

JUL - 8 2016

United States Department of Interior
National Park Service

Nat. Register of Historic Places
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

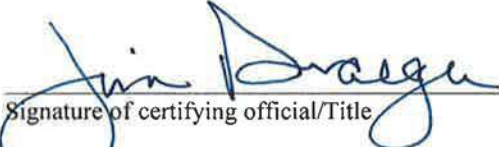
historic name Grape Shot Shipwreck (Schooner)
other names/site number 47DR0271

2. Location

street & number	0.18 miles northwest of the U.S. Coast Guard Station on Plum Island	N/A	not for publication
city or town	Vicinity of Town of Washington	X	vicinity
state Wisconsin	code WI	county Door	code 029
			zip code 54246

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally X statewide _ locally. (See continuation sheet for additional comments.)


Signature of certifying official/Title

Date 7/6/16

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

Grape Shot Shipwreck (Schooner)

Door

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.

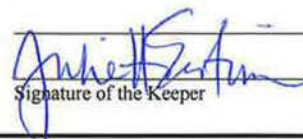
See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain):

GW

Signature of the Keeper

8/19/16
Date of Action

5. Classification

Ownership of Property
(check as many boxes as
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

buildings

sites

structures

objects

1

1

0 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-Schooner

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.)

Grape Shot Shipwreck (Schooner)

Door

Wisconsin

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

1855-1867

Significant Dates

1855

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Jones, Benjamin Buehl

Narrative Statement of Significance

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

Grape Shot Shipwreck (Schooner)

Door

Wisconsin

Name of Property

County and State

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

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

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

1 16T 0503809 5017839
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 Zone Easting Northing

4 _____
 Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Tamara Thomsen and Caitlin Zant	date	10/30/2015
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

Grape Shot Shipwreck (Schooner)

Door

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	10/30/2015
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-266-8369
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.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Summary

Located 0.18 miles northwest of the Plum Island U.S. Coast Guard Station near the town of Washington, Wisconsin, in Lake Michigan, the wreck site (47DR0271) of the schooner *Grape Shot* lies on the lakebed in 8 feet of water. Although the vessel lies broken and scattered around the bay, her starboard side and much of her lower hull remains intact and is well preserved. The wreck site has long been known, but until summer 2015, remained undocumented. The schooner *Grape Shot* was constructed by Master shipwright Benjamin Biehl Jones (B. B. Jones) in Buffalo, New York, in 1855 and carried various bulk cargoes on the upper Great Lakes for the duration of her career. In November 1867, the *Grape Shot* became stranded in the bay on the north edge of Plum Island, near the Plum Island Lifesaving Station. The *Grape Shot* wreck site has yielded significant information on early wooden schooner construction and use in the lumber trade of the Great Lakes region, and has great potential to yield further archaeological information about ship construction and Great Lakes commerce.

Site Description

The *Grape Shot* is representative of the class of sailing vessels which transported bulk cargo and general merchandise within its hull. As an integral part of the maritime transportation system, many features of this vessel type were common to all schooners on the Great Lakes. As mentioned in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992), schooners were fore-an-aft rigged, and had two or more masts, carrying square-rigged topsails on their foremasts augmented with a triangular sail. Most Great Lakes schooners were single decked and had only a small cabin structure above the deck. At the time of her registration, the *Grape Shot* was described as a wooden schooner with one deck and two masts, a gross tonnage of 369 tons, a length of 131 feet 6 inches, breadth of 28 feet 7 inches, and a depth of hold measuring 10-foot 10 inches (Bureau of Navigation 1855).

The remains of the schooner *Grape Shot* lie 0.18 miles northwest of the U.S. Coast Guard Station on Plum Island, in Door County, Wisconsin, in the waters of Lake Michigan (45° 18.843' N, 086° 57.084' W). The vessel sits on a heading of 60 degrees, 1.75 miles southwest of the Washington Island harbor lying perpendicular to the shore, on a bed of rocks and sand. The vessel rests in 8 feet of water, with her fallen centerboard trunk raising 3.0 feet from the bottom of the lakebed. The starboard side of the hull, from 0.0 feet to 51.5 feet along the baseline, has broken at the turn of the bilge and lies on its side. Aft of this, the keelson structure and floors remain on an even keel, extant up to the turn of the bilge. The port side of the hull is not extant. Her remains are well preserved, featuring little zebra and quagga mussel growth due to wave and ice action. Though much of her upper deck works, rigging,

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 2

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

and anchors were salvaged shortly after her grounding, major structural components of the vessel remain on the site, including her centerboard trunk, keelson structure, stem post, and starboard hull.

A Phase II archaeological survey was conducted on the *Grape Shot* in August of 2015 by maritime archaeologists at the Wisconsin Historical Society and volunteer members and students from Wisconsin Underwater Archaeology Association and the Great Lakes Shipwreck Preservation Society as part of an underwater archaeology field school. A temporary baseline was attached to the stem post and stretched 168 feet along the centerline of the wreckage to the inshore extent of the wreckage. Aft of 112.5 feet along the baseline, the vessel is broken and pieces remain scattered between the main wreckage and the shore. All measurements for the survey were taken from this baseline. The overall length of the *Grape Shot* wreck site is 167.1 feet, while the wreck site's width, measured from the eastern most extent of the wreckage to the western most extent is 47.3 feet. Given the wreck dimensions, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the schooner *Grape Shot*. As the site lies in a dynamic area, with heavy wind and ice action, invasive zebra and quagga mussels have not colonized the interior of the bilge allowing for detailed observations.

The *Grape Shot*'s starboard side now lies flattened on the bottom of the bay, with its outer hull facing downward. The stempost measures 1.0 feet molded, 0.9 feet sided, and is comprised of two timbers extending 16.7 feet in overall length; the upper stem piece measures 5.2 feet in length, while the main timber of the stem measures 15.6 feet in length, extending to the point where it would have connected to the vessel's keel. The upper stem piece is joined to the main stem piece via a scarf joint that used a metal strap measuring 0.3 feet in width, 0.05 feet thick, and 2.0 feet in length, in order to add resistance to the scarf and prevent slippage. Just aft of the stem post are the remains of the vessel's apron and deadwood, each measuring 0.9 feet sided, with the apron measuring 1.0 feet molded at its upper extent tapering to 0.05 feet, and the deadwood timber measuring 0.8 feet molded at its lowest extent, tapering to 0.05 feet. Aft of these timbers are the remains of the *Grape Shot*'s stemson. The stemson measures 1.5 feet at its widest point, tapering to 0.4 feet at either end.

In the bow, six of the vessel's cant frames are extant, evenly spaced to 11.1 feet along the baseline. These are single frames, measuring 0.45 feet sided and 0.6 feet molded, with 0.65 feet spacing between each frame. Attached to these frames are large sections of intact outer hull planking. Only the starboard side outer hull planking remains extant attached to the vessel's frames. The outer hull planking has two distinct sizes. Those planks that would have existed below the waterline when the vessel was afloat measure, 0.8 feet wide and 0.15 feet thick, while the planks that would have existed above the waterline measure only 0.6 feet wide and 0.15 feet thick. Located further aft, sections of the vessel's ceiling planking remain extant on the starboard side. These planks measure 0.9 feet wide and 0.15 feet thick. The vessel's outer hull and ceiling planks are fastened using a series of plain and butt scarves.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Section 7 Page 3

Aft of 11.1 feet along the baseline and the extant cant frames, *Grape Shot* is double framed with the frames measuring 0.9 feet wide. The individual futtocks measure 0.4 feet sided and 0.7 feet molded with 1.2 foot spacing between frame sets. Ceiling planking, futtocks, and outer hull planking are fastened together with iron drift pins, 0.1 feet in diameter, roved atop the ceiling planking and peened on the outside of the vessel, spaced on 0.9 foot centers.

A break in the ship is evident in the vessel 53.4 feet along the baseline. Forward of this break, it is evident that the starboard side of the hull has broken at the turn of the bilge and fallen outward. Aft of the break, the lower section of the hull, including the floors and keelson structure remains on an even keel, though flattened due to wave and ice action. Forward of this break in the hull, the *Grape Shot's* keelson is partially obscured by the fallen starboard side of the vessel. While the keelson remains intact aft of the break, the keelson structure and floors forward of the break now lie scattered on the port side of the wreckage aft of the stem post. The keelson measures 1.0 feet sided and .09 molded, and the sister and rider keelsons are no longer extant above the sand. Aft of the break, however, the keelson structure is made up of multiple timbers and measures 3.0 feet in overall width. On either side of the keelson are sister rider keelsons that measure 0.5 feet sided and 0.8 feet molded and are located atop sister keelsons of the same measurements. Both the sister and the sister rider keelsons are rounded at the stern end, and vary in length. The port side sister rider keelson extends from 84.8 feet along the baseline where it is broken to 98.2 feet along the baseline, while the starboard side sister rider keelson extends from 84.8 feet to 99.5 feet along the baseline. Located beneath the sister keelsons are two limber boards, measuring 0.25 feet thick. These are notched to fit over the floors of the vessel. The intact keelson structure as a whole is only visible from 84.7 feet along the baseline, or just aft of the fallen centerboard trunk. From investigations it is clear that the keelson structure remains intact forward of this, but it could not be accurately measured due to the current placement of the fallen centerboard trunk.

The centerboard trunk itself now lies on its starboard side across the keelson structure, located 59.2 feet along the baseline and measures 25.4 feet in length. The trunk is made up of 5 visible planks measuring 1.0 feet wide and 0.4 feet thick, and measures 1.5 feet in overall width. It is evident that the entire centerboard trunk has become detached from the keelson structure, as the centerboard trunk's bed log is clearly visible. The bed log is a notched timber located at the bottom of the centerboard trunk, in lieu of the keelson, to allow for the centerboard to pass through the keelson structure. These notches on *Grape Shot's* bed log measure 0.9 feet in height and 1.2 feet wide and would have sat on top of the vessel's floors. Above this log is another timber measuring 0.45 feet molded and 0.35 feet sided that would have been used to fasten the centerboard trunk to the keelson structure. This was fastened using 0.15 foot diameter threaded rods that extended 1.5 feet in length. The treaded rods used to connect the two are visible.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 4

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Though the centerboard pivot pin no longer remains on the site, the pivot pin hole measures 0.4 feet in width and 0.35 feet in height. This hole is located in the second plank from the bottom of the centerboard trunk, 0.2 feet from the top of the board, measured to the top of the hole. The entire centerboard remains extant inside the centerboard trunk, and measures 0.4 feet in thickness. Because of the centerboard trunk's toppled position, it is difficult to determine if the centerboard was extended or retracted at the time of *Grape Shot's* grounding.

Although her rigging was salvaged, evidence of one of *Grape Shot's* two masts is evident. The mainmast step can be seen in the keelson, just aft of the centerboard trunk, located at 90.1 feet along the baseline. The mast step measures 2.0 feet in length by 1.0 feet wide. At the forward and aft ends of the mast step, the keelson seems to be worn away, indicating that the original measurement of the mainmast step was slightly shorter than 2.0 feet in length. Five fasteners are located within the step, the central of which measures 0.1 feet in diameter, with the other four measuring only 0.05 feet in diameter.

Additionally, two pieces of iron strapping are extant between 29.5 and 41.5 feet along the baseline, lying on the ceiling planking on the fallen starboard side. These iron straps are each 0.35 feet wide and 0.05 feet thick, and measure 12.1 feet and 13.4 feet in length. Both are bent at nearly 90-degree angles.

It is likely that many other components of *Grape Shot's* hull structure remain on the site but buried in sand. During the time of the survey, it was clear that the sand and rocks at this site move due to wave action. Ice also builds up in the bay and moves sand each winter, possibly uncovering more of the wreckage over time. Because of the dynamic nature of this area, the potential for exposure of more hull structure remains very high. The 2015 investigations indicated that significant portions of the stern and portside sections of the hull remain scattered across the bay and buried beneath the sand. Additional investigations may provide more data about the construction of early Great Lakes centerboard schooners. The recordation of this site has significantly increased our understanding of small centerboard schooner construction, and the site holds potential to yield additional information essential to understanding nineteenth century maritime commerce. The site has been visited lightly by kayakers, and only recently by boaters due to years of low water levels.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Summary

Located 0.18 miles northwest of the Plum Island U.S. Coast Guard Station near the town of Washington Island, Wisconsin, in Lake Michigan, the wreck site (47DR0271) of the schooner *Grape Shot* lies in 8 feet of water on a bed of rocks and sand. Launched in 1855 and lost in 1867, the *Grape Shot* is a great example of an early wooden centerboard schooner. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *Grape Shot*. The *Grape Shot* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as referenced in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber trade. The period of significance (1855-1867) begins with the *Grape Shot*'s date of construction and ends with the date of grounding and sinking. The *Grape Shot* site, documented by Wisconsin Historical Society archaeologists and volunteers in August 2015 and lightly visited by divers, has produced a wealth of archaeological knowledge and has the potential to yield important archaeological data as sands uncover more of the wreck in future years.

Operational History

In the spring of 1855, George W. Holt, key partner in the firm Holt, Palmer & Co., forwarding agents of Buffalo, New York, along with Charles Ensign, Buffalo agent for the People's Steamboat Line, commissioned the construction of two identical schooners from renowned shipbuilder Benjamin Buehl (B.B.) Jones from his yard at Buffalo (*Buffalo Daily Republic* 1855; *Detroit Free Press* 1855; Jewett, Thomas & Co.).

B.B. Jones was the second son of Great Lakes' pioneer shipwright Augustus Jones. Born on 21 December 1809 at Essex, Connecticut, he learned the shipbuilding trade at his father's side after the family relocated in 1820 to Black Rock, Ohio, following the loss of the family's shipyard at Essex by attack of British forces on 8 April 1814. At various times, in adulthood B.B. Jones owned or was a partner in shipyards at Milwaukee, Cleveland, and Buffalo. At Buffalo, B.B. Jones built ships independently at his yard located "on the creek just above the Ohio basin" from 1854 through 1858 (Jones, Shorf, and Weisman).

The vessels constructed for equal owners, Holt and Ensign were named *Yankee Blade* and *Grape Shot*. *Yankee Blade* launched on 11 September 1855. She measured 131 feet in length, 26 feet 3 inches in breadth, with an 11-foot depth of hold, and registered at 350 tons. *Yankee Blade* was described as a well-fastened, fine-looking and staunch craft, a description that similarly could be applied to her nearly identical sister. *Grape Shot* launched about 10 days later and was described as having one deck, two masts, and measured 131 feet 6 inches in length, 28 feet 7 inches in breadth, with a 10-foot 10 inches

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 2

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

depth of hold. Her wider beam made her too large for the Welland Canal locks. *Grape Shot* possessed a square stern and eagle figurehead. She registered at just over 369 tons, specifically 369 and 68/95 tons. Captain M. Caldwell was assigned to her helm as Master to trade between Lake Erie ports and Chicago. The vessel was surveyed by F.G. Pattison, and enrolled at the Port of Buffalo on 24 September 1855; her official number 10205 (*Buffalo Daily Republic* 1855; *Detroit Free Press* 1855; Bureau of Navigation 1855).

Before the opening of the 1856 shipping season, Charles Ensign sold a portion of his share in the vessel to Captain Squire Alexander of Buffalo. In addition to employment as a licensed merchant mariner, Alexander dabbled in shipbuilding, and ship ownership. After his time with *Grape Shot*, in 1861 Alexander became a bonafide Civil War hero, as Master of the high-speed dispatch boat *Governor* at the bombardment of Fort Sumter (Bureau of Navigation 1856a; Watrous 1909). The new ownership arrangement for *Grape Shot* was George Holt 4/8 shares, Charles Ensign 3/8 shares, and Captain Squire Alexander 1/8 share. Captain Caldwell remained as Master. A new enrollment was entered at the Port of Buffalo on 29 April 1856 (Bureau of Navigation 1856a).

In late May 1856, *Grape Shot* loaded 16,000 bushels of wheat at Chicago consigned to Flint & Co. for Buffalo. During the first week of June, the *Grape Shot* along with the bark *Young America*, and schooner *Ocean Wave* delivered more than 1,000 tons of railroad iron to Racine, Wisconsin, for fulfillment of a contract of the Racine & Mississippi River Railroad to complete the connection between Freeport, Illinois, and Savanna, Illinois.

In mid-June, *Grape Shot* grounded in the Niagara River, requiring her load to be lightered, in order to be freed. Damage to the vessel was estimated at \$250 with an addition loss of \$250 for the cargo (*Buffalo Commercial Advertiser* 1857). The ship went back on the grain route and made regular round trips between Milwaukee or Chicago and Buffalo in June, July, August, and September 1856. (*Buffalo Daily Courier* 1856a, 1856b, 1856c, 1856d, 1856e, 1856f, 1856g; *Chicago Daily Tribune* 1856; *Weekly Wisconsin* 1856a, 1856b).

On 9 October 1856, a new vessel enrollment was entered at the Port of Buffalo for a change in owners. The new division of ownership was into equal third shares between Charles Ensign, George Holt, and Abe (surname illegible). Captain Caldwell remained Master (Bureau of Navigation 1856b). Despite the change in owners, *Grape Shot* continued running grain from Milwaukee and Chicago to Buffalo making trips in November and December. On her early December up bound trip carrying general merchandise from Buffalo to Milwaukee, *Grape Shot* was dismantled in a gale, losing her main boom, canvas, yawl boat, and her anchors. Damage to the vessel was estimated at \$1500. The storm also claimed her deck load of sugar, molasses, and oils owned by Milwaukee wholesale dealers, a portion of the total \$250,000 cargo aboard. Unable to make Milwaukee in contrary winds, the vessel floated

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 3

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

helpless at the mercy of the waves, and was picked up off Chicago. The *Grape Shot*'s owners refused to risk the loss of the vessel by sailing any later into the season in order to bring the remaining merchandise in her hold to Milwaukee. They intended to let the goods remain aboard until spring. By 10 December 1856, it was reported that the chartering company, American Transportation Co., had contacted lawyers to force their products to be delivered, but the resulting actions are unknown (*Buffalo Commercial Advertiser* 1857; *Buffalo Daily Courier* 1856h; *Buffalo Daily Republic* 1856a, 1856b; *Chicago Press* 1856; *Milwaukee Sentinel* 1856; *The Weekly Wisconsin* 1856c).

It is assumed that repairs were made to the vessel over winter lay-up. On 19 May 1857, *Grape Shot* arrived at Buffalo from her winter quarters in Chicago. She took aboard a cargo of general merchandise and departed the following day for Cleveland, Ohio (*Buffalo Daily Courier* 1857a, 1857b). By mid-June Charles Ensign negotiated a buy out of his partners to become sole owner and a new enrollment was entered at the Port of Buffalo on 25 June 1857 (Bureau of Navigation 1857). For the remainder of the season, a search of the historic record revealed only one departure from Buffalo on 29 August for Chicago, and one arrival from Chicago with wheat at Buffalo on 6 November. Although other trips may have occurred which went undocumented, the low demand for cargo shipments was likely tied to the onset of the Panic of 1857 (*Buffalo Daily Courier* 1857c, 1857d).

With hard economic times continuing into 1858, and no demand for shipping services, Charles Ensign defaulted and the Clinton Bank of Buffalo took possession of the two year-old, A1-rated schooner. The vessel sold for \$12,000, a fraction of her value, to Captain John F. Stafford, partner in the ship chandlery, Stafford & Colburn at 134 and 136 South Water Street, Chicago (*Buffalo Daily Courier* 1858; *Chicago Daily Tribune* 1858; Hawes 1858). A new, temporary enrollment was issued on 24 June 1858 to express the change in ownership, and to allow the vessel to proceed to her new homeport. Captain Daniel Chandler was assigned as *Grape Shot*'s new Master (Bureau of Navigation 1858). *Grape Shot*, however, was likely not moved to Chicago following the sale and remained tied up in Buffalo for the remainder of the season.

By 1859, the economy began to stabilize and the Lake Michigan lumber industry was starting a slow upturn. The *Grape Shot* arrived at the Port of Chicago from Grand Haven, Michigan, on 6 April 1859 with 225,000 board feet of lumber. The ship was unloaded and cleared light for Grand Haven the same day. *Grape Shot* took on 218,000 board feet of lumber and 22,000 shingles at Grand Haven. She arrived at Chicago on 15 April, unloaded and departed immediately for Buffalo, picking up a load at Amsterdam, Wisconsin, en route. Records show the arrival of *Grape Shot* at Buffalo on 3 May; however, her return to western ports went undocumented. On 13 July *Grape Shot* cleared Chicago for Buffalo, stopping at Kenosha, Wisconsin, to load en route (*Chicago Tribune* 1859a; *Daily Press Tribune* 1859a, 1859b, 1859c; *Buffalo Daily Courier* 1859a). On 19 July 1859, John F. Stafford finally registered his vessel at the Port of Chicago. Captain Chandler remained *Grape Shot*'s Master, and the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 4

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

vessel's homeport was changed to Chicago (Bureau of Navigation 1859).

Trips to Buffalo from Chicago carrying shipments of wheat, rye, or seed were recorded in September and October where *Grape Shot* arrived, unloaded and cleared for return to Lake Michigan on the same day (*Buffalo Daily Courier* 1859b, 1859c). While en route on her October trip, on 26 October, Captain Chandler spotted what later was determined to be the propeller *Milwaukee* of the American Transportation Co. flying distress signals while disabled mid-way across Saginaw Bay. *Grape Shot* passed within four miles of the stranded vessel. Believing that another vessel to windward was on the way to lend assistance, Captain Chandler lost sight of the *Milwaukee* amidst the blowing snow of the gale and reported the ship's predicament upon his arrival at Chicago (*Chicago Tribune* 1859b; *Daily Press Tribune* 1859d).

Grape Shot continued sailing late into the year. With 137-tons of coal loaded at Buffalo, 173,000 board feet of lumber was taken aboard at ports on Lake Huron for Hannah, Lay & Co. of Chicago in early December. En route to Chicago she was forced into Grand Traverse Bay by a storm bringing fourteen inches of snow and causing the Straits of Mackinac to freeze over. On 12 December 1859 Captain Chandler sent a letter to owner, John Stafford, from Northport, Michigan, to express his concern for the safety of the vessel working in the ice fields, and to indicate he had made the decision put the ship into winter quarters there (*Buffalo Daily Courier* 1859d).

On 2 February 1860, Captain Chandler penned another letter to Stafford reading "that for a few days in January they had very pleasant weather; but with that exception, it has been extremely cold, and at the present time ice is making nearly one inch per hour; the bay is entirely frozen over, the snow about three feet deep, and the ice in the Straits about three feet thick." Chandler reported although the number of men needed for seasonal cutting of lumber was down, the prospects for getting the wood out of the forest was favorable owing to the great depth of snow and Stafford should consider trading there next season (*Daily Press Tribune* 1860a). According to a letter written on 24 February 1860, the cold weather and snow continued with their lowest temperatures reaching seventeen degrees below zero. Provisions were running low and potatoes were scarce. *Grape Shot* remained laid up with her load of lumber and coal awaiting the opening of the navigation (*Chicago Tribune* 1860a).

By 15 March 1860 *Grape Shot* was being readied for departure as soon as the ice would allow it. While attempting to cross the ice from shore to the *Grape Shot* on 21 March, Stephen Doyle, a twenty-five year old sailor from Chicago went through, and despite every effort made to save him, he drowned. *Grape Shot* finally departed Grand Traverse Bay on 27 March but ice forced them back to Beaver Island, Michigan. They left there late on 29 March arriving into Chicago on 2 April 1860 (*Daily Press Tribune* 1860b; *Chicago Tribune* 1860b).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 5

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Grape Shot took on 16,011 bushels of corn bound for Port Colburne, Canada, and departed Chicago on 19 April 1860. *Grape Shot* along with a large fleet of Chicago vessels passed Detroit on 2 May (*Buffalo Daily Courier* 1860a; *Chicago Tribune* 1860c). It is unknown if charters for cargoes were difficult to obtain during early season 1860. Reports indicated the ship passed Detroit up bound on 17 July, and the next clearing located was 4 September with wheat from Milwaukee bound to Buffalo. Five round trips were accomplished in September, October, and November with wheat carried from Chicago or Milwaukee to Buffalo with a return cargo of coal (*Buffalo Daily Courier* 1860b, 1860c, 1860d, 1860e, 1860f, 1860g, 1860h, 1860i; *Daily Milwaukee* 1860). The schooner likely overwintered at Chicago.

Grape Shot began the 1861 shipping season with a trip from Chicago to Buffalo with a cargo of corn consigned to J.G. Deshler arriving on 12 May. In June, she was chartered to carry wheat from Milwaukee to Buffalo. In July and twice in August, *Grape Shot* hauled cargoes of upwards of 17,500 bushels of corn from Chicago to Buffalo with return cargos of coal and lumber (*Buffalo Daily Courier* 1861a, 1861b, 1861c, 1861d, 1861e; *Chicago Tribune* 1861a, 1861b; *Commercial Times* 1861a, 1861b, 1861c, 1861d). *Grape Shot* made her first August trip from Chicago to Buffalo in the record time of 4 days and 16 hours receiving accolades in local newsprint (*Chicago Tribune* 1862a).

In late September, *Grape Shot* departed Chicago with grain bound for Buffalo. On the night of 28 September, Captain Chandler fearing an entrance to a crowded Buffalo Harbor after dark, anchored off Long Point until midnight, arranging his arrival after daylight. The strong current in the creek was hazardous to inbound vessels tending to carry them against the breakwater. Various newspapers printed a notice to Masters of vessels suggesting to follow the example of Captain Chandler when approaching after dark. *Grape Shot* departed for Chicago on 1 October (*Chicago Tribune* 1861c; *Buffalo Daily Courier* 1861f, 1861d). The schooner made one more trip with corn from Chicago to Buffalo in late October. In November, she carried wheat to Sarnia, Canada. *Grape Shot* made one trip in December from Port Huron, Michigan, to Chicago with 150,000 board feet of lumber before winter lay up (*Buffalo Daily Courier* 1861g; *Chicago Tribune* 1861e, 1861f; *Commercial Times* 1861e).

Grape Shot came out of winter quarters early in 1862. Her first arrival was recorded at Chicago on 8 April 1862 with a cargo of 1,000 railroad ties and 100 cords of wood from Grand River, Michigan. She cleared on 21 April with 20,000 bushels of oats for Buffalo (*Buffalo Daily Courier* 1862a, 1862b; *Chicago Tribune* 1862). No trips were recorded for May. On 4 June, *Grape Shot* arrived at Buffalo from Chicago with 20,000 bushels of rye, 1 cask of glassware, 26 boxes butter, and 650,000 board feet lumber (*Buffalo Daily Courier* 1862c).

Grape Shot made one trip each month with corn from Chicago to Buffalo in June, July, August and September (*Buffalo Daily Courier* 1862d, 1862e, 1862f, 1862g, 1862h, 1862i, 1862j, 1862k;

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 6

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Commercial Times 1862a, 1862b, 1862c). While passing up bound of Detroit en route on her return to Chicago from Buffalo on 29 October 1862, *Grape Shot* had her jibboom carried away during a collision with an unknown vessel that was proceeding down bound. The latter vessel had her mainmast ripped free (*Buffalo Daily Courier* 1862l; *Commercial Times* 1862d). *Grape Shot* made one more trip for the season with 16,000 bushels of wheat clearing Chicago for Buffalo on 8 November. She returned to Chicago to lay-up for the winter (*Buffalo Daily Courier* 1859m, 1862n).

Grape Shot was chartered for wheat at 10 cents per bushel from Chicago to Buffalo on 11 April 1863 (*Chicago Tribune* 1863a; *Commercial Times* 1863). In May, *Grape Shot* carried lumber. Lumber cargos were said to be in good demand and *Grape Shot* frequented Farr Mills in the Oconto River (*Chicago Tribune* 1863b, 1863c). Only one other trip was reported in November 1863 with an arrival at Chicago on 3 November (*Buffalo Daily Courier* 1863).

Few records could be found of *Grape Shot*'s 1864 shipping season. On 8 April *Grape Shot* was chartered to take wheat from Chicago to Buffalo at 10 cents per bushel. Down bound passages past Detroit were also recorded in June and July, but her destination or cargos remain unknown (*Commercial Times* 1864a, 1864b; *Daily Palladium* 1864).

Records of *Grape Shot*'s trips between Lake Michigan and ports on Lake Erie were located for May and June 1865 by way of "note of passage" by Detroit, although cargos and destinations remain unknown (*Chicago Tribune* 1865a; *Commercial Times* 1865). *Grape Shot* arrived at Chicago on 24 July from Buffalo with an unknown cargo. Five days later, she cleared Chicago for Buffalo with 17,164 bushels of wheat. At her helm was a new Master, Captain Foster. The change at the helm went unrecorded in *Grape Shot*'s enrollment documents (*Buffalo Courier & Republic* 1865a; *Buffalo Daily Courier* 1865a, 1865b; *Chicago Tribune* 1865b). An arrival at Buffalo was recorded on 11 September 1865 from Chicago with 17,000 bushels of corn. Another arrival at Buffalo was recorded on 18 October from Chicago with 17,430 bushels of corn. In both cases, Captain Foster was reported at the helm (*Buffalo Courier & Republic* 1865b; *Buffalo Daily Courier* 1865c, 1865d).

It is not known where *Grape Shot* wintered over. The vessel cleared Buffalo on 17 May 1866 for Chicago. Captain Foster remained at her helm. While up bound, *Grape Shot* was forced into Detroit on 20 June 1866, having survived a storm on Lake Huron that resulted in the loss of several of her sails and her outfit. Many other vessels were disabled in the gale including the bark *D. Morris* that lost both anchors, the schooner *Goble* that lost her jibboom, the brig *Orkney Lass* that lost her topsail, and total loss of *Philena Mills* with her cargo and crew (*Buffalo Courier & Republic* 1866a; *Buffalo Daily Courier* 1866a; *Detroit Free Press* 1866).

Near the end of June 1866, *Grape Shot* came ashore at Poverty Island, Wisconsin, resulting in damage

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 7

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

to the vessel totaling \$1800. The circumstances surrounding the grounding are unknown. By 7 July, *Grape Shot* was reported to have been freed, sustaining only minor damage (*Buffalo Commercial Advertiser* 1867; *Buffalo Daily Courier* 1866b). On 9 July *Grape Shot* was chartered at Chicago to carry corn to Buffalo at 11.5 cents per bushel. She arrived at Buffalo on 18 July with 17,465 bushels of corn, unloaded and cleared the same morning for a return to Chicago (*Buffalo Courier & Republic* 1866b, 1866c, 1866d).

In early August, *Grape Shot* again grounded near Death's Door Passage. She struck a rock near Plum Island, Wisconsin, and was held fast for four days before being towed off. She sustained \$1500 in damage (*Buffalo Commercial Advertiser* 1867; *Door County Advocate* 1866). A trip to the lower lakes was recorded as *Grape Shot* passed Detroit down bound on 17 September. Her destination and cargos are unknown. On 1 October, *Grape Shot* collided with the schooner *Milan* that was loading at a dock in Buffalo. The accident carried away *Milan's* jibboom (*Buffalo Courier & Republic* 1866e; *Buffalo Daily Courier* 1866c). *Grape Shot* cleared Chicago on 11 October with 18,400 bushels of barley bound for Buffalo (*Chicago Tribune* 1866; *Buffalo Courier & Republic* 1866f). No records of her arrival or other trips were located.

Grape Shot wintered over at Milwaukee, and took the time during lay up for repairs at a local shipyard. A portion of her ceiling planking was removed in February 1867 in order to replace a broken hull frame. The repair cost \$5000 (*Semi-Weekly Wisconsin* 1867). The extensive repairs dropped her insurance rating to B1 (Hall 1867).

No records could be located for *Grape Shot's* early season trips. A trip to the lower Lakes was marked as the vessel passed Detroit down bound on 19 September 1867. During this trip, Owen Johnson, a sailor from the schooner *Grape Shot* drowned while hooking on the yawl boat (*Chicago Tribune* 1867a; *Detroit Free Press* 1867). On 8 October, *Grape Shot* cleared Chicago for Buffalo carrying 16,147 bushels of corn. On 16 October the vessel arrived at Buffalo, unloaded and cleared for an unreported destination (*Chicago Tribune* 1867b, 1867c, 1867d).

In the midst of a gale during the first few days of November 1867, *Grape Shot* grounded on the north side of Plum Island not far from the site of her stranding in August 1866. She ran so far up on the rocks that her bow was lifted four feet into the air. Fortunately, no lives were lost. Initially it was thought the schooner could be easily removed. Newspapers published reports indicating the vessel had sustained no damage. The tug *Leviathan* was sent from Chicago to pull the vessel free, but the salvage attempts failed and *Grape Shot* was declared a total loss. The propeller *George Dunbar* arrived from Chicago to recover *Grape Shot's* cargo of 50,000 board feet of lumber and salt. Additionally, her rigging was removed and placed aboard the *George Dunbar*. Cargo and rigging was taken to Chicago on 12 November (*Chicago Tribune* 1867e; *Detroit Free Press* 1867; *Door County Advocate* 1867a, 1867b;

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 8

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Erie Daily Dispatch 1867a, 1867b; *Green Bay Advocate* 1867).

Grape Shot was valued at \$10,000 at the time of her loss. Her hull was insured for \$7500 and she had a \$7000 insurance policy on her \$9000 cargo of lumber (Hall 1867). *Grape Shot*'s hull began to break up over the winter months and the vessel was stripped of all deck equipment by mid-July 1868 (*Door County Advocate* 1868).

Archaeological Significance and Integrity

Most of *Grape Shot*'s hull components remain present within the wreck site. It is likely that additional hull components of the *Grape Shot* remain scattered throughout the bay and are covered by sand. Although broken and scattered, the uncovered hull retains great archaeological integrity, and sites such as the *Grape Shot* present a rare opportunity to study and learn about early historic wooden schooner vessel construction, and how these vessels were used in the transportation of trade goods, and in the Lake Michigan lumber trade. The *Grape Shot* is one of the earliest built schooners documented in Wisconsin waters. Her wreck site was largely forgotten after its salvage and abandonment in 1867, and allowed to break apart overtime. Though abandoned, the site's location was never lost and various local sightseeing boats visit the site throughout the year due to the relatively protected location. Despite this, the site remains lightly visited by divers due to lack of shore side access and her shallow depth.

The *Grape Shot* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as referenced in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes grain and lumber trades. The *Grape Shot* is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, an infrastructure prior to the development of road and rail networks. Constructed prior to the Civil War, the *Grape Shot* represents one of the earliest examples of schooner construction in Wisconsin waters.

Many opportunities remain for future archaeological research on the *Grape Shot* site as sands shift, and the site becomes uncovered over time. Additional information from the site may significantly add to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs, between sailing vessel types. As one of the earliest documented schooners in Wisconsin waters, the recordation of the *Grape Shot* has significantly increased our understanding of early schooner construction. If different parts of the wreck site are exposed over time, there is potential to yield additional information essential to understanding construction methods and how these vessels were

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 9

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

used in nineteenth century maritime commerce.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 2

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 3

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 4

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 5

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 6

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 10 Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Verbal Boundary Description:

The boundary for the *Grape Shot* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 00503809 Easting, 5017839 Northing, Zone 16.

Boundary Justification:

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Photo #1 of 2

Grape Shot Shipwreck (Schooner)

Door County, Wisconsin

Photographer Tamara Thomsen

August 2015

Location of original digital file: Wisconsin Historical Society, Madison, WI

Stem post, apron, and stemson looking aft.



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section photos Page 2

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County

Photo #2 of 2

Grape Shot Shipwreck (Schooner)

Door County, Wisconsin

Photographer Tamara Thomsen

August 2015

Location of original digital file: Wisconsin Historical Society, Madison, WI

Centerboard trunk, bed log, and protruding centerboard.

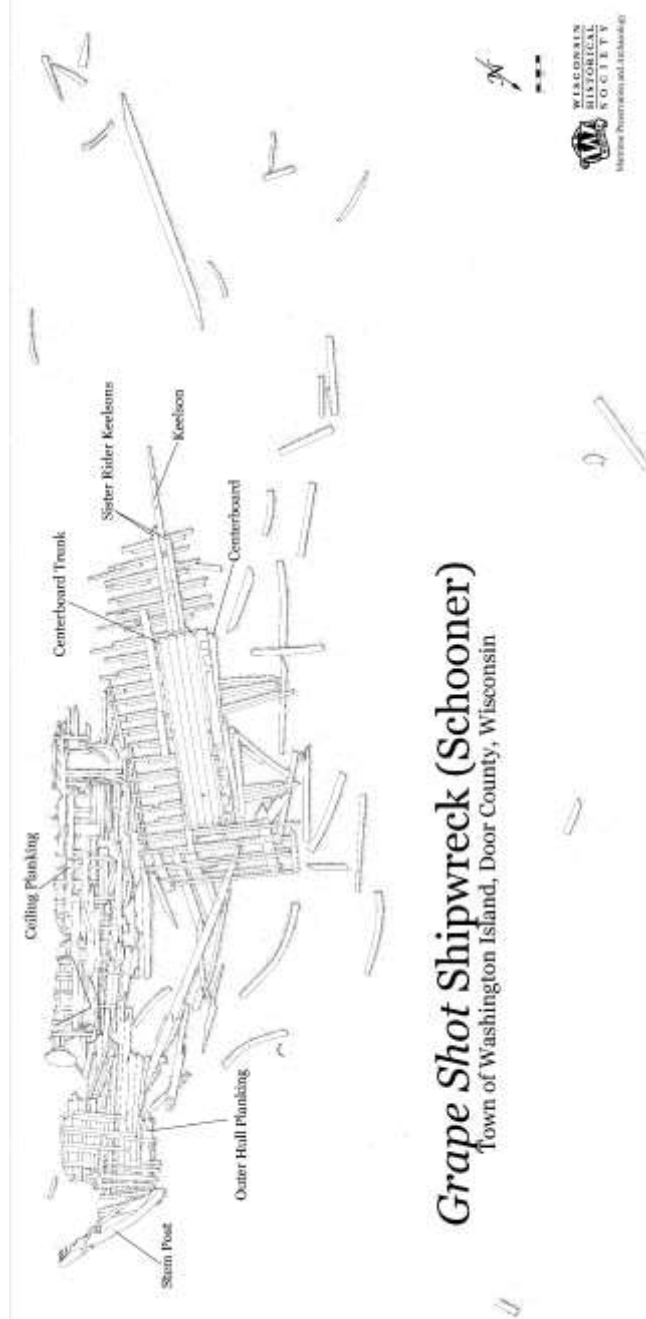


United States Department of the Interior
National Park Service

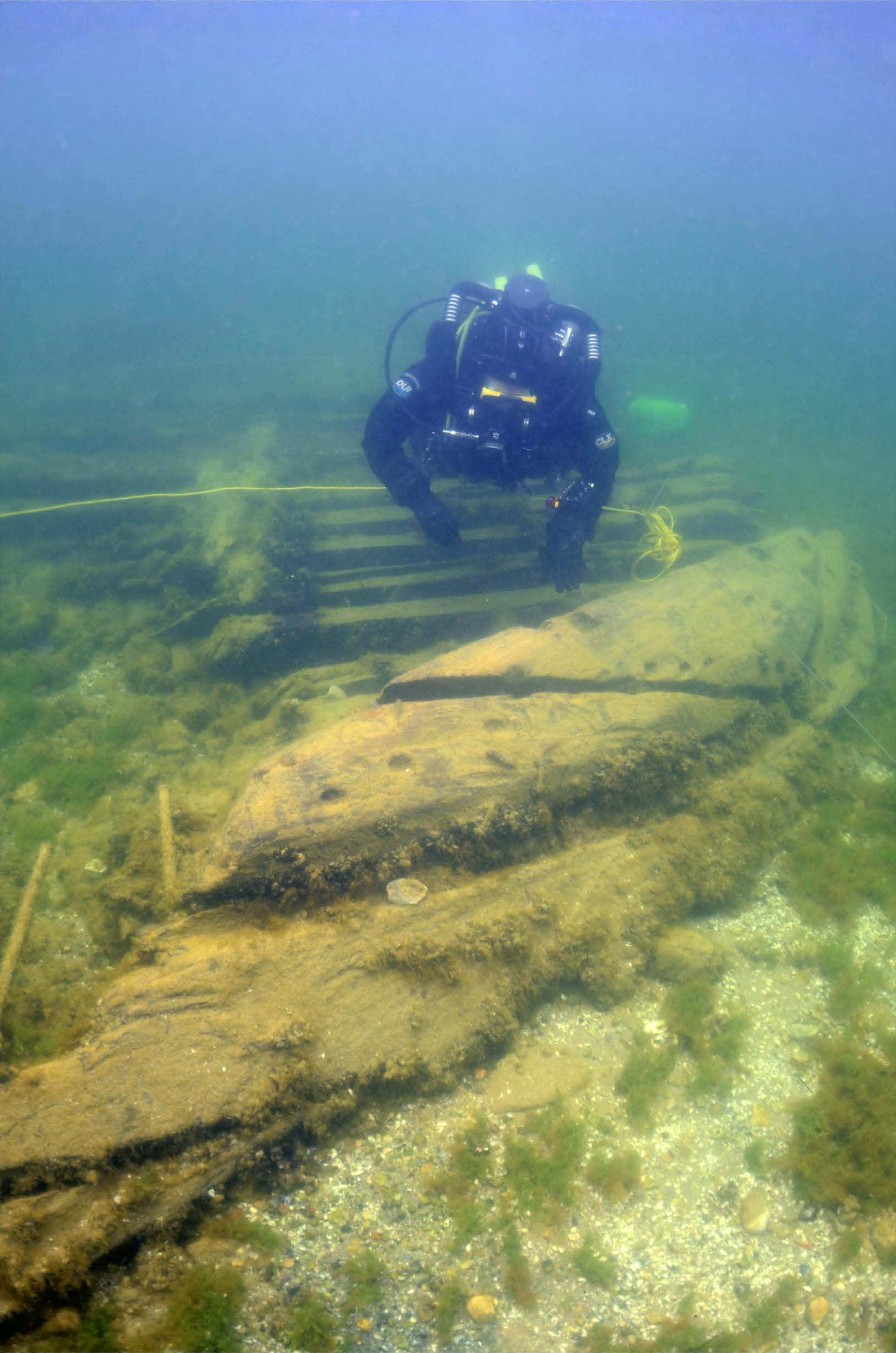
National Register of Historic Places
Continuation Sheet

Section figures Page 1

Grape Shot Shipwreck (Schooner)
Vicinity of Plum Island, Door County



***Grape Shot* Shipwreck (Schooner)**
Town of Washington Island, Door County, Wisconsin





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY GRAPE SHOT (schooner) Shipwreck
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS
NAME:

STATE & COUNTY: WISCONSIN, Door

DATE RECEIVED: 7/08/16 DATE OF PENDING LIST: 7/26/16
DATE OF 16TH DAY: 8/10/16 DATE OF 45TH DAY: 8/23/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000564

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

accept
RECOM./CRITERIA D

REVIEWER Julie H. Ernst

Julie H. Ernst
DISCIPLINE archeology

TELEPHONE 202.354.2217

DATE 8/19/16

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

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

To Whom It May Concern at Wisconsin State Historic Preservation Office,

I write this letter on behalf of the Wisconsin Underwater Archaeology Association in regards to the nomination of the wreck of the Schooner *Grape Shot* to the National Register of Historic Places. Our organization supports the nomination of the shipwreck *Grape Shot* to the National Register of Historic Places, as our organization was a part of the mapping survey of the shipwreck. The wreck of the *Grape Shot* is located in very shallow water and is eminently accessible to the public. Due to the wreck's accessibility, it will provide the public with a first hand insight not only into Wisconsin's maritime past but also the maritime past of the entire Great Lakes. The wreck of the *Grape Shot* is the perfect emissary for this because it was a typical Great Lakes schooner. Due to its accessibility, the *Grape Shot* requires protection that a National Register nomination grants. Additionally, because the *Grape Shot* wreckage lies in a very dynamic area affected by ice, wave, wind, and sand action, there will be opportunity for future research from this wreck when further portions of this wreck are uncovered.

Thanks, on behalf of myself and the Wisconsin Underwater Archaeology

Association,

Jordan Ciesielczyk-Gibson

Editor, Wisconsin's Underwater Heritage.



WISCONSIN
HISTORICAL
SOCIETY

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JUL - 8 2016

Nat. Register of Historic Places
National Park Service

TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Seventh day of July 2016, for the nomination of the Grape Shot Shipwreck (Schooner) 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
- 2 Photograph(s)
- 1 CD with image files
- 1 Map(s)
- 1 Sketch map(s)/figures(s)/exhibit(s)
- 1 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: