer is square in shape and measures 0.35 feet by 0.35 feet with a thickness of 0.05 feet. These were placed on top of the ceiling planking and then topped with a round nut measuring 0.35 feet in diameter with a thickness of 0.1 feet. The topmost nut is square in shape and measures 0.2 feet by 0.2 feet with a thickness of 0.1 feet. The entire fastening mechanism measures 0.3 feet thick and is located at the same location atop the one ceiling planking, along the turn of the bilge. It is believed that this particular hull component is the remaining part of a bustle. During *Advance's* reconstruction into a lighter in 1911 she was widened 10 feet with the use of a bustle. To accomplish this, another set of frames was attached to the outside of the original hull frames at the waterline essentially producing a wider deck and higher cargo capacity without replacing the entirety of the hull.

On the starboard side between 30 feet and 70 feet on the baseline a large section of the hull was located approximately 80 feet from the main wreckage. The section measures 36.2 feet in length and 16.4 feet wide and contains frame sets, outer hull planking, and ceiling planking. Seven frames sets are present and spaced 1.2 feet apart. The single frames measure between 3.2 feet and 11.5 feet long with widths of 0.4 feet and 0.3 feet per set. Eleven outer hull planks are attached to the frames. The outer hull planks measure between 1.1 feet and 1.3 feet wide with lengths ranging from 5.2 feet to 27.4 feet.

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Three ceiling planks are extant on the hull section measuring 0.8 wide. The lengths of the ceiling planking measures 22.4 feet, 24.7 feet, and 36.6 feet in length, two of which end at nib scarf joints.

Additionally, there remain a few unidentified components on the *Advance* site. A large metal plate lies next to the sister keelson on the port side of the vessel between 56.8 feet and 69.8 feet on the baseline. The plate measures 13 feet long, 1.0 foot wide, and 0.1 feet thick. Eight feet down the plate a smaller iron strap is attached, protruding out at a 55 degree angle. This smaller strap measures 0.8 feet wide and 0.7 feet long with a thickness of 0.1 feet. The ends of the iron plate and iron strap curl upward as if bent and crudely cut. It is unclear what purpose this piece had, but it may have been a structural component added to support and secure salvage equipment during its final stage as a lighter. A large pile of coiled iron rigging is located on the starboard side of the vessel at 30 feet along the baseline. The iron rigging measures 0.15 feet in diameter and the coiled pile measures 6.0 feet by 2.2 feet. The rigging was likely part of the derrick and clamshell bucket machinery that was left during the vessel's salvage. Small iron rods also lie scattered throughout the site, remnants of various salvage equipment that was removed during salvage.

Integrity

The wreck site retains good integrity. The keelson structure and lower hull features are key constructional components containing evidence of 1871 shipbuilding methodology while the remains of the bustle bring insight into construction techniques that were used during the *Advance's* conversion into a barge in 1911. The *Advance* provides historians and archaeologists the rare chance to study the construction methods used in barge conversion, specifically widening the hull through the use of a bustle. Historic and archaeological research has provided very little knowledge about this process and the *Advance* is the only reported example of this particular hull widening construction technique.

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Advance Shipwreck (Barge)
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Summary

Located in the waters of Green Bay, 520 feet east of the shores of Sand Bay Peninsula, of Door County, the barge *Advance* (DR-0347) lies broken in 8 feet of water on a rocky bottom. The barge was built in 1871 by Alvin A. Turner in Trenton, Michigan for the Peshtigo Lumber Company. The vessel spent 50 years towed around Lake Michigan until she went ashore in a storm and was lost in 1921. The barge *Advance* is representative of a little discussed vessel type that was once common throughout the Great Lakes, the barge. Little historical documentation exists on the construction and conversion of the barges. Evidence of a bustle on the shipwreck site allows the opportunity to learn more about barge conversion techniques. *Advance* also plays an important role in understanding the towing and wrecking industry. Her use as a lighter allows for insights into the methods and equipment used in salvage. The *Advance* meets the registration requirements for Criterion D at the State level as a good example of a barge vessel type as described in the Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its use as a lighter in the Great Lakes towing and wrecking industry. The period of significance (1871-1921) begins with the *Advance's* date of construction and ends with the date of sinking.

Operational History

The schooner-barge *Advance* was built in 1871 by Master Shipbuilder, Captain Alvin A. Turner in his shipyard in Trenton, Michigan. Little is known about Turner himself, but his shipyard was established in 1866 and it produced around thirty vessels before closing during the Panic of 1873. The construction of the schooner-barge *Advance* was commissioned by Thomas A. Bufe, to transport lumber for the Peshtigo Company of Peshtigo, Wisconsin. The Turner yard built the steambarge *Peshtigo* for the Peshtigo Company in 1869 and four other schooner-barges including *Alert* (1871), *Active* (1871), *Noque Bay* (1872), and *Mautenee* (1873) (Blume 2012:19; Bureau of Navigation 1871; *Door County Advocate* 1881).

The first sawmill was built at Peshtigo by J.H. Levenworth in 1838 and Peshtigo subsequently developed into a prosperous town with lumber, shipping and railroad interests. Over time, the Levenworth Mill thrived under a variety of owners and iterations. William B. Ogden purchased the mill in 1856 and established the Peshtigo Company. Eleven years later in 1867, Isaac Stephenson invested and reorganized the company under the name Peshtigo Lumber Company and became Vice President and General Manager with Thomas A. Bufe as President. By the beginning of 1871, the Peshtigo Lumber Company owned extensive property in Peshtigo including sawmills, boarding houses, 18 logging camps, a dry-goods store, a steam mill, a woodenware factory, three old barges, and three new schooner-barges built by Turner. Everything changed drastically on 8 October 1871 when the Great Peshtigo Fire destroyed all of the company's property, the town, and the surrounding area, killing over 1,000 people. After the fire, the wealth and prosperity of the Peshtigo Lumber Company

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Advance Shipwreck (Barge)
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was fully demonstrated as the company was able to rebuild its infrastructure and construct two vessels within a few short years (American Lumberman 1905:252; Commemorative Biographical Record 1896:468,639; Gess and Lutz 2003:18).

The *Advance* was first enrolled at the port of Chicago on 13 May 1871 and was recorded as 139 feet in length, 28.7 feet in beam, and 11.5 feet in depth with a carrying capacity of 366.93 tons. She was described as a schooner with a plain head and square stern, one deck, and two masts (Bureau of Navigation 1871). Although constructed with masts, the *Advance* was purpose-built to be towed in consort. No historic information could be found on the launching efforts or fitting out of the *Advance*. The schooner-barge's beginning was representative of the rest of her career, lacking in pomp and circumstance.

Advance's first trip brought lumber from Peshtigo to Chicago. During the 1871-season the schooner-barge averaged two trips per month to the port of Chicago carrying between 300,000 and 360,000 board feet of lumber. The vessel's arrivals at Chicago were documented on 14 June, 28 June, 28 July, 28 August, 29 September, and 5 October (*Chicago Tribune* 1871a, 1871b, 1871c, 1871d, 1871e, 1871f).

The schooner-barge continued to transport lumber from Peshtigo to Chicago during the 1872-season with arrivals recorded on 21 May, 4 June, 18 June, 15 July, 13 August, 29 August, 14 September, 2 October, 7 October, and 5 November. With the exception of 7 October, when the ship arrived with 100 barrels of pork, on all other occasions the ship arrived with approximately 360,000 board feet of lumber (*InterOcean* 1872a, 1872b; *Chicago Tribune* 1872a, 1872b, 1872c, 1872d, 1872e, 1872f, 1872g, 1872h, 1872i). It can be assumed that the need for lumber after the Great Chicago Fire contributed to the flourishing business for the Peshtigo Lumber Company and the *Advance* in turn, but no documented evidence could be found to expressly support this.

The 1873-season continued like the previous year with the transport of lumber between Peshtigo and Chicago. The *Advance* recorded arrivals on 13 May, 27 May, 9 June, 3 July, 17 July, 12 August, and 26 August, each time arriving with 360,000 board feet of lumber (*Chicago Tribune* 1873a, 1873b, 1873c, 1873f, 1873g, 1873h, 1873i). On 19 June, *Advance* arrived in Chicago with lumber and cleared for Peshtigo with groceries two days later (*Chicago Tribune* 1873d, 1873e). After arriving with lumber on 20 October, the schooner-barge took a week to clear with 200 packages of groceries for Peshtigo (*Chicago Tribune* 1873l, 1873m). On 15 September, and 9 October, the *Advance* was recorded clearing with 300 packages of groceries (*Chicago Tribune* 1873j, 1873k). It became a trend for the schooner-barge to return to Peshtigo with a cargo of goods for the Peshtigo Lumber Company's grocery store.

On 17 April 1874, the *Advance's* enrollment document was surrendered in Chicago for a change of

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ownership (Bureau of Navigation 1874). The Peshtigo Lumber Company incorporated under the laws of the state of Wisconsin, with a new president, William E. Strong. The incorporation allowed the company to maintain ownership of the vessel instead of listing the vessel under the name of the company's president. She began her 1874-season in May, arriving at Chicago with lumber on the 2nd. The schooner-barge cleared on the evening of 9 May, with five barrels of lard, two barrels of pork, and sundries for Peshtigo (*Chicago Tribune* 1874a, 1874b; *InterOcean* 1874a). The *Advance* cleared Chicago one other time in May, carrying 32 casks of lard and sundries for Peshtigo (*Chicago Tribune* 1874c). The schooner-barge arrived in Chicago three times in June, each time with lumber from Peshtigo and returned with sundries within the week (*Chicago Tribune* 1874d, 1874e, 1874f; *InterOcean* 1874b). On 13 July, *Advance* arrived at Chicago with lumber, and cleared with twelve barrels of pork and three tierces (approximately 126 gallons) of lard five days later (*Chicago Tribune* 1874g, 1874h; *InterOcean* 1874c). With *Advance's* arrival at Chicago on 27 July, the schooner-barge only spent two days in port (*InterOcean* 1874d, 1874e, 1874f). Four arrivals were documented in the port of Chicago in August, where the ship arrived with lumber and cleared with pork, lard, oil, beef, and sundries for Peshtigo within the week (*Chicago Tribune* 1874i, 1874j, 1874k, 1874m; *InterOcean* 1874g). On 23 August, *Advance's* foremast was struck by lightning while en route to Chicago (*Chicago Tribune* 1874l). No other information regarding the incident or repairs to the vessel could be found. The schooner-barge continued her route between Peshtigo and Chicago until November when the ship put into the Miller Brothers' & Company Dry Dock along the Chicago River (*Chicago Tribune* 1874n, 1874o, 1874p; *InterOcean* 1874g, 1874h, 1874i, 1874j).

The *Advance's* 1875-season began with a change of district. Her enrollment was surrendered and her port of hail was changed from Chicago to Milwaukee, Wisconsin (Bureau of Navigation 1875). The schooner-barge continued to sail her route between Peshtigo and Chicago during the 1875-season with arrivals recorded on 18 May, 28 June, 23 July, 2 September, 17 September, 18 October, and 5 November. On each occasion, the vessel would arrive with lumber and clear with various cargoes such as sundries, beef, pork, oil, and lard (*Chicago Tribune* 1875a, 1875b, 1875c, 1875d, 1875e, 1875f, 1875g; *InterOcean* 1875a, 1875b, 1875c, 1875d, 1875e, 1875f, 1875g, 1875h).

Little is known of details of the *Advance's* sailing schedule or cargoes between 1876 and 1880. On 14 May 1878 the schooner-barge lost her main boom, gaff, and tow-post in an accident in Chicago harbor. No further details of the accident were found. Repairs to the *Advance* were made on 12 August 1878; however it is unclear whether these repairs pertain to the previously mentioned accident or from another incident (*InterOcean* 1878a, 1878b).

Scattered reports of the schooner-barge *Advance* were recorded in the 1880s. The vessel began the 1880-season in the Miller Brothers' & Company Dry Dock in April (*Chicago Tribune* 1880). In October the tug *William Livingstone, Jr.* was towing the schooner-barges *Mautenee* and *Advance* when

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its propeller shaft broke near Cana Island, Wisconsin. The shaft punctured the hull of the tug causing her to sink. The tug *Favorite* passed the scene and took aboard the *Livingstone's* crew, and picked up her consorts taking them to Sturgeon Bay, Wisconsin. The tug *N.H. Martin* then towed the schooner-barges to Peshtigo (*Door County Advocate* 1880; *Green Bay Press-Gazette* 1880). The *Advance* ended her 1882-season on 25 November when she went into Miller Brothers' & Company Dry Dock for recaulking (*Chicago Tribune* 1882).

The schooner-barge's 1883-season began in March, where she was towed for the season by the Peshtigo tug *Boscobel*, along with the barges *Peshtigo*, *Active*, *Mautenee*, *Noque Bay*, and *Alert* (*Door County Advocate* 1883). She continued on her regular route towed between Peshtigo and Chicago until December when she arrived in Chicago for the winter lay up (*Chicago Tribune* 1883; *InterOcean* 1883). On 5 June 1885 *Advance* was laid up for a recaulking and installation of a new centerboard trunk (*Weekly Expositor Independent* 1885). Although no information could be found for the schooner-barge's activities during the 1889-season, she arrived to take up winter quarters in December at Miller Brothers' & Company Dry Dock (*Chicago Tribune* 1889).

At the start of the 1893-season, Isaac Stephenson, Vice President of the Peshtigo Lumber Company, and William A. Ellis, Superintendent and General Manager of the company, decided to purchase the Peshtigo Lumber Company's fleet of vessels in its entirety to establish the Stephenson Transportation Company. The fleet consisted of the tug *Boscobel* and seven lumber barges, at the cost of approximately \$50,000. The *Advance* was individually valued at \$5,000 and the vessel's enrollment document was surrendered due to the change of ownership on 17 March 1893 (*Advocate* 1893; *Buffalo Courier* 1893; Bureau of Navigation 1893; Campbell 1902:275; Commemorative Biographical Record 1896:468,490). After the change in ownership the *Advance* continued to be towed as consort barge for the lumber industry. Along with the tug *Boscobel*, *Advance* was towed by the tug *Agnus Arnold* and steambarge *Fayette*. The schooner-barge also began loading lumber at Menominee, Michigan (*Door County Advocate* 1894a, 1894b). On 1 October, a large southeasterly storm swept over Lake Michigan causing many vessel losses. The *Advance* became waterlogged in the storm, but safely sheltered in Sturgeon Bay (*Chicago Tribune* 1893).

The *Advance* began her 1895-season with another change in ownership and district. On 15 March, her enrollment document was surrendered naming Peter C. Smith of Bay City, Michigan as sole owner and Master of the schooner-barge. The vessel's port of hail was also changed to Port Huron. Captain Peter C. Smith was part owner of the Saginaw Bay Towing Company, established in 1884. The schooner-barge left Lake Michigan and was towed to various ports on Lakes Huron and Erie (Gansser 1905:528; Bureau of Navigation 1895a). The ship did not venture on the eastern lakes for long; however. *Advance's* enrollment was surrendered on 26 April 1895 and she was returned to the service of the Stephenson Transportation Company. Her port of hail was changed to the port of Milwaukee (Bureau

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of Navigation 1895b). On 11 May 1895, the *Advance* was recorded passing through Sturgeon Bay towed by the steambarge *City of New York*. Both vessels were loaded with lumber from Peshtigo bound for Chicago (*Door County Advocate* 1895a).

On 7 June 1895 Captain John Nicholson was appointed as Captain of the schooner-barge (Bureau of Navigation 1895c). The schooner-barge became a frequent consort of the Stephenson Transportation Company steambarge *I. Watson Stephenson*. In August *Advance* ran aground in Sturgeon Bay and was released after some dredging by the tug (*Door County Advocate* 1895b).

The *I. Watson Stephenson* and *Advance* passed through the Sturgeon Bay Ship Canal on 9 May 1896 to take on lumber at Marinette consigned to Chicago. She was recorded passing back through the canal seven days later (*Door County Advocate* 1896a, 1896b). The *I. Watson Stephenson* continued to tow the *Advance* between Marinette and Chicago, with passage through the canal recorded on 29 August, 26 September, 14 November, and 26 November (*Chicago Tribune* 1896; *Door County Advocate* 1896c, 1896e, 1896g, 1896h). The *Advance* reportedly ran aground in Sturgeon Bay on 5 September 1896. The vessel was towed by the *I. Watson Stephenson* when they were required to maneuver around the scow *Felicitous* that was anchored in the channel. To avoid a collision, the towline was parted and the *I. Watson Stephenson* passed on one side of the scow to safety, while the *Advance* passed on the other and grounded. The tug *Leathem* released the schooner-barge with little difficulty (*Door County Advocate* 1896d). In October, the *I. Watson Stephenson* and *Advance* cleared Chicago bound north when they were caught in a gale off Kenosha. The steambarge lost her smokestack and cut the *Advance* free in order to proceed to Milwaukee for repairs. The schooner-barge weathered out the storm anchored off Kenosha then proceeded north under canvas (*Door County Advocate* 1896f; *Journal Times* 1896). *Advance* laid up in Menominee, Michigan, by end of November for the winter (*Chicago Tribune* 1896).

The *Advance*'s 1897-season began late, with her first trip down bound loaded with lumber on 11 September. Previously, she was in dry dock in Chicago receiving bottom planking and a re-caulking of her butts (*Advocate* 1897a, 1897b). The *I. Watson Stephenson* and *Advance* were recorded passing through the Sturgeon Bay Canal on 2 October and 20 November. Each time, both vessels were fully loaded with lumber bound for Chicago (*Advocate* 1897c, 1897d). On 28 May 1898, the *Advance* was towed upbound through the Sturgeon Bay Canal by the *I. Watson Stephenson* with lumber. No other information was found for the schooner-barge's 1898-season. (*Advocate* 1898).

Negotiations for the sale of the Stephenson Transportation Company vessels were under way at the end of March 1898. The schooner-barges *Advance* and *Alert* were sold to the Leathem & Smith Towing and Wrecking Company of Sturgeon Bay, but their enrollments were not surrendered until 25 April (*Advocate* 1899a, 1899b; Bureau of Navigation 1899). The partnership between John Leathem,

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lumberman and salver, and Thomas Smith, machinist and businessman, began in 1870 when they purchased property along the Sturgeon Bay coast and opened a sawmill. By 1893 their enterprises were incorporated as the Leathem & Smith Towing and Wrecking Company which consisted of stone quarrying, shipping, shipbuilding, wrecking and salvage, as well as dock facilities (Hodges and Steeb 2018:74; Lafferty 1998:160; Stone 1921:87).

Captain Andrew Olson was appointed Master of the *Advance* at the beginning of May. His first trip as master was delayed while the schooner-barge received a new coat of paint in Sturgeon Bay (*Advocate* 1899d). Under the new ownership the *Advance* and *Alert* became the consorts for the Leathem & Smith tug *I.N. Foster* beginning with their first trip from Menominee to Chicago with lumber on 6 May 1899 (*Advocate* 1899c; 1899g).

Some accidents occurred during the 1899-season. On 20 May the *I.N. Foster* broke her crank pin eight miles north of Sheboygan and cut her consorts loose. The *Advance* and *Alert* continued north under sail (*Advocate* 1899e). In Chicago in early July, the towline between the *Advance* and the tug *Rita McDonald* became tangled in the tug's propeller, crippling the vessel. The tug *Quinn* towed both ships into harbor (*InterOcean* 1899). The schooner-barge was sent to dry dock in August to have a leak repaired in her stern. The repair was minimal and *Advance* was placed back in service that afternoon (*Advocate* 1899f). *Advance* ended her season in December when she was laid up in Sturgeon Bay for the winter (*Advocate* 1899h). Once the schooner-barge had been put away for the winter, reports claimed that Captain Andrew Olson and Captain Sam McCumby would occupy their winter by opening a school for "the dissemination of fish stories and fairy tales," proposing to admit members who "have a fund of ghost stories in stock in order to afford a greater variety of entertainment to their friends" (*Advocate* 1899i).

In March 1900, Leathem & Smith published the job assignments for their fleet. Captain Olson continued on the *Advance* (*Advocate* 1900a; *Times Herald* 1900). On March 27, the schooner-barge's enrollment was surrendered for change of ownership. Captain C. B. Packard, Master of the *I.N. Foster*, purchased a 1/8th interest in both schooner-barges *Advance* and *Alert* (*Advocate* 1899i; Bureau of Navigation 1900). In April the vessel began her season towed by the *I.N. Foster* (*Advocate* 1900b, 1900c, 1900d). She remained in this service until placed in winter lay up at the beginning of December (*Advocate* 1900e).

During the 1901-season, *Advance* continued as consort of the *I.N. Foster*. The schooner-barge was recorded loading lumber at Menominee and Nahma, Michigan for the ports of Chicago and Milwaukee (*Advocate* 1901a, 1901b, 1901c).

The *Advance* began her 1902-season with a change in ownership. Captain C.B. Packard sold his 1/8th

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share of the *Advance* to Captain O.L. Anderson, along with his shares in the steamer *I.N. Foster* and barge *Alert* (*Advocate* 1902a; Bureau of Navigation 1902). Little is known of the schooner-barge's 1902-season. *Advance* was scheduled to carry stone in November, but was too tall and could not fit in the loading slip under the tramway from which the stone would be unloaded (*Advocate* 1902b). No further information on the subject could be found. It is unclear what events occurred after this realization, but it is likely that because of this issue, the vessel was put up for the winter and left unused until the following year.

In June 1903, the *Advance* filled with water and sank at the north end of the Leathem & Smith dock in Sturgeon Bay. She sat on the bottom for nearly two months. On 20 August, the tug *Leathem* pumped her out, readying her for possible sale (*Advocate* 1903a, 1903b; *Door County Democrat* 1903). Newspapers mentioned negotiations of a possible sale to an outside source, but no other information regarding the sale or the movements of the vessel were recorded until October. On 21 October, the *Advance* was put into the lighter service. When the wooden bulk freighter *New Orleans* went ashore off of Whitefish Point, Wisconsin, two large pumps were placed on the *Advance* to remove the water and coal out of the stranded steamer's hold. By the end of the day, approximately 80 tons of coal had been removed, but around 3:00am a heavy sea was running from the south and the tug *Leathem* with the *Advance* in tow ran to Sturgeon Bay for shelter. The next morning the tug and schooner-barge went out again and another 100 tons of coal was taken off. The salvage effort continued until the morning of 24 October when the *New Orleans* was lightened enough to float freely off the reef. Under her own power, the freighter made her way to Manitowoc for repairs (*Advocate* 1903c; 1903d).

The *Advance* was rarely used between 1903 and 1908, but by August of 1908 the barge was once again ready for the stone trade. New government contracts were issued for work in Algoma, Wisconsin. In July, *Advance* was pumped out and placed in dry dock for recaulking and minor repairs, and by August the barge was ready to be loaded with stone and towed to Algoma to assist in harbor improvements (*Advocate* 1908a, 1908b, 1908c; *Door County Democrat* 1908a, 1908b). The barge's movements between Sturgeon Bay and Algoma were recorded 3 September, 24 September, 8 October, 24 October, and 5 November (*Advocate* 1908d, 1908e, 1908f, 1908h; *Door County Democrat* 1908d). In September, *Advance*'s railings and bulwarks were removed to aid in the loading and unloading of stone (*Advocate* 1908e; *Door County Democrat* 1908c). During the first week of October the schooner-barge was docked and partially unloaded in Algoma when a gale pounded the vessels against the bottom of the lake. As a result, she received hundreds of dollars in damage to her rudder and rudder post (*Advocate* 1908g).

The *Advance* began her 1909-season in May transporting the outfit of a sawmill from Gladstone, Michigan to Cheboygan, Michigan for the E.M. Stafford Manufacturing Company. The schooner-barge, towed by the tug *Bennett*, left Sturgeon Bay on 23 May, and returned on 30 May (*Advocate*

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1909a; *Door County Democrat* 1909a, 1909b). *Advance* was to continue carrying stone for Leathem & Smith for the remainder of the season; however the only shipment recorded was in July (*Advocate* 1909b). No other records of the *Advance*'s movements were located for the 1909-season, although it's likely she remained in service as she received new planking above the waterline in October (*Advocate* 1909c). Instead of going into winter lay-up, the schooner-barge stayed in service as part of the Leathem & Smith winter fleet (*Advocate* 1909d).

The 1910-season began with a change in ownership. The schooner-barge's enrollment was surrendered on 18 March, when Captain O.L. Anderson sold his 1/8th share to the Leathem & Smith Towing and Wrecking Company (Bureau of Navigation 1910). The company also saw ownership changes. John Leathem retired from the company in 1910, leaving the business to his partner, who continued under the same name. The *Advance* was recaulked above the waterline and she continued transporting stone for Leathem & Smith for the season. The ship was recorded clearing the Sturgeon Bay Canal on 25 August and 20 October (*Advocate* 1910a, 1910b, 1910c; *Door County Democrat* 1910a). In November, the *Advance* was placed in dry dock for a thorough overhaul. Outer hull planking was removed from the bottom of her hull and replaced with heavy timbers. Between November 1910 and March 1911, new frames were fastened to her existing frames, bustling the hull widening her 9.7 feet and extending her beam to 38.4 feet (*Advocate* 1910d, 1910e, 1911a; *Door County Democrat* 1910b, 1911a, 1911b).

The Advance's Second Career

On 20 April 1911, after a winter in dry dock, the *Advance*'s enrollment was surrendered, officially describing the vessel as a barge and noting her change in rig, tonnage, and dimensions. She was lengthened from 139 feet to 141.2 feet and widened to 38.4 feet. Both of the vessel's masts were removed allowing for more storage on her deck and her carrying capacity was increased from 348 tons to 438 tons. The Leathem & Smith Company anticipated a strong demand for stone, so they also equipped *Advance* with a large hoisting derrick capable of lifting 20 tons (*Advocate* 1911b, 1911c). The enrollment document listed Captain Leathem D. Smith as Master of the newly rebuilt vessel (Bureau of Navigation 1911a). Captain Leathem D. Smith, son of Thomas Smith, joined his father at the Leathem & Smith Company in the early 1900s. One of his first projects was the design and construction of the tug *John Hunsader* and the management of the wrecking and salvage of vessels. As Leathem Smith was listed as the *Advance*'s first Master of the 1911-season, it is believed that Smith was involved with the rebuild of the barge and in her use in salvage. This is supported by her multi-year partnership with Smith's tug *John Hunsader* and her use in the salvage efforts of the steam barge *Panther*, the first vessel Smith was tasked to raise and rebuild (Lafferty 1998:160).

On June 10 1911, Captain Ed Baker replaced Captain Smith as Master, who was then succeeded by Captain Pearl Purdy on 25 August (Bureau of Navigation 1911b). Captain Purdy spent 20 years in Sturgeon Bay working as a commercial diver for various towing and wrecking companies as well as

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advertising for private contractual projects. Purdy was an exceptional diver, conducting a variety of work ranging from ship inspections and repair, to salvage and wrecking, underwater construction, and submerged object retrieval. Between 1911 and 1921 he spent the majority of his time working for the Leathem & Smith Towing and Wrecking Company as a salvage diver and Master of the barge *Advance*. Purdy was not only a diver; he was a competent sailor and machinist employed to manage derricks and other salvage equipment throughout his career. Before working on the *Advance*, Purdy was employed as Master of the lighter *Felicitous* in 1907. For his final job, Purdy was employed as a cranesman on the whaleback steamer *Clifton* until September 1924 when the steamer went down with all hands (*Advocate* 1907; Boyd 2005; Bureau of Navigation 1911a; *Door County Advocate* 1924; *Sturgeon Bay Advocate* 1915c; 1915e; 1916d).

At the beginning of June 1911, the *Advance* was put into commission in the stone trade with records of her loading and clearing Sturgeon Bay on 8 June, 6 July, 13 July, and 10 August (*Advocate* 1911d, 1911e, 1911f, 1911h). Now equipped with a derrick, the barge was used to lighten cargo from stranded vessels. Historic documents referred to her as a barge, lighter, and derrick scow interchangeably. On 23 June 1911, the *Advance*, in tow of the tug *Smith*, was used to remove cargo of coal from the steamer *Panther*. The steamer went ashore near Beaver Island, Michigan the preceding November and was later purchased and released by the Leathem & Smith Company (*Door County Democrat* 1911c). On 27 July, the tug *Smith* and barges *Advance* and *Hurd* left Sturgeon Bay for Grand Haven but turned back when the wind shifted and a gale blew up. The trio safely returned to the bay, although the *Hurd* was leaking badly (*Advocate* 1911g). In mid-December the *Advance* was put into winter quarter; she was the last of the stone fleet to be laid up for the winter in Sturgeon Bay (*Advocate* 1911i, 1911j).

The *Advance* began her 1912-season with a new iron strap for her derrick. The previous strap broke during the last season and was replaced with a 12 foot long iron strap 12 inches wide and 2 inches thick (*Advocate* 1912a). Once the derrick was replaced, the barge continued to transport stone from Sturgeon Bay. Leathem & Smith obtained a large government contract for harbor improvements in Green Bay. The tug *Smith* and *Advance* were recorded entering Green Bay on 26 April, 2 May, 21 May, 29 May, 31 May, 26 June, 7 August, 8 August, 10 August, and 11 October. For each trip, the vessels brought crushed stone for the F. Hulbut Company and the De Pere Cooperative Company (*Advocate* 1912b, 1912d; *Door County Democrat* 1912a, 1912d, 1912f; *Green Bay Press-Gazette* 1912a, 1912b, 1912c, 1912d; *Green Bay Semi-Weekly Gazette* 1912). On 9 July, Pearl Purdy stepped down as *Advance*'s Master and was replaced by Captain James Antonson (Bureau of Navigation 1911b).

After completing the government contract in Green Bay the *Smith* and *Advance* transported crushed stone across Lake Michigan to Marinette, returning with stone crushing machinery recently purchased by the company (*Sturgeon Bay Advocate* 1912b; *Door County Democrat* 1912f, 1912g). The season

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was not without incident. In the beginning of September, while in tow of the tug *Smith* from Green Bay, *Advance* was caught in a heavy current and ran into the center pier of the St. Paul Railway Bridge. The collision damaged the barge's stem puncturing the hull below the waterline. The hole was temporarily patched and the vessel pumped out allowing her to be towed back to Sturgeon Bay for repairs (*Advocate* 1912e). While unloading stone at Green Bay, deckhand John Van Swaag's arm was broken by falling stone (*Door County Democrat* 1912h; *Sturgeon Bay Advocate* 1912c). *Advance* also was used for many lightening and unloading projects throughout the season. In May, the large steel bulk freighter *Roman* ran aground on Whaleback Shoal in northern Green Bay. The *Smith* and *Advance* were summoned to lighten the vessel. Approximately 500 tons of coal was transferred from the steamer allowing for her release without injury. As *Roman* began her journey to the mouth of the bay, the *Smith* and *Advance* came alongside the steamer and transferred the coal back into her hold (*Advocate* 1912c; *Door County Democrat* 1912b; 1912c). In September, *Advance* was used to hoist machinery out of the hull of the steamer *Rose*, a vessel abandoned in Sturgeon Bay's boneyard (*Door County Democrat* 1912e). Towards the end of the 1912-season, the *Advance* was kept in Sturgeon Bay to be used for small projects. In late October the barge's derrick and clam shell proved very helpful in the unloading of coal from the barge *Tilden* at the Leathem & Smith dock. Usually the job of unloading a cargo of coal was done by a large group of men with hand carts. As it was so late in the year, securing men to do such labor was difficult. *Advance's* machinery allowed for the unloading of the *Tilden* in a much faster and cost effective manner (*Sturgeon Bay Advocate* 1912a). In December 1912, the Leathem & Smith Company began using the *Advance* to rebuild the pier at their dock to allow for larger vessels (*Door County Democrat* 1912i). During this period Indorsements of Change of Master record Captain Peter Batchelder replacing Captain James Antonson as Master on 16 April 1913. Batchelder only kept that post until the 30th of the month, when Captain Antonson returned to the vessel (Bureau of Navigation 1911b).

By the beginning of May 1913, the Leathem & Smith Company pier was completed. It measured 425 feet in length and extended four feet above the waterline. Much of the work was completed with the use of the *Advance* and her derrick. The barge's machinery was used to drive the pier pilings and her clam shell was used to deepen the channel next to the pier using the dredge spoil to fill in the dock (*Sturgeon Bay Advocate* 1913a, 1913b, 1913c). At the end of May, the *Advance* was put back into commission transporting stone. The vessel was recorded shipping stone to Marinette, Michigan on 30 May and 26 June, to Green Bay on 21 June, 9 July, and 17 July, and to Two Rivers on 7 August, each trip under the tow of the tug *John Hunsader* (*Door County Democrat* 1913; *Green Bay Press-Gazette* 1913a, 1913b, 1913c; *Sturgeon Bay Advocate* 1913d, 1913f). During this period, the barge again changed Masters; Captain Antonson was replaced by Captain Purdy on 16 July (Bureau of Navigation 1911b).

In early October, *Advance* was docked at the shipyard for a general overhauling (*Sturgeon Bay*

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Advocate 1913g). This routine maintenance proved advantageous because the speed and efficiency of the lighter's unloading machinery made the vessel in high demand throughout the 1913-season. During the first week in October, the wooden bulk freighter *C.C. Hand* ran ashore on Summer Island, Michigan and was destroyed by fire shortly afterward. The vessel was considered a loss, but Leathem & Smith thought the freighter's 2,400 tons of coal was worth salvaging. The company purchased the load of coal and sent the *John Hunsader* and *Advance* to retrieve the cargo. The coal was transported from the wrecked freighter using *Advance*'s clam shell derrick. Weather and storage capacity limited the salvage attempts and the tug and her consort made multiple trips to remove the cargo (*Detroit Free Press* 1913; *Green Bay Press-Gazette* 1913d; *Sturgeon Bay Advocate* 1913h). The lighter was used again in October to unload coal at the Leathem & Smith docks. The steamship *Arizona* arrived in Sturgeon Bay with 500 tons of hard coal for the company on October 17, and spent three days at dock being unloaded by the *Advance* (*Sturgeon Bay Advocate* 1913i). The lighter's clam shell and machinery continuously proved its economic benefit, but it was not favored among the men who sought work as stevedores. In July, a group of coal heavers refused to do a job for the Leathem & Smith Company after being denied the asked price of 50 cents per hour for their work. The company did not seem phased by the strike and commissioned the *Advance* to unload the coal. Newspapers made a point to praise the *Advance*, exclaiming that the lighter's machinery will "bet the boat out much sooner than it could be done with buckets and wheelbarrows" (*Sturgeon Bay Advocate* 1913e). *Advance* ended her 1913-season unloading rip rap stone at Ludington, Michigan in mid-December. Records indicate that the barge may have laid up in Ludington depending on the length of the project and the weather, but it is unclear if she overwintered there or returned to Sturgeon Bay (*Sturgeon Bay Advocate* 1913j, 1913k).

The *Advance* began her 1914-season transporting crushed stone to Menominee in April under tow of the tug *John Hunsader* with Leathem D. Smith as Master (Bureau of Navigation 1911b, 1914; *Sturgeon Bay Advocate* 1914a). On 2 May the steel bulk freighter *Jesse Spalding* stranded on Fisherman Shoal, west of Washington Island, Wisconsin. The freighter could not be moved as its 14 foot depth of hold stranded in only 8 feet of water. The *John Hunsader* and *Advance* were commissioned to lighten the coal from the vessel to aid in her release. The barge lightened 2,000 tons of coal from the freighter in less than 60 hours. Newspapers claimed that the *Advance* alone was responsible for saving the *Jesse Spalding* from becoming a total loss. Five days later, the *Jesse Spalding* was released and continued to Sheboygan under her own steam. The *Advance* returned the majority of the cargo of coal back onto the freighter; only about 1,000 tons of coal was jettisoned off the vessel during its salvage. Interestingly, many small steam vessels were drawn to the salvage of the *Jesse Spalding* and benefitted from her lightening. Since the coal was being discarded anyway, many of these vessels happened to find themselves loaded with the jettisoned cargo (*Door County Democrat* 1914a, 1914b; *Sturgeon Bay Advocate* 1914b). Throughout May, June, and July the *Advance* carried several loads of crushed stone from Leathem & Smith's quarry operation to Milwaukee, Marinette, and

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Green Bay. The barge was usually towed under the power of the *John Hunsader*. The tug *Torrent* was recorded taking the *Advance* to Green Bay in late June (*Door County Democrat* 1914c; *Green Bay Press-Gazette* 1914a, 1914b, 1914c; *Sturgeon Bay Advocate* 1914c). On 11 June, the *Advance* was employed unloading coal at the company's dock when part of the Leathem & Smith company structures caught fire. The company's coal sheds were completely destroyed, and their warehouse and its contents were partially damaged. Fortunately, the lighter was not damaged by the flames. The total loss of property was estimated at \$1,000 (*Door County Democrat* 1914d). The barge not only moved stone for the Leathem & Smith Company, but was recorded loading rip rap stone at the Termansen Quarry in August. During this time, the *John Hunsader* left her usual consort to tow a barge for the Sturgeon Bay Stone Company (*Door County Democrat* 1914e). At the beginning of October, the *Advance* was moved to Michigan City, Indiana, where she spent the rest of the season freighting rip rap stone from that port to Grand Haven, Michigan. Because of this deployment, when the freighter *Jupiter* ran ashore with 6,000 tons of coal, the tug *Favorite* had to be called from the Soo Locks instead of the *Advance* (*Door County Democrat* 1914f, 1914g).

The barge spent winter lay up in Grand Haven and was retrieved by the *John Hunsader* during the first week of April 1915 (*Sturgeon Bay Advocate* 1915a). Once towed back to Sturgeon Bay, the *Advance* was placed in dry dock for an overhaul and recaulking. At this time she also received sister keelsons to add additional longitudinal support (*Door County News* 1915a; *Sturgeon Bay Advocate* 1915d). Over the majority of the 1915-season, the *Advance* delivered rip rap stone to the Greiling Company in Manistee, Michigan. The Greiling Company contracted work for harbor improvements that included the delivery of between 12,000 to 15,000 tons of stone. For this work the Leathem & Smith Company used the *John Hunsader* and *Advance* and chartered the barge *Oak Leaf* from the Sturgeon Bay Stone Company (*Door County Democrat* 1915a; *Door County News* 1915b; *Sturgeon Bay Advocate* 1915b). In October, considerable road work was planned for Washington Island. The crushing and building equipment used for the project was transported to the island by the *Advance* (*Door County Democrat* 1915b; *Sturgeon Bay Advocate* 1915f). No other records were found to indicate whether the barge stayed on Washington Island to assist in road construction or if she was taken back to Sturgeon Bay for winter lay-up.

In 1916 *Advance* transported junk iron on 26 April. The Leathem & Smith Company sold the iron and the barge transported it to the railroad bridge to be loaded onto railcars (*Door County News* 1916a). On 19 May, the *Advance* was used as a diving platform to salvage the submerged automobile of Dr. J. Donovan who drove his car through the railing of the Sturgeon Bay Bridge. Luckily, the car's top was down at the time of the accident, so the doctor was able to escape with minimum injury. The vessel acted as support barge for diver Pearl Purdy who was able to locate the car and tie a line around it. The *Advance* used its derrick to lift the car to the surface, and then used its clam shell to hoist the vehicle back onto the bridge (*Door County Democrat* 1916a; *Door County News* 1916b). In between odd jobs,

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the barge continued to transport stone, reportedly loading at the Leathem & Smith Quarry as well as the Green Stone Quarry for delivery in Manistee (*Door County Democrat* 1916b; *Sturgeon Bay Advocate* 1916a; 1916b).

On 26 October, the wooden steambarge *Philetus Sawyer* was beached in Baileys Harbor, Wisconsin after discovering a leak in her hold. The *John Hunsader* was commissioned to pump out the vessel while the *Advance* lightened the load of lumber and provided a working platform for salvage divers. The following day, while attempting to free the steambarge, the *Advance* became in danger of capsizing and her line was released from the steambarge. A hard southeast wind and heavy sea began pushing the lighter toward shore, so divers Pearl Purdy and Frank Behringer opened her sea cocks and bored eleven holes in her hull to scuttle the vessel before she was driven too far ashore. On 30 October, the *John Hunsader* successfully released the *Advance*, but the *Philetus Sawyer* remained stranded for four more days. In efforts to continue the salvage of *Philetus Sawyer*, the remaining lumber was jettisoned overboard into lumber rafts that were collected on shore. Large holes were located in the stern of the steambarge and patched allowing the vessel to be pumped out, pulled from shore, and taken to the Sturgeon Bay shipyard eight days after being beached (*Door County Democrat* 1916c, *Door County News* 1916c; *Sturgeon Bay Advocate* 1916c).

On 3 December, the steel passenger steamer *Carolina* of the Goodrich Line ran up on a reef at Stoney Creek, in Clay Banks, Wisconsin. Many vessels were involved in the salvage of the steamer, including the wrecking tug *Favorite*, tug *Arctic*, Coast Guard surf boats, and lighter *Advance*. Along with the barge's derrick machinery, two large pumps, diving outfit, and other salvage equipment were added to the vessel's deck. On 5 December, while towed closer to the *Carolina*, the lighter also became stranded on the reef. It took approximately an hour to be released. Nothing else is recorded about the details of the *Advance's* participation in the salvage of the vessel. Through a collaboration of vessels and equipment the *Carolina* was released from the shoal on 21 December, 18 days after her grounding (*Door County Democrat* 1916d; *Door County News* 1916d, 1916e; *Escanaba Morning Press* 1916; *Sheboygan Press* 1916a, 1916b).

The *Advance* began her 1917-season dredging at the Leathem & Smith's stone quarry dock (*Sturgeon Bay Advocate* 1917a). On 30 April, the barge received a new clam shell dipper that was shipped on a Goodrich vessel to the Leathem & Smith dock (*Sturgeon Bay Advocate* 1917b). Little is recorded for the *Advance* until October of 1917. The vessel's derrick and machinery were used at the Sawyer Dock in Sturgeon Bay to load railroad cars full of scrap cast iron. Thousands of tons of scrap iron had been shipped out of Sturgeon Bay over the season, much of which was moved by the barge (*Door County Democrat* 1917). The end of the *Advance's* 1917-season was filled with inactivity and misfortune. At the beginning of November, the *John Hunsader* and *Advance* were assigned to salvage anchors and chain from the deck of the steamer *C.C. Hand* at Summer Island. The steamer had gone ashore and

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was abandoned at the island many years prior. Unfortunately the consort returned to Sturgeon Bay empty-handed. The salvage was unsuccessful because the boat had been stripped over the years of everything of value that could be easily removed (*Sturgeon Bay Advocate* 1917c). Later that month the *John Hunsader* and *Advance* were tasked with the rescue of the steambarge *City of Glasgow* after she ran ashore at Lily Bay, north of Sturgeon Bay. The tug and lighter attempted to use kedging to pull the vessel to freedom, but all attempts failed. The vessels returned to port and the *City of Glasgow* was abandoned (*Door County News* 1917). Finally, the consort was hired in December to come to the aid of the stranded steamer *Presque Isle*. Once underway, the vessels were stopped with the news that the steamer had already been released. The *John Hunsader* and *Advance* returned again to the Leathem & Smith Dock to empty-handed (*Sturgeon Bay Advocate* 1917d).

Due to lost papers, a new enrollment document was drawn up for the lighter *Advance* on 2 May 1918, listing Leathem D. Smith as Master. A Change of Master Indorsement was issued two months later transferring the title and responsibility to Pearl Purdy (Bureau of Navigation 1918a, 1918b). The *Advance's* 1918-season began with the delivery of coal to the Van Camp Packing Company. Throughout the month of June, the barge made multiple deliveries to the company carrying approximately 600 tons of coal. The coal was used to power the packing company's refrigerator condenser (*Door County Democrat* 1918a, 1918b; *Sturgeon Bay Advocate* 1918a). In July of 1918 the Leathem & Smith Company expanded their industry by adding a planing mill. The barge was used extensively in the transportation of machinery and equipment for the mill, including a 60 foot crane (*Sturgeon Bay Advocate* 1918b). In August, the lighter made multiple trips to Manistee, Michigan under the tow of the steambarge *Sydney O. Neff* (*Door County News* 1918a; *Sturgeon Bay Advocate* 1918c). In September, the *Advance* came to the assistance of the stone barge *Oak Leaf* of the Sturgeon Bay Stone Company. While partially loaded, the barge filled with water at the company's dock overnight. The *Advance* transferred the cargo of stone from the sunken barge while Purdy worked on patching the vessel (*Door County Advocate* 1918; *Door County News* 1918b).

Much of *Advance's* 1919 and 1920-seasons were spent salvaging boilers from lost ships to be reused in new vessels. In preparation for the salvage, the lighter received a new 'sheer legs' derrick (*Door County Advocate* 1919b; *Sheboygan Press* 1919b). This is a steam powered derrick with a frame in a tripod configuration. This type of derrick was heavily used in the hoisting of ships masts and of boilers (Horner 1903:211). The first boiler was retrieved from Manitowoc in September 1919 (*Door County Advocate* 1919a; *Sheboygan Press* 1919a). It is unclear from which vessel this boiler originated. In December the final boiler was salvaged that year from the steambarge *Three Brothers*. The steambarge ran ashore off South Manitou Island, Michigan and was declared a total loss. This boiler was used to replace the boiler of the steambarge *Hoyne*. While the *Advance* was working across Lake Michigan, the winter weather set in and the lighter was forced to overwinter at Frankfort, Michigan (*Door County Advocate* 1919b, 1919c; *Sheboygan Press* 1919b). *Advance* was able to return to Sturgeon Bay with

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the *Three Brothers* boiler at the end of March the following year (*Door County Advocate* 1920a, 1920b; *Door County News* 1920a; *Green Bay Press-Gazette* 1920a).

During the first week of May 1920, the *Advance* returned to the bulk freighter *C.C. Hand* on Summer Island to salvage two boilers from the hold of the vessel. On the return trip, the consort stopped at Washington Island to remove the boiler from the bulk freighter *Louisiana* (*Door County News* 1920b; *Green Bay Press-Gazette* 1920b). Once the *Advance* returned to Sturgeon Bay, the barge assisted in raising the bulk freighter *Vermillion* at Leathem & Smith, preparing the freighter to be converted into a floating dry dock for the company's new dry dock facilities (*Door County Advocate* 1920c, 1920d). The *Advance* took a break from boiler salvage in the month of July when she was towed by the tug *Smith* to Gull Island, Michigan to release the freighter *Munising*. The lighter used her clam shell derrick to offload 400 tons of ore allowing the vessel to be freed. The ore was replaced back onto the freighter the following day (*Door County Advocate* 1920e). The *Advance* began the month of August transporting stone. Records show the barge made multiple trips each week, although it was unclear to which destination the stone cargo was shipped (*Door County Advocate* 1920f).

The tug *Smith* and *Advance* traveled to Leland, Michigan to retrieve the boiler from the steambarge *J.S. Crouse*, which burned the year before. On the return trip the vessels revisited the wreck site of the *Three Brothers* to browse for more salvageable materials. Unfortunately, they were unsuccessful (*Door County News* 1920c). Throughout August, *Smith* and *Advance* were in Amsterdam, Wisconsin salvaging machinery from the Goodrich steamer *Atlanta*. The steamer burned to the waterline in this location in 1906. Diver Pearl Purdy and Engineer Ed Weber were successful in retrieving the engine and boiler from the wreck site during the first week of October (*Door County News* 1920d; *Green Bay Press-Gazette* 1920c; *Sheboygan Press* 1920a, 1920b, 1920c). On the return trip to Sturgeon Bay, two other boilers were gathered from Manitowoc to be placed in the steambarge *Wisconsin* (*Door County Advocate* 1920g; *Green Bay Press-Gazette* 1920d). The *Advance* spent November dredging a trench across the Sturgeon Bay Ship Canal for the installation of submerged electrical lines that would carry power across the bay. During the project the boom that carried the clam shell bucket broke. A new boom was installed within the week and the barge continued working until project's completion on 4 December (*Door County Advocate* 1920h, 1920i; *Door County News* 1920e, 1920f). The lighter *Advance* finished her 1920 season-retrieving boilers from Manitowoc (*Door County News* 1920g).

On 2 August 1921 the *Smith* towed the *Advance* to Muskegon, Michigan where she participated in dredging and harbor work. For the rest of the month the barge was chartered by the Cleveland Engineering Company to remove 12 wrecks in Milwaukee's harbor in preparation for construction of a new breakwater (*Door County Advocate* 1921a). While docking at the Milwaukee pier, the steamer *Hazel* filled with water and sank. Captain Murphey, owner of the vessel, was taking the steamer to Sturgeon Bay to salvage the machinery from the vessel for another. The *Advance* was brought to the

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sunken steamer to raise the craft. Efforts to raise the *Hazel* were unsuccessful so the machinery was salvaged and the vessel abandoned (*Door County News* 1921a).

On Monday morning, 17 October 1921 the steel bulk freighter *Frank Billings* went ashore in Sand Bay, Wisconsin, south of Sturgeon Bay. The freighter was bound for Green Bay from Toledo, Ohio with a cargo of soft coal. Immediately after running aground, the steamer sent word to the Leathem & Smith Company for assistance. The tug *Smith* and lighter *Advance* were sent to the site of the stranding and began lightening the freighter of her coal. By the afternoon 600 tons of coal were removed from the *Frank Billings* to the *Advance*. The tug attempted to pull the vessel free, but was unsuccessful. Over the following days, work continued to free the *Frank Billings*, but the *Smith* only managed to move the vessel a couple hundred feet by Wednesday, 19 October. That afternoon, a westerly wind picked up hindering further salvage. The *Advance*, which had been moored alongside the *Frank Billings*, began to take on water in the high winds and heavy seas so she was cut loose from her moorings and set adrift. The heavy seas pushed the *Advance* high on shore in Sand Bay around 6:30pm. The five member crew of the lighter was safely rescued by the US Coast Guard, but the lighter was damaged (*Door County Advocate* 1921b; *Door County News* 1921b; *Duluth Herald* 1921; *Green Bay Press-Gazette* 1921; *Sheboygan Press* 1921a). An attempt was made to salvage the *Advance* and two large pumps were used to pump water out of the hold, but a survey of the hull declared her too broken to be saved. The lighter's two derricks, wrecking pumps, and other wrecking machinery were salvaged from the vessel in the days following her loss (*Door County Advocate* 1921c; *Door County News* 1921c; *Sheboygan Press* 1921b). Little else was documented of the salvage of *Advance's* machinery or the actions after her loss, but the lighter remained in the ownership of the Leathem & Smith Company until the following year. Her enrollment document was surrendered at the port of Milwaukee on 21 April 1922 and the barge was declared abandoned (Bureau of Navigation 1922).

Archaeological Significance

The Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describes barges as simply cut down, unrigged old schooners and steamers, utilizing the original vessel's hull shape and reinforcement scheme, perhaps with some ad hoc reinforcing additions such as tie rods and turnbuckles. These vessels would undergo a variety of conversions from complete removal of the deck and hull modifications to ad hoc reinforcing additions with criteria specific to each vessel. This contributes to a wide variety of structural changes dependent on original ship design, shipbuilder, region, and cargo. Only five barges have been surveyed in Wisconsin waters. Evidence of these specialized modifications has been observed on these sites, but no indication of a bustle has been found on these vessels or any other wooden shipwreck within Wisconsin waters. Historic documents give vague references to bustling, but the *Advance* shipwreck site is the first evidence of how this

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construction technique was accomplished. Future archaeological research on *Advance* can significantly add to our understanding of the construction of Great Lakes barges.

Additionally, *Advance's* use as a lighter allows for the opportunity to study techniques used in the salvage and wrecking industry. Little documentation exists that illustrates the methods, machinery types and layout that were used in lighters and no other barges used as lighters have been located in Wisconsin waters. As a lighter for the Leathem & Smith Towing and Wrecking Company, the *Advance* was captained by a commercial salvage diver and equipped with a clamshell and derrick, steam pumps, and salvage diver equipment. Though the majority of the machinery and equipment was salvaged at the time of her loss, remnants of these tools such as coiled iron rigging and metal plates provide the primary basis of information and further study of the vessel and its surrounding bottomland have the potential to increase our understanding of lighters and the men that worked on them.

The *Advance* meets the registration requirements for Criterion D at the State level as a good example of a Great Lakes barge vessel type as described in the Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) in the area of Commerce for her role in the Great Lakes towing and wrecking industry. The *Advance* site retains excellent archaeological integrity. Sites such as the *Advance* present a rare opportunity to study and learn about Great Lakes barge conversion and salvage operations. Opportunities remain for future archaeological research on the *Advance*.

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1899d *Advocate*, May 13

1899e *Advocate*, May 20

1899f *Advocate*, August 19

1899g *Advocate*, October 7

1899h *Advocate*, December 2

1899i *Advocate*, December 30

1900a *Advocate*, March 10

1900b *Advocate*, April 21

1900c *Advocate*, April 28

1900d *Advocate*, September 15

1900e *Advocate*, December 8

1901a *Advocate*, April 27

1901b *Advocate*, August 17

1901c *Advocate*, November 9

1902a *Advocate*, April 5

1902b *Advocate*, November 15

1903a *Advocate*, August 15

1903b *Advocate*, August 22

1903c *Advocate*, October 24

1903d *Advocate*, October 31

1907 *Advocate*, June 20

1908a *Advocate*, July 9

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1908b *Advocate*, July 23
1908c *Advocate*, August 6
1908d *Advocate*, September 3
1908e *Advocate*, September 24
1908f *Advocate*, October 8
1908g *Advocate*, October 15
1908h *Advocate*, November 5
1909a *Advocate*, May 27
1909b *Advocate*, July 22
1909c *Advocate*, October 28
1909d *Advocate*, December 23
1910a *Advocate*, June 16
1910b *Advocate*, August 25
1910c *Advocate*, October 20
1910d *Advocate*, November 17
1910e *Advocate*, December 8
1911a *Advocate*, March 9
1911b *Advocate*, March 30
1911c *Advocate*, May 18
1911d *Advocate*, June 8
1911e *Advocate*, July 6
1911f *Advocate*, July 13
1911g *Advocate*, July 27
1911h *Advocate*, August 10
1911i *Advocate*, December 21
1911j *Advocate*, December 28
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- 1871f *Chicago Tribune*, October 5
- 1872a *Chicago Tribune*, June 4
- 1872b *Chicago Tribune*, June 18
- 1872c *Chicago Tribune*, July 15
- 1872d *Chicago Tribune*, August 13
- 1872e *Chicago Tribune*, August 29
- 1872f *Chicago Tribune*, October 2
- 1872g *Chicago Tribune*, October 7
- 1872h *Chicago Tribune*, October 18
- 1872i *Chicago Tribune*, November 5
- 1873a *Chicago Tribune*, May 13
- 1873b *Chicago Tribune*, May 27
- 1873c *Chicago Tribune*, June 9
- 1873d *Chicago Tribune*, June 19
- 1873e *Chicago Tribune*, June 23
- 1873f *Chicago Tribune*, July 3
- 1873g *Chicago Tribune*, July 17
- 1873h *Chicago Tribune*, August 12
- 1873i *Chicago Tribune*, August 26
- 1873j *Chicago Tribune*, September 15
- 1873k *Chicago Tribune*, October 9
- 1873l *Chicago Tribune*, October 20
- 1873m *Chicago Tribune*, October 28
- 1874a *Chicago Tribune*, May 4
- 1874b *Chicago Tribune*, May 11

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- 1874c *Chicago Tribune*, May 25
- 1874d *Chicago Tribune*, June 6
- 1874e *Chicago Tribune*, June 15
- 1874f *Chicago Tribune*, June 29
- 1874g *Chicago Tribune*, July 13
- 1874h *Chicago Tribune*, July 18
- 1874i *Chicago Tribune*, August 7
- 1874j *Chicago Tribune*, August 12
- 1874k *Chicago Tribune*, August 21
- 1874l *Chicago Tribune*, August 23
- 1874m *Chicago Tribune*, August 25
- 1874n *Chicago Tribune*, September 22
- 1874o *Chicago Tribune*, October 5
- 1874p *Chicago Tribune*, November 11
- 1875a *Chicago Tribune*, May 10
- 1875b *Chicago Tribune*, May 18
- 1875c *Chicago Tribune*, June 5
- 1875d *Chicago Tribune*, June 28
- 1875e *Chicago Tribune*, September 2
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1894a *Door County Advocate*, August 4
1894b *Door County Advocate*, November 17
1895a *Door County Advocate*, May 11
1895b *Door County Advocate*, August 3
1896a *Door County Advocate*, May 9
1896b *Door County Advocate*, May 16
1896c *Door County Advocate*, August 29
1896d *Door County Advocate*, September 5
1896e *Door County Advocate*, September 26
1896f *Door County Advocate*, October 17
1896g *Door County Advocate*, November 14
1896h *Door County Advocate*, November 21
1918 *Door County Advocate*, September 27
1919a *Door County Advocate*, September 12
1919b *Door County Advocate*, November 14
1919c *Door County Advocate*, December 19
1920a *Door County Advocate*, March 26
1920b *Door County Advocate*, April 30
1920c *Door County Advocate*, May 7
1920d *Door County Advocate*, May 14
1920e *Door County Advocate*, July 16
1920f *Door County Advocate*, August 6
1920g *Door County Advocate*, October 15
1920h *Door County Advocate*, November 12
1920i *Door County Advocate*, December 10
1921a *Door County Advocate*, August 5
1921b *Door County Advocate*, October 21
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1903 *Door County Democrat*, August 22
1908a *Door County Democrat*, July 11
1908b *Door County Democrat*, July 18
1908c *Door County Democrat*, September 26
1908d *Door County Democrat*, October 24
1909a *Door County Democrat*, May 29
1909b *Door County Democrat*, June 5
1910a *Door County Democrat*, August 26
1910b *Door County Democrat*, November 18
1911a *Door County Democrat*, January 6
1911b *Door County Democrat*, January 20
1911c *Door County Democrat*, June 23
1912a *Door County Democrat*, April 26
1912b *Door County Democrat*, May 17
1912c *Door County Democrat*, May 24
1912d *Door County Democrat*, May 31
1912e *Door County Democrat*, September 27
1912f *Door County Democrat*, October 11
1912g *Door County Democrat*, November 22
1912h *Door County Democrat*, December 6
1912i *Door County Democrat*, December 20
1913 *Door County Democrat*, May 30
1914a *Door County Democrat*, May 1
1914b *Door County Democrat*, May 8
1914c *Door County Democrat*, May 15
1914d *Door County Democrat*, June 12
1914e *Door County Democrat*, August 7
1914f *Door County Democrat*, October 2
1914g *Door County Democrat*, December 4
1915a *Door County Democrat*, April 9
1915b *Door County Democrat*, October 8
1916a *Door County Democrat*, May 26
1916b *Door County Democrat*, June 2
1916c *Door County Democrat*, November 3
1916d *Door County Democrat*, December 8
1917 *Door County Democrat*, October 26
1918a *Door County Democrat*, June 7
1918b *Door County Democrat*, June 14

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Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

Door County News (Sturgeon Bay, WI)

- 1915a *Door County News*, April 28
- 1915b *Door County News*, July 14
- 1916a *Door County News*, April 26
- 1916b *Door County News*, May 24
- 1916c *Door County News*, November 1
- 1916d *Door County News*, December 6
- 1916e *Door County News*, December 28
- 1917 *Door County News*, November 22
- 1918a *Door County News*, August 22
- 1918b *Door County News*, September 12
- 1920a *Door County News*, April 29
- 1920b *Door County News*, May 6
- 1920c *Door County News*, August 12
- 1920d *Door County News*, August 26
- 1920e *Door County News*, November 11
- 1920f *Door County News*, November 18
- 1920g *Door County News*, December 16
- 1921a *Door County News*, September 22
- 1921b *Door County News*, October 20
- 1921c *Door County News*, October 27

Duluth Herald (Duluth, MN)

- 1921 *Duluth Herald*, October 20

Escanaba Morning Press (Escanaba, MI)

- 1916 *Escanaba Morning Press*, December 10

Gansser, Capt. Augustus H.

1905 *History of Bay County, Michigan and Representative Citizens*. Richmond & Arnold, Chicago, Illinois

Gess, Denis and William Lutz

2003 *Firestorm at Peshtigo: A Town, Its People, and the Deadliest Fire in American History*. Henry Holt and Company LLC. New York, NY

Green Bay Press-Gazette (Green Bay, WI)

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Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

1880 *Green Bay Press-Gazette*, October 7
1912a *Green Bay Press-Gazette*, May 21
1912b *Green Bay Press-Gazette*, June 26
1912c *Green Bay Press-Gazette*, August 7
1912d *Green Bay Press-Gazette*, August 10
1913a *Green Bay Press-Gazette*, June 21
1913b *Green Bay Press-Gazette*, July 9
1913c *Green Bay Press-Gazette*, July 17
1913d *Green Bay Press-Gazette*, October 17
1914a *Green Bay Press-Gazette*, June 4
1914b *Green Bay Press-Gazette*, June 17
1914c *Green Bay Press-Gazette*, June 22
1920a *Green Bay Press-Gazette*, May 3
1920b *Green Bay Press-Gazette*, May 5
1920c *Green Bay Press-Gazette*, October 2
1920d *Green Bay Press-Gazette*, October 18
1921 *Green Bay Press-Gazette*, October 25

Green Bay Semi-Weekly Gazette (Green Bay, WI)
1912 *Green Bay Semi-Weekly Gazette*, May 29

Hodges, Heidi and Kathy Steeb
2018 *Hidden History of Sturgeon Bay*. Arcadia Publishing and The History Press. Charleston, SC

Horner, Joseph Gregory
1903 *An Elementary Treatise on Hoisting Machinery Including the Elements of Crane Construction and Descriptions of the Various Types of Cranes in Use*. Crosby Lockwood and Son, Stationers Hall Court, Ludgate Hill. The Darien Press, Edinburgh

InterOcean, The (Chicago, IL)
1872a *InterOcean*, July 15
1872b *InterOcean*, September 14
1874a *InterOcean*, May 11
1874b *InterOcean*, June 2
1874c *InterOcean*, July 18
1874d *InterOcean*, July 27
1874e *InterOcean*, July 29
1874f *InterOcean*, July 30

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Section 9 Page 10

Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

1874g *InterOcean*, August 12
1874h *InterOcean*, September 2
1874i *InterOcean*, October 1
1874j *InterOcean*, October 13
1875a *InterOcean*, June 5
1875b *InterOcean*, June 18
1875c *InterOcean*, June 28
1875d *InterOcean*, July 23
1875e *InterOcean*, September 7
1875f *InterOcean*, September 17
1875g *InterOcean*, October 18
1875h *InterOcean*, November 5
1878a *InterOcean*, May 14
1878b *InterOcean*, August 12
1883 *InterOcean*, November 5
1899 *InterOcean*, July 9

Journal Times, The (Racine, WI)
1896 *Journal Times*, October 14

Lafferty, William
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Sheboygan Press (Sheboygan, WI)
1916a *Sheboygan Press*, December 13
1916b *Sheboygan Press*, December 26
1919a *Sheboygan Press*, September 15
1919b *Sheboygan Press*, November 17
1920a *Sheboygan Press*, August 14
1920b *Sheboygan Press*, September 29
1920c *Sheboygan Press*, October 20
1921a *Sheboygan Press*, October 20
1921b *Sheboygan Press*, November 2

Stone
1921 *Stone: Devoted to the Quarrying and Cutting of Stone for Architectural Uses*. Volume XLII,

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Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

January-December 1921. Stone Publishing Company, New York

Sturgeon Bay Advocate, the (Sturgeon Bay, WI)

- 1912a *Sturgeon Bay Advocate*, October 24
- 1912b *Sturgeon Bay Advocate*, November 14
- 1912c *Sturgeon Bay Advocate*, December 12
- 1913a *Sturgeon Bay Advocate*, April 3
- 1913b *Sturgeon Bay Advocate*, April 24
- 1913c *Sturgeon Bay Advocate*, May 1
- 1913d *Sturgeon Bay Advocate*, June 26
- 1913e *Sturgeon Bay Advocate*, July 24
- 1913f *Sturgeon Bay Advocate*, August 7
- 1913g *Sturgeon Bay Advocate*, October 9
- 1913h *Sturgeon Bay Advocate*, October 16
- 1913i *Sturgeon Bay Advocate*, October 23
- 1913j *Sturgeon Bay Advocate*, December 11
- 1913k *Sturgeon Bay Advocate*, December 18
- 1914a *Sturgeon Bay Advocate*, April 30
- 1914b *Sturgeon Bay Advocate*, May 7
- 1914c *Sturgeon Bay Advocate*, July 23
- 1915a *Sturgeon Bay Advocate*, April 8
- 1915b *Sturgeon Bay Advocate*, May 6
- 1915c *Sturgeon Bay Advocate*, June 3
- 1915d *Sturgeon Bay Advocate*, July 8
- 1915e *Sturgeon Bay Advocate*, August 26
- 1915f *Sturgeon Bay Advocate*, October 28
- 1916a *Sturgeon Bay Advocate*, April 27
- 1916b *Sturgeon Bay Advocate*, June 8
- 1916c *Sturgeon Bay Advocate*, November 2
- 1916d *Sturgeon Bay Advocate*, November 9
- 1917a *Sturgeon Bay Advocate*, April 26
- 1917b *Sturgeon Bay Advocate*, May 3
- 1917c *Sturgeon Bay Advocate*, November 8
- 1917d *Sturgeon Bay Advocate*, December 13
- 1918a *Sturgeon Bay Advocate*, June 13
- 1918b *Sturgeon Bay Advocate*, July 11
- 1918c *Sturgeon Bay Advocate*, August 9

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Section 9 Page 12

Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

Times Herald, The (Port Huron, MI)
1900 *Times Herald*, March 12

Weekly Expositor Independent (Sturgeon Bay, WI)
1885 *Weekly Expositor Independent*, June 5

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National Park Service

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Section 10 Page 1

Advance Shipwreck (Barge)
Town of Nasewaupee, Door County, Wisconsin

Verbal Boundary Description:

The boundary for the *Advance* 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 460739 Easting, 4967894 Northing, Zone 16T.

Boundary Justification:

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

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Continuation Sheet

Section photos Page 1

Advance Shipwreck (Barge)
Town of Nasewaupee, Door County, Wisconsin

Photo #1 of 3

Advance Shipwreck (barge)

Door County, Wisconsin

Photographer Tamara Thomsen

July 2018

Keelson Assembly and lower hull on starboard side



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National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 2

Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

Photo #2 of 3

Advance Shipwreck (barge)

Door County, Wisconsin

Photographer Tamara Thomsen

July 2018

Fasteners where the lower hull frames connect to the bustle along the starboard side



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Section photos Page 3

Advance Shipwreck (Barge)
Town of Nasewaupée, Door County, Wisconsin

Photo #3 of 3

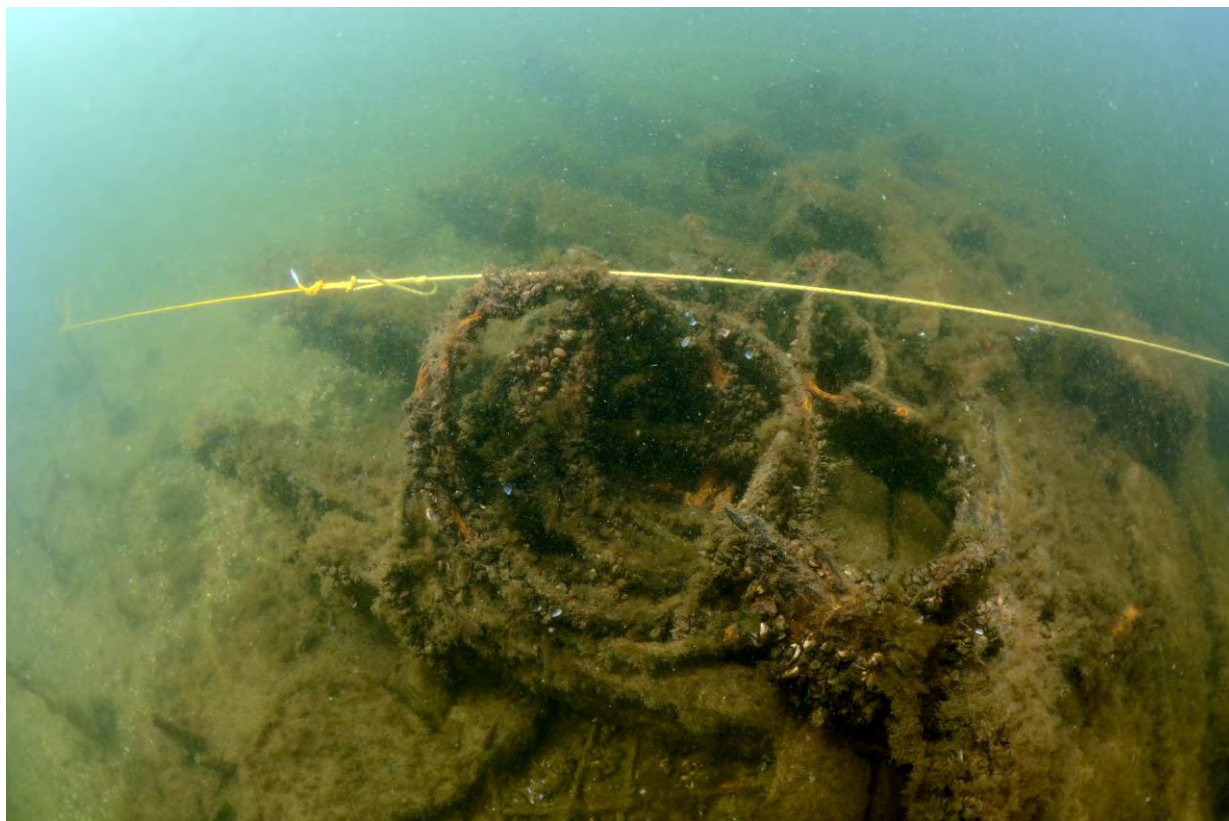
Advance Shipwreck (barge)

Door County, Wisconsin

Photographer Tamara Thomsen

July 2018

Coiled iron cable located on the starboard side near the stern



United States Department of the Interior
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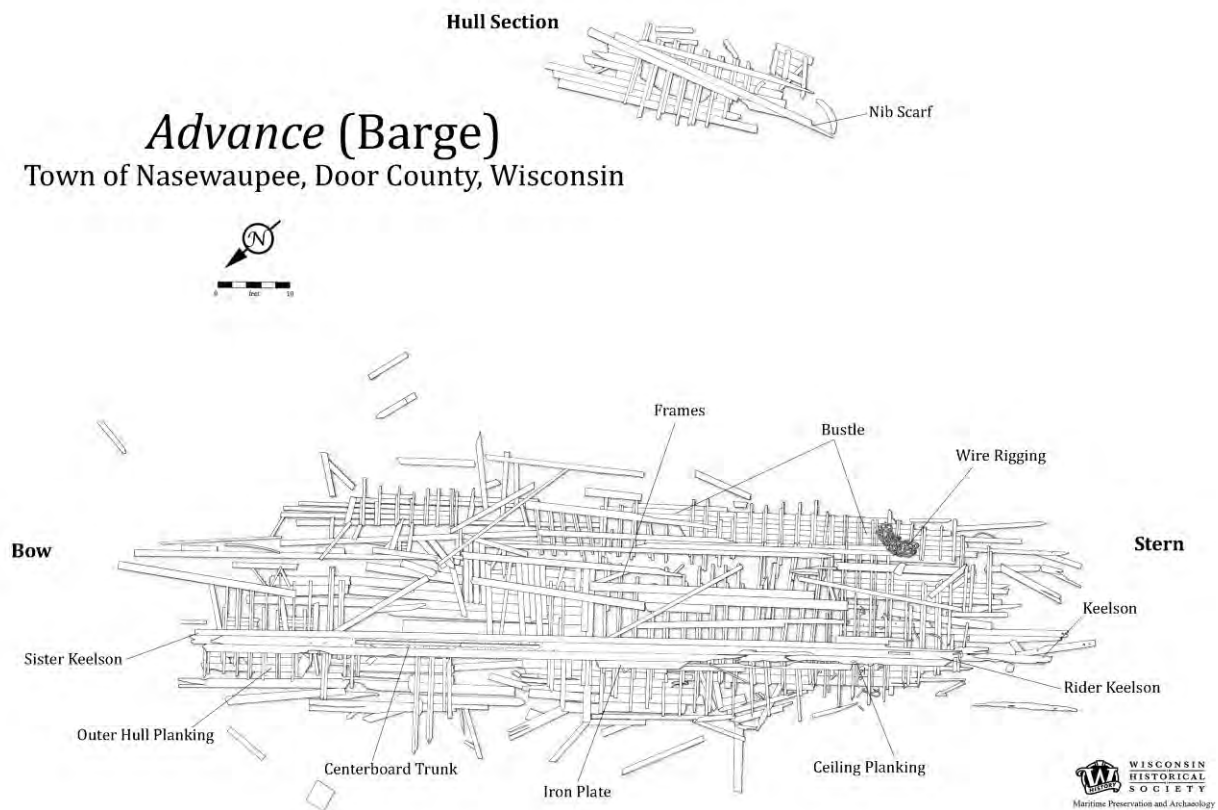
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Advance Shipwreck (Barge)
Green Bay, Door County, Wisconsin

Section figures Page 1

Figure #1 of 2

Advance Shipwreck (barge)
Site plan of the *Advance*



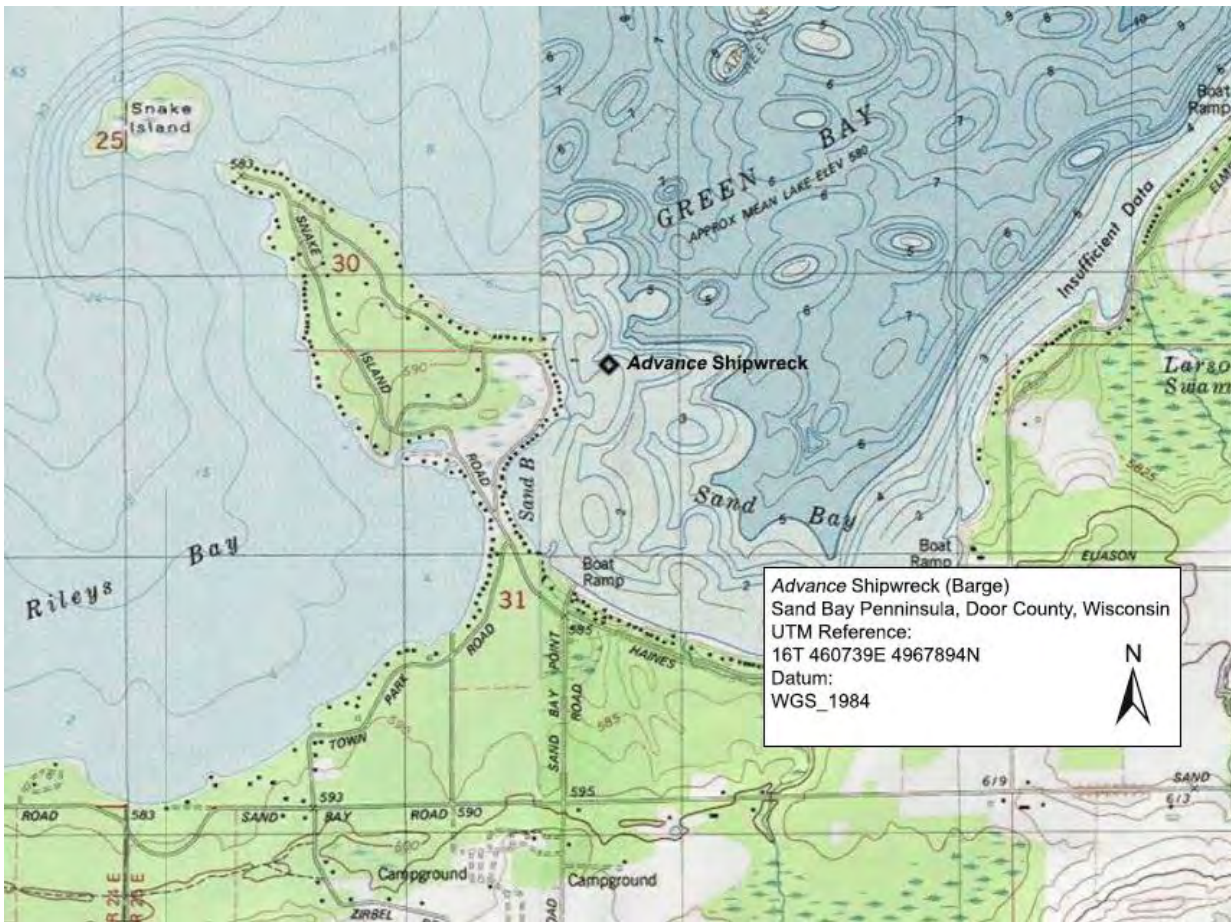
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National Park Service**

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Advance Shipwreck (Barge)
Green Bay, Door County, Wisconsin

Section figures Page 2

Figure #2 of 2
Advance Shipwreck (barge)
Location of the *Advance*





Snake Island
25

GREEN BAY
APPROX MEAN LAKE ELEV 580

Advance Shipwreck

Advance Shipwreck (Barge)
Sand Bay Peninsula, Door County, Wisconsin
UTM Reference:
16T 460739E 4967894N
Datum:
WGS_1984



Riley's Bay

Bay

Sand Bay

Larson Swamp

EUASON

ROAD 583

SAND BAY

ROAD 590

595

619

SAND 613

Campground

Campground

ZIRBEL

240

583

30

31

R 26 E
R 26 E

Boat Ramp

Boat Ramp

Boat Ramp

Insufficient Data

SNAKE ISLAND

Sand B

SAND BAY POINT

HARIES

TOWN

593

590

595

SAND

613







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: 4/25/2019 Date of Pending List: 5/9/2019 Date of 16th Day: 5/24/2019 Date of 45th Day: 6/10/2019 Date of Weekly List: 6/14/2019

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 6/10/2019 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Mike Roller Discipline Archeologist

Telephone _____ Date _____

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.



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 Twenty-fourth day of April 2019, for the nomination of the Advance Shipwreck (Barge) 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
- 3 Photograph(s)
- 1 CD with image files
- 1 Map(s)
- 2 Sketch map(s)/figures(s)/exhibit(s)
- 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: