

**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 *Grace A. Channon Shipwreck (Canaller)*
other names/site number *47MI-0551*

2. Location

street & number	<i>12.75 miles northeast of the Bender Park boat launch, in Lake Michigan</i>	N/A	not for publication
city or town	<i>Town of Oak Creek</i>	X	vicinity
state <i>Wisconsin</i>	code <i>WI</i>	county <i>Milwaukee</i>	code <i>079</i>
			zip code <i>53154</i>

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.)

Jim Dargatzis

Signature of certifying official/Title

10/18/17

Date

State Historic Preservation Officer - 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

Grace A. Channon Shipwreck (Canaller)

Milwaukee

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:)

for 
Signature of the Keeper

12/4/17
Date of Action

5. Classification

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

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- structure
- Site
- object

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

contributing	noncontributing
1	buildings
	sites
	structures
	objects
1	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-Three-masted Canaller

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

1873-1877

Significant Dates

1873

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Ellenwood, W.S.

Narrative Statement of Significance

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

Grace A. Channon Shipwreck (Canaller)

Milwaukee

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 1.62 acres

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

1 16 T 0450875 4753161
 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	Caitlin Zant and Tamara Thomsen	date	11/1/2016
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

Grace A. Channon Shipwreck (Canaller)

Milwaukee

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	11/1/2016
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.

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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Summary

Located 12.75 miles northeast of Oak Creek, Wisconsin off Bender Park boat launch in Lake Michigan, the remains of the canaller *Grace A. Channon* (Site number: MI-0551) lies partially embedded in clay in 180 feet of water. The bow, deck machinery, stern cabin, stern, and most of the ship's lower hull remain intact. Additionally, most of the ship's rigging is extant on the site. The canaller *Grace A. Channon* was constructed by shipwright W.S. Ellenwood at his shipyard in East Saginaw, Michigan in 1873 and was specifically designed for the coal and grain trade between Lake Michigan and the lower Lakes. Canallers were a unique vessel type developed on the Great Lakes, designed to transit the Welland Canal locks while carrying the maximum amount of cargo through the locks with only inches to spare. Grain, collected from the newly settled farmlands of the Midwest was transported from ports on western Lake Michigan to eastern ports on Lakes Erie and Ontario (largely the cities of Buffalo, New York, Oswego, New York and Kingston, Ontario). Vessels returning to Lake Michigan were often loaded with coal, used for heating Midwestern cities and powering factories. On 2 August 1877, the *Grace A. Channon* sank off Oak Creek after being hit on the port side by the propeller *Favorite*, as the canaller was sailing toward Chicago, Illinois with a cargo of coal. The vessel provides historians and archaeologists with the unique opportunity to study construction techniques on Great Lakes canal schooners, and the Great Lakes shipping and grain trade. The *Grace A. Channon* wreck site has yielded significant information on early wooden schooner construction and has great potential to yield further archaeological information in future years.

Site Description

The *Grace A. Channon* is representative of a unique class of sailing vessels that were purposefully built to fit exactly within the dimensions of Welland Canal locks to transport grain, lumber, and coal between the Midwest and the large industrial centers of the eastern United States. As an integral part of the maritime transportation system, many features of this vessel type were common to other canallers on the Great Lakes. As mentioned in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992), schooners were fore-and-aft rigged and had two or more masts, carrying square-rigged topsails on their foremasts augmented with a triangular, raffee sail. Most Great Lakes schooners were single decked and had only a small cabin structure above the deck.

The remains of the canaller *Grace A. Channon* sits on a heading of 70 degrees, 12.75 miles northeast of the Bender Park boat launch, in Oak Creek, Wisconsin. The vessel rests in 180 feet of water, with its deck located at 165 feet under the surface of Lake Michigan. The vessel remains on an even keel, and completely intact up to the main deck except for the damage on the vessel's port side from the collision that caused the vessel's sinking. The remains are well-preserved due to its great depth in the cold waters of Lake Michigan. All of *Grace a. Channon's* deck machinery, spars, rigging, and aft cabin structure remain extant on the site.

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Located by local divers Kent Belrichard, William Kappelman, and John Trumbo in April 1985, the site remained little visited by divers due to its great depth. In July 2016, a Phase II archaeological survey was conducted by Wisconsin Historical Society (WHS) maritime archaeologists and volunteers over the course of eight days. A baseline was attached at the bow and stretched 141.0 feet to the sternpost along the centerline of the ship. All measurements for the survey were taken from this baseline. The length of the ship is 141.0 feet, and the vessel's beam, measured at her widest point, is 26.2 feet. Given the wreck dimensions, location, and comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the schooner *Grace A. Channon*.

The canaller's bluff bow is apparent with the stem post sitting at 90-degrees to the keel. The depression from the vessel's impact with the lake bottom left a small crater under the bow. The bow of the vessel sits on a 2-degree list to starboard, while the stern sits on a 4-degree to starboard. The stempost is 1.50 feet sided, 1.5 feet molded, and extends 14.5 feet vertically from the keelson. The vessel's bowsprit remains stepped into the samson post, and features a square housing inside the railing, measuring 10.6 feet in length. It measures 1.15 feet wide and 1.5 feet thick, and extends 0.9 feet forward of the bow railing. Atop the bowsprit, just inboard of the bow railing, 1.8 feet of the jibboom remains extant. An additional 0.9 feet of the jibboom extends outboard of the forward railing.

The vessel's head knee and cutwater is intricately carved with scrollwork, and now lies in two pieces. The body of the head knee remains attached to the stempost, and measures 2.3 feet at its widest point, tapering down to 0.3 feet wide, and measures 1.0 feet thick. The arm of the head knee remains attached to the broken section of the bowsprit and jibboom. It measures 1.0 feet thick, 1.9 feet at its widest point. The vessel was equipped with a scroll head, which would have been located at the end of the arm of the head knee, but it has yet to be located on the site.

The rest of the bowsprit lies along the starboard side of the ship with its end entangled in the remains of the head rigging, keeping it elevated near the main rail. This section of the bowsprit is round and extends 15.1 feet in length, 1.15 feet in diameter, and remains attached to the jibboom. Forward of the end of the bowsprit, the jibboom is broken yet again, and lies in the sand, off the vessel's starboard side. This section of the jibboom measures 33.4 feet in length and 1.0 feet in diameter near its broken end. The jibboom tapers at its other end to 0.15 feet in diameter. Two iron rings are located 2.0 feet from the end of the jibboom, one of which still has head rigging attached. Additionally, a rectangular hole, approximately 0.7 feet long, is located 18.5 feet from the broken end of the jibboom. A single piece of wire rigging runs through the hole.

The vessel's martingale is located across the vessel's bow, tangled in head rigging. The direction and angle of this piece and head rigging corroborate accounts that *Grace A. Channon's* list placed its head rigging onto the bow of the propeller *Favorite* as the vessel descended. With no orders to reverse, *Favorite* continued moving forward as *Grace A. Channon's* bow sank below the surface, pulling the

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Oak Creek, Milwaukee County, Wisconsin

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head rigging with it before the foremast and bowsprit broke, allowing both to fall to the starboard side of the vessel on the lakebed.

There is an additional, unidentified spar lying across *Grace A. Channon*'s bow that is also tangled in head rigging. This spar may be the remains of *Favorite*'s steering pole, which could have broken as *Grace A. Channon*'s head rigging detached from *Favorite*'s bow, and remained caught in the rigging as the vessel sank. Following the collision with *Grace A. Channon*, it was reported that *Favorite* experienced major damage to its bow, which required an extensive reconstruction, though it is not known what specifically was damaged.

Grace A. Channon's bow possesses a U-shaped metal rod that extends across the very forward section of the bow railing. This rod is located 2.2 feet aft of the stempost, and measures 0.2 feet in diameter. The rod extends across the ship's width 4.8 feet, extends over the railing, and 1.7 feet down from the railing top through two iron eyelets, which measure 0.4 feet in diameter, with a 0.2 foot diameter opening for the bar to be secured through. The rod itself is bent inward (away from the bow) slightly starboard of the ship's centerline. This damage likely occurred during the sinking, when the bowsprit broke, while the head rigging of *Grace A. Channon* was tangled on the bow of the propeller *Favorite*. The port side of the rod no longer extends through the eyelet, while the starboard side of the rod remains attached. This rod is a feature unique to canallers, and has yet to be identified on any other canallers in Wisconsin waters, but as in other canallers, this rod could be lifted, along with a section of railing, so the bowsprit could be hoisted upwards by the rigging when transiting the canal locks in tight quarters. This allowed the vessel to be built larger, maximizing its carrying capacity, and allow for more clearance in the locks.

The *Grace A. Channon* is equipped with a small weather deck, which remains intact over the windlass deck, extending from the stempost to 11.6 feet along the centerline of the ship. Unlike many forward weather decks, *Grace A. Channon*'s is V-shaped along its aft end, extending from the samson post to the catheads, 2.1 feet forward along the baseline. It is comprised of deck planks measuring 0.4 feet wide and 0.15 feet thick. The catheads themselves measure 0.7 feet wide and 0.8 feet thick, and extend 2.8 feet from the inside of the main rail. At this point, the catheads both feature an iron hinge, measuring 0.2 feet in diameter. These hinges are located on top of the catheads, which are made of two separate timbers. Yet another feature unique to canallers, these hinges allowed the catheads to be flipped inboard of the railing, along with the attached anchors, allowing the canaller to fit through the Welland Canal locks. Although not initially identified on other canaller vessels, it is apparent that this was a common feature on these vessels, allowing a ship that measured 26.2 feet in beam, to fit through a canal lock that measured only 26.6 feet wide.

Both of *Grace A. Channon*'s wooden stock anchors remain extant on the site, and in remarkable condition attached to the catheads. Both port and starboard anchors are of the same measurements. The

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iron anchor shaft measures 5.6 feet long, and both arms, measured from bill (fluke tip) to bill, measures 5.2 feet. The flukes measure 1.4 feet wide, and 1.4 feet from arm to bill. The anchor's eye measures 0.6 feet in diameter, and has a depth of 0.7 feet. An anchor ring goes through the eye, and is attached to the anchor chain. This ring measures 0.2 feet thick, and is 1.2 feet in outer diameter. The anchor's stock is made of wood and measures 10.8 feet from end to end. At the shaft, the stock measures 1.2 feet in diameter, and tapers to 0.7 feet in diameter at both ends. Each anchor's shaft hangs outboard of the ship's railing and is attached to the catheads. The body of the anchor, however, sits atop the railing and extends over the main deck, as was common on sailing vessels. The anchor's arm is held upright, so it is level with the top of the bulwarks, by a small wooden board, measuring 0.3 feet wide, 0.1 feet thick, and 4.5 feet tall. This feature can be seen on the vessel's port side, but the starboard side board is obscured by built up clay, quagga muscles, and rigging.

The anchor chain remains present, and extends out of the vessel's hawsepipes, which are located 2.5 feet aft of the stempost. These measure 1.3 wide and 1.2 feet tall in outer dimensions, and are lined with iron, measuring 0.4 feet wide. The links of the studded link anchor chain measure 0.5 feet long, and 0.3 feet wide, and are made of iron 0.1 feet thick. Each link contains an iron stud in its center measuring 0.1 feet wide. These studs added strength to the anchor chain.

The forward edge of the vessel's samson post is located 10.6 feet along the baseline. Since the bowsprit remains intact, stepped inside the samson post, it is difficult to determine the shape of the mortise for the bowsprit's heel tenon. The mortise measures 1.5 feet in height, and 0.5 feet wide, and is likely concave in shape, which corresponds to the same convex curve on the heel tenon of the bowsprit. This component is indicative of a canaller, and would have allowed the bowsprit to be raised while the vessel was traversing the Welland Canal, permitting the vessel more clearance in the canal locks. The samson post itself measures 1.5 feet molded by 1.5 feet sided and rises 4.5 feet above the deck.

Grace A. Channon's windlass remains intact just aft of the samson post, 12.1 feet along the baseline, and measures 13.1 feet in overall length. The iron crosshead is still attached to the forward side of the samson post, and measures 3.0 feet long, 0.3 feet wide, and 0.4 feet thick. The two purchase rods connecting the crosshead to the purchase rims are also extant. The windlass' strongback is not extant attached to either the carrick bits or the pawl. The windlass ends (gypsy heads) are 1.8 feet wide and 1.2 feet in diameter on end while the carrick bits are 1.5 feet by 0.9 feet and stand 3.0 feet above the deck. A standard knee supports each carrick bitt and measures 0.4 feet wide, 3.0 feet along the main deck, and extends 2.7 feet in height. The carrick bitt cheeks measure 1.0 feet wide by 0.9 feet thick. The pawl rim measures 2.4 feet from the samson post to its aft extent, and 0.7 feet wide. The purchase rims are 0.4 feet wide by 0.2 feet thick and made of iron. The central barrel in which the pawl rests is 1.5 feet wide and the windlass barrels measure 2.5 feet long 0.2 feet wide and 0.3 feet thick. Both port and starboard side anchor chain is wrapped one time around the windlass, and extends into the port and

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starboard chain pots (chain-pipe holes), located 2.0 feet aft of the windlass. These are holes that lead into the forecastle allowing the chain to be stored below decks. These chain pots are oval in shape and measure 1.0 feet by 0.8 feet, with a rim that stands 0.2 feet above the main deck which is fastened to the deck with bolts.

Just aft of the windlass, 15.2 feet aft of the samson post, is the vessel's forecastle scuttle. Centered 1.5 feet from each chain pot, it measures 2.0 feet long by 2.0 feet wide, and has a combing on all four sides, which rises 0.7 feet above the deck and 1.0 feet from its upper extent into the hatchway. The combing measures 0.2 feet in thickness. No evidence of an aft facing companionway covering the entrance to the chain locker exists on *Grace A. Channon* as in many other similar vessels. The forecastle scuttle ladder remains extant, leading down into the scuttle, allowing access to the chain locker and forecastle. The ladder has been slightly dislodged, which likely happened during the sinking. It was common on vessels of this time period for the forecastle to be used as berthing for crew members during a voyage. Due to accumulated coal buildup inside the hull against the forecastle bulkhead, investigations and identification of any artifacts inside the forecastle were not possible during the survey, but it is likely that additional cultural materials are located in this area. No excavation of the sand or cargo was conducted during the survey.

The main rail is intact around the entire perimeter of the deck except for the section of the port side damaged by the vessel's collision with *Favorite*. It measures 1.4 feet wide, and 0.2 feet thick. The rail rises 1.3 feet above the weather deck in the bow, 3.7 feet at midships, and 1.1 feet in the area of the cabin at the stern. A rail cap is also extant atop the main rail. The cap measures 0.5 feet wide, and 0.1 feet thick, and sits 0.6 feet above a secondary cap that measures 1.4 feet wide and 0.2 feet thick. The rail is supported by bulwark stanchions 0.55 feet sided by 0.55 feet molded, with a space of 5.0 feet between stanchions. The outer bulwark planking is missing along almost the perimeter of the ship at the weather deck; however, where it is extant, it is a single plank 0.8 feet tall by 0.2 feet thick, and is 1.8 feet above the deck. The inner bulwark planking is also extant in a number of places where it is to be found directly beneath the rail, measuring 0.8 feet high, and 0.2 feet thick.

There are ten mooring bitts in total installed on both sides of the deck – a set at the bow located forward of the fore chainplates, 16.5 feet along the baseline, another amidships just forward of the centerboard winch at 62.4 feet along the baseline, and another just forward of the cabin at the stern at 182.8 feet along the baseline. Each bitt is paired except the bitts located amidships on both the port and starboard sides, which are single bitts. All of the bitts are fastened to the inside of the bulwark stanchions. Each bitt is 0.55 feet thick, 0.8 wide, and rises 4.5 feet above deck level. The forward pair of bitts measure 1.3 feet spaced, while the aft pair measures 2.3 feet spaced. Iron rings are extant on each bitt, located 1.5 feet above the deck. These rings measure 0.6 feet in outer diameter, 0.4 feet in inner diameter, and are 0.1 feet thick. The aft bitt pairs on the port and starboard side contain the only extant scuppers between them. A single, short plank 2.3 feet long, and 1.5 feet in height spans the gap

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between the bitts and contains the scuppers. The scuppers measure 1.0 feet wide, 0.35 feet tall, and have a 0.3 foot wide rim around them. They measure 0.9 feet thick, spanning the width of the entire bulwark.

Two separate single bitts are located along the centerline of the ship 62.4 feet and 105.4 feet aft of the bow. These bitts are located forward of the foremast and forward of the mainmast, and measure 0.9 feet long by 0.9 feet wide, and rises 4.4 feet above the deck. Wooden arms extend 0.9 feet from either side of the bitt latterly to form a cleat. These arms measure 0.25 feet thick and are located 1.4 feet above the deck on the bitts. Just forward of both centerline bitts is a U-shaped iron bail, measuring 2.0 feet wide, 0.5 feet tall, and 0.15 feet in diameter. Both have blocks attached. An additional iron bail, of the same dimensions, is located at the stern, attached to the stern rail atop the transom. A traveler would have been attached to each of these, and were used to maneuver the boom and sail while underway. While not under sail, this bitt and bail combination was used to secure the booms so they would not swing freely.

The vessel's outer hull planking varies between the topside planks that would have been above the waterline, and those below the turn of the bilge. The topside planks measure 0.6 feet wide by 0.15 feet thick, while the planks at and below the turn of the bilge measure 0.75 feet wide, and 0.15 feet thick. The ceiling planking measures 1.1 feet wide by 0.3 feet thick. The starboard side extends into the sand at 109.5 feet along the baseline, while the port side is broken at 71.5 feet along the baseline. The vessel features double frame sets, with the individual futtocks measuring 0.4 feet wide by 0.8 feet thick. Overall, the frame set measures 0.8 feet wide. The hull is through bolted and peened on the exterior of the vessel. The bolts are measured on 1.0 feet centers and are 0.1 feet in diameter. The overall thickness of the hull is 1.4 feet thick. White caulking remains extant between the outer hull planks, and there is evidence of white paint on some of the outer hull planking.

The deck of *Grace A. Channon* is almost entirely intact except for the port side where the propeller *Favorite's* bow tore into the hull almost to the vessel's centerline at the forward cargo hatch, between 35.2 and 42.5 feet along the baseline. The deck is buckled in an additional area forward of the foremast, at 24.2 feet along the baseline. This buckle extends from the portside railing, to the starboard side railing. The deck was likely weakened when the foremast broke, and broke from the impact of the vessel with the hard clay bottom. The deck planks measure 0.35 feet wide and 0.15 feet thick. In general the planks remain very tightly caulked. *Grace A. Channon* has two rub rails running from the stempost to the transom, located 0.5 feet below the bulwarks. This rubbing strake measures 0.8 feet in width, and 0.1 feet thick. A second rubbing strake is also present, located on the outboard side of the main rail. This rub strake measures 0.4 feet wide and 0.4 feet thick.

Grace A. Channon featured two bilge pumps that remain extant on the vessel's deck. The forward bilge pump is located 22.2 feet aft of the bow and 4.2 feet aft of the forecastle scuttle. This pump is a

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two-cylinder force pump (dual action bilge pump) with a central holding chamber. The pump measures 2.3 feet wide and stands 2.3 feet above the deck. The central holding chamber measures 0.8 feet wide and 1.2 feet tall, with each cylinder measuring 0.7 feet in diameter. An additional dual action bilge pump is located 75.7 feet aft of the stempost and 3.7 feet aft of the mainmast. This pump is of the same dimensions as the forward bilge pump.

Additionally, the vessel's capstan remains on the vessel's main deck. The capstan measures 2.0 feet in diameter at its base and stands 2.6 feet in height above the deck. The capstan drum measures 1.2 feet long and 1.0 feet in diameter. The drum cap measures 0.6 feet tall and 1.5 feet in diameter. Below this, the base of the capstan measures 0.2 feet thick and has a pawl rim at its base measuring 2.1 feet in diameter and 0.1 feet thick. The bolts used to fasten the capstan to the deck remain extant and measure 0.1 feet in diameter and 0.4 feet long.

Four cargo hatches allowed access to the hold; the forward and aft hatches are the largest with the two hatches amidships of slightly smaller construction. The forward most cargo hatch, located 35.2 feet aft of the stempost, measures 8.6 feet wide and 6.7 feet long, while the aft most cargo hatch, located 94.4 feet along the baseline, measures only 7.5 feet wide and 6.6 feet long. The second hatch, located 54.4 feet aft of the stempost, measures 8.0 feet wide and 4.6 feet long, while the third hatch, located 77.7 feet along the baseline, measures 7.2 feet wide and 4.0 feet long. The difference in the dimensions of these two amidships hatches are due to the hatch cover being extant on the second hatch. This extant hatch cover gives a unique look at hatch cover construction. In many cases, escaping air during a vessel's sinking causes hatch covers (and cabin roofs) to blow out, leaving hatchways open. In the case of *Grace A. Channon*, the massive collision damage on the vessel's port side allowed the air to escape, and allowed one of the cargo hatches to remain in place. As one of the few examples of a shipwreck with an intact cargo hatch, this documentation adds to the historic record and provides information to strengthen our understanding of ship construction.

The extant hatch cover is cambered and measures 1.2 feet in height at its center, and 0.9 feet high at both the port and starboard edges. The hatch is made of 11 planks measuring 0.2 feet in width that run longitudinally along the ship's length. An iron strap extends longitudinally as well, along the center of the hatch cover, which measures 0.2 feet wide and 0.05 feet thick. The iron strap is latched to two iron plates at the fore and aft ends of the hatch cover. These plates measure 0.25 feet wide and 0.05 feet thick. It appears that this was the main latching mechanism for the hatch covers. This iron strap and plate latch system is extant on the two aft most cargo hatches, though the planks of the hatch cover were dislodged by the air escaping from the hold. The iron strap on the forward most cargo hatch no longer remains, though evidence of the aft facing iron plate latch remains. This cargo hatch was likely completely dislodged during the collision with *Favorite*. All four cargo hatch combings are identical in construction with the head ledge at both ends butt-scarphed to the coaming. The coamings extend 0.8

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feet above the deck with an interior height of 1.5 feet along the coamings (port and starboard coamings), and 1.8 feet at the tallest point of the head ledges (fore and aft facing).

Below decks there is a single hold in which the deck beams are of the same size 0.65 feet molded and 0.5 feet sided. The spacing between deck beams remains consistent throughout the vessel at 2.3 feet, and span the breadth of the vessel, except where the cargo hatches are located. The beams are supported by hanging knees 0.5 feet wide with an arm length of 1.8 feet and body 3.2 feet long. Although each knee supports a deck beam, not every deck beam has a corresponding hanging knee extant. The vessel's deck beams are supported by stanchions running along the vessel's keelson. These measure 0.6 feet sided and 0.5 feet molded. There is no visible hogging arch present inside the hull. Toward the bow a bulkhead ran athwartships separating the forecabin from the cargo. Access to the forecabin is not possible due to the coal cargo mounted up against this forward bulkhead. Although it is not possible to investigate beyond the bulkhead, this is where the crew's quarters and chain locker would have been located.

The *Grace A. Channon* carried a single centerboard located on the vessel's centerline. The centerboard trunk is 24.5 feet long and starts 44.1 feet along the baseline, and measures 1.6 feet wide. Eight boards are visible above the cargo of coal. The boards measure 0.8 feet wide and 0.5 feet thick. The forward and aft ends of the centerboard trunk are capped with a timber measuring 0.4 feet in width. The pivot pin was not visible at the time of the survey due to cargo buildup in the hold. It is likely that it still remains extant on the site, preserved beneath layers of coal and silt. The centerboard is not visible within the trunk due to the accumulation of silt and mussel shells within the trunk. The centerboard winch is extant on the deck just aft of the hatch amidships. Chain remains wrapped around the spool of the centerboard winch. The winch is 3.0 feet in height above the deck, and measures 2.1 feet wide and 1.6 feet long at its base. The chain spool is 1.1 feet above the deck, measured on center. It is difficult to discern how many turns of chain are wrapped around the winch, and without further information it is impossible to tell if the centerboard is extended or stowed. Just aft of the centerboard is the lower section of the mainmast, which measures 2.0 feet in diameter, measured just above where it extends into the coal cargo. Aft of the mainmast, extending 5.5 feet to the third cargo hatch opening is a longitudinal bulkhead, located atop the keelson. This bulkhead is made up of planks measuring 0.8 feet wide and 0.15 feet thick.

The stern cabin is readily discernable on deck, and remains largely intact. The cabin is not rectangular, measuring 15.0 feet wide, and 20.0 feet long. Each corner of the cabin is supported by a timber that has had its outward facing corner cut, creating a rhombus shape. These measure 0.3 feet molded, and have a sided dimension of 0.6 feet tapering to 0.2 feet. With no structural purpose, these were likely crafted in this manner for visual appeal. Although the floor planking survived intact during the sinking, a thick layer of debris and artifacts covered in silt obscure it from view. The walls of the cabin remain, and extend 3.3 feet above the stern deck, and 6.2 feet above the main deck. The cabin is planked

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horizontally on its exterior, with planks measuring 0.3 feet wide and 0.1 feet thick. The interior of the cabin is lined with vertical planks of the same dimensions. Although many of the exterior planks remain, many of the interior planks have fallen within the cabin structure. The cabin walls are supported by vertical frames measuring 0.3 feet sided and 0.4 feet molded, and are spaced 1.7 feet apart. Intermittently, horizontal studs extend between two frames. These studs measure 0.3 feet wide and 0.2 feet thick and may be evidence of repairs.

Much of the cabin roof remains extant on the site as well. The roof is composed of a double layer of planks, all featuring tongue and groove edges. The planks measure 0.5 feet wide, 0.1 feet thick, and the seams of the two layers are offset. This was done to make the cabin roof as water tight as possible. The roof planks extend 1.3 feet forward of the forward facing cabin wall, creating a slight overhang. These planks sit atop support beams measuring 0.3 feet wide and 0.3 feet thick, and have a spacing of 2.2 feet. The aft most support beam now lies within the cabin. The edges of the roof are equipped with a top plate, or roof shelf, which supports the roof beams. This top plate measures 0.5 feet thick and 0.3 feet wide, and is tapered to 0.2 feet thick on the interior edge where it is fastened to the roof beams. Unfortunately, within the last five to ten years, some of the roof planks have been removed by divers to allow easier access to the interior of the cabin, and the artifacts that lie within.

The interior of the cabin is largely in disarray and covered in a thick layer of silt. Through the silt, however, it is possible to identify some of the artifacts extant on the site. The cabin's stern door now lies atop the silt near the cabin's missing aft wall. The door measures 5.5 feet in length (height), 1.8 feet wide, and 0.2 feet thick. The door is a two-paneled door, with the top and side rails measuring 0.3 feet wide, and the lock rail measuring 0.5 feet wide. Additionally, the cabin's stove remains extant on the port side of the cabin, near its forward wall. The cabin's toilet bowl can also still be identified sticking up out of the debris and silt. It is located along the cabin's port wall, near the aft of the cabin. Additional artifacts likely remain preserved beneath the thick layer of debris and silt.

Located 133.5 feet aft of the stern cabin is a stern scuttle, measuring 2.6 feet long and 1.4 feet wide. The scuttle's combing measures 0.15 feet thick, and rises 0.7 feet above the aft deck, with the interior facing combing measures 1.0 feet wide. This scuttle would have given access to the steering mechanisms, rudder chain components, and rudderpost within the hull.

The center of the rudderpost is located 135.2 feet on the baseline. The rudderpost is 1.1 feet in diameter and rises 2.5 feet above the deck. The vessel was steered with a wheel that was mounted to the aft deck and connected to the worm gear. The wheel no longer remains on the site, but the wooden spindle on which the wheel would have turned does remain, and extends 1.8 feet forward of the wheel stand. The spindle measures 0.2 feet in diameter, and extends 3.0 feet in length between the fore and aft standards. The forward standard of the wheel stand is located 133.5 feet aft of the bow with the rear standard 136.1 feet aft of the bow. Both standards are 0.4 feet thick, 2.0 feet wide at top and 1.2 feet

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wide at deck and stand 2.5 feet above the deck. An additional two support timbers extend between the fore and aft standards. These measure 0.4 feet square, and are located 1.0 feet above the deck.

The rudder is turned to starboard and is 10.2 feet tall, 1.0 feet thick, and extends 3.3 feet aft of the rudderpost at its widest part. The blade is constructed from vertical timbers attached to the rudderpost. Although broken, a section of the vessel's preventer remains attached to the rudder, 4.1 feet below the top of the rudder. This metal strap measures 0.2 feet wide and 0.05 feet thick. The sternpost is not raked and sits at 90 degrees to the keel. It is 1.0 feet sided by 1.0 feet molded.

The transom is angled at 30 degrees and is 18.1 feet wide at the rail. The transom railing measures 0.55 feet wide, and is 0.7 feet above the stern deck. Two stern knees are readily apparent where the sides of the hull connect to the vessel's fashion timbers. These knees rise 0.1 feet above the stern deck, with an arm length of 3.8 and arm thickness of 0.2 feet, and measuring 1.5 feet at its widest point. The body of both knees extends across the entire width of the transom, measuring 0.5 feet in thickness. Centered on each knee is an iron ring that measures 0.6 feet in outer diameter, and 0.4 feet in inner diameter, and is 0.1 feet thick. These are fastened to the knees with eyebolts measuring 0.2 feet wide. These correspond to two sets of fairleads on both the starboard and port sides of the transom railing. These fairleads measure 0.5 feet in overall width, with an opening of 0.35 feet, and are spaced 1.2 feet apart. The fairleads and iron rings were likely used for maneuvering and launching the vessel's yawl boat. Additionally, three wooden cleats adorn the stern deck, located just inboard of the transom railing. These measure 2.0 feet wide, 0.2 feet thick, and stand 0.35 feet off the deck. The port and starboard cleats are located 1.6 feet from the bulwarks, measured on center, and are located evenly between the two sets of fairleads on the transom railing. The third cleat is located along the ship's centerline. A short section of iron-impregnated rope, 0.1 feet in diameter, remains wrapped around this central cleat. Additionally, a single brass lantern sits on the port quarter of the aft deck. The main body of the lantern measures 0.5 feet in height, and is rounded, with a diameter of 0.4 feet. The lantern has a hinged arm and a wick still in place. It is not known where this artifact originated, but it was likely pulled from the interior of the cabin by divers and set on deck.

The outside of the transom is unique, as it features decorative, diagonal planking. These planks measure 0.25 feet wide and only 0.08 feet thick and are angled upward from the lower corners of the transom to meet at the transom's centerline, forming a chevron pattern. Two of these planks have been dislodged, revealing horizontal planks running underneath. These planks measure 0.8 feet wide. Most sailing vessels feature this simple, horizontal transom planking, but *Grace A. Channon* was outfit with diagonal planking for purely decorative purposes. The transom also features two port lights located 3.0 feet below the transom railing. These measure 1.0 feet wide and 1.2 feet in height, and they are spaced 9.6 feet apart, each 4.8 feet away from the centerline of the ship. No glass remains extant within the holes.

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At the stern two of the folding davits are extant. These would have been used to store, raise, and lower the vessel's yawl boat. One remains in place on the vessel's stern, folded inward, while the other now lies in the sand off the starboard side of the vessel. The davits measure 5.0 feet long from their hinges, 0.7 feet wide, and 0.45 feet thick. These davits were hinged on the topside so they could be lifted up, and stowed along the aft main rail. The hinge measures 0.2 feet in diameter, and is located 0.4 feet inboard of the transom allowing the upper arm of the davit to rest on this section of railing when extended. The davit features a heel tenon, measuring 0.1 feet wide that fits into a corresponding mortise cut into the aft end of the railing to prevent the davit from becoming dislodged or swinging during rough weather while in use. The ends of the davits feature a built in sheave that would have allowed the yawl boat to be raised and lowered when needed. Additionally, the railing features a 0.15 feet diameter circular mortise that corresponds to a 0.15 feet diameter peg on the top of each davit. This small feature was likely used to secure the davits in place while storing the yawl on deck or while going through the Welland Canal locks. Just forward of these davits are two wooden posts that rise 2.0 feet above the railing, and measure 0.1 feet in diameter. At the time of the survey it was not possible to determine what these were used for, but they were likely associated with the davits and yawl boat.

Two of *Grace A. Channon's* three masts remain extant on the site in their entirety, although broken. The vessel's foremast is located 25.0 feet aft of the stempost, and measures 2.0 feet in diameter, measured at the main deck. The mast is broken, and now lies across the vessel's starboard side rail, angling down toward the sand. The mast table remains attached to the bottom of the broken section of the mast. The mast table would have risen 3.6 feet above the deck if the mast was still upright. The mast table extends 0.5 feet from the mast. The mast table cheeks measure 0.8 feet long and 0.36 feet thick near the top, and bevel to 0.16 feet thick near the bottom, where they would have been attached to the deck. The rest of the mast table remains attached to the deck, and measures 2.4 feet in height, and has four remaining spindles, which are spaced at 1.7 feet intervals. The mast table is set into a base that measures 0.15 feet tall, and 0.8 feet wide, with a cuff measuring 0.5 feet tall and 0.1 feet thick.

A single mast hoop remains on the foremast, measuring 0.1 feet wide and 0.05 feet thick. The foremast extends 52.1 feet until it reaches the sand, where it is broken in a second place. The top section of the mainmast is located in the sand, near its broken counterpart, with the foremast trestletree still attached. This section of the foremast, its head, measures 11.4 feet long, and has a diameter of 1.2 feet. Both ends of this piece are broken. The tip of the mainmast likely remains in the sand under the broken timbers and rigging. The foretopmast is extant on the vessel's starboard side, although broken into two pieces. One section of the topmast lies near the fore-trestletree, and measures 10.0 feet long, with a diameter of 1.0 feet. Its end, or heel, is square, and would have been inserted into the other end of the trestletree when upright. The remaining section of the topmast lies parallel to the ship, and measures 49 feet in length, with a diameter of 0.9 feet near its broken end. Near its tip, the topmast tapers to a diameter of 0.2 feet.

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The foremast boom and gaff also lie nearby in the sand. The boom measures 48.5 feet in length, from its end to the ends of the boom jaws, and has a diameter of 1.0 feet near the jaws, and 0.7 feet at its end. The end is covered with a metal cap, and a single block remains extant, attached to the boom, 9.0 feet from its end. The foremast gaff lies on top of the mainmast's broken end, and measures 0.75 feet in diameter near its jaws and tapers to its tip, which is buried in sand. Additionally, *Grace A. Channon* was outfit with a raffee (triangular) sail on its foremast. This raffee yard lies in the sand and measures 31.0 feet in length. It has a diameter of 0.9 feet at its midsection, and tapers on both ends. The hoops that would have been attached to the raffee and used to furl and unfurl the sail, remain extant along the yard's length. Wire standing rigging lies draped over all components of the foremast. Two additional spars lie in the sand near the fallen foremast. Both are rectangular in shape, with one measuring 30.0 feet long, 0.7 feet wide, and 0.4 feet thick, and the other measuring 29.0 feet long, 0.5 feet wide, and 0.3 feet thick.

The *Grace A. Channon*'s mainmast remains extant, broken at the main deck; the lower section of which is located 71.3 feet aft of the stempost. The upper sections of the mainmast now lie parallel to the ship, in the sand off the starboard side. This broken section of the mainmast measures 50.0 feet in length, extending through the main-trestletree, which remains attached, 8.0 feet from the mainmast's tip. The mainmast has a diameter of 1.3 feet, taken near its midsection. The mast is broken just below the mast table, which has the same dimensions as the foremast table. A number of mast hoops remain on the deck near the mainmast table. These measure 2.2 feet in diameter and 0.7 feet thick. The main topmast remains attached to the mainmast trestletree. The topmast measures 36.0 feet in length, and has a diameter of 0.7 feet near the trestletree, and 0.5 feet near its other end. The tip of the topmast is broken, however, and could not be identified from the other broken timbers in the sand near the stern of the vessel.

The mainmast boom and gaff remain on the site off the vessel's starboard side. The mainmast boom lies propped on the starboard side railing near the forward wall of the aft cabin, with its jaw extending to the sand. The boom measures 42.0 feet in length and has a diameter of 1.0 feet, measured near its jaw. The tip of the boom is covered with an iron cap, and a single block remains extant, attached to the boom 11.0 feet from its end, and measures 0.35 feet wide and 1.3 feet long. The mainmast gaff also lies propped on the starboard side railing, but with its jaw resting on the rail, and its end extending to the sand. The gaff measures 32.5 feet in length, and has a diameter of 0.8 feet near the jaw. The jaw itself measures 0.5 feet from tip to end. Each jaw, for the vessel's booms and gaffs are made up of two knees on either side of the main timber. These three sections are held together with a kidney shaped cap that measures 1.7 feet wide, 0.35 feet long, and 0.1 feet thick. This cap is fastened to the jaw with iron fasteners, measuring 0.1 feet in diameter.

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The lower section of the vessel's mizzenmast is located 116.1 feet aft of the stempost, although it is broken off at the cabin roof. No evidence of the rest of the main structure, or its associated rigging, were found on the site. Three components associated with the mizzenmast, however, remain extant. The mizzenmast boom and gaff are present, lying near the ship's stern. The mizzenmast boom lies along the starboard side companionway, next to the cabin, with its jaws facing forward. The boom measures 32.5 feet in length and has a diameter of 0.8 feet near the jaws. The jaws measure 0.5 feet from end to tip. The boom has an iron cap attached to its end, and 14.0 feet from the cap; a single block remains attached. The mizzenmast gaff lies in the sand, parallel to the vessel and the fallen mainmast. The gaff measures 25.0 feet in length and has a diameter of 0.5 feet near the jaw, tapering to 0.3 feet near its tip. Two blocks remain attached to the gaff; one located 4.5 feet from the end, and the other located 9.0 feet from the end.

Additionally, a third trestletree is located on the deck midships, at 85.2 feet along the baseline. Although closer to the location of the mainmast, this is the mizzenmast trestletree. This trestletree measures 2.0 feet wide, 4.1 feet long, and 1.5 feet thick. It is made of two main timbers, and three cross timbers all measuring 0.4 feet in thickness. The cross timbers measure 1.2 feet in width. A single piece of the mizzenmast remains attached to the trestle tree, and measures 1.0 feet in diameter. Two iron eyebolts are attached to the main timbers near the broken piece of the mizzenmast. These measure 0.35 feet by 0.1 feet in dimension. This location, forward of the mizzenmast's actual location on the ship points to how the mizzenmast broke and collapsed. The location of the trestletree, along with the location of mizzenmast boom and gaff, indicated that the mizzenmast broke forward, and was carried away at some point after the vessel sank. Contemporary reports from after the sinking state that there was a single mast sticking out of the water near the location of *Grace A. Channon's* wreck site. This mast was later removed as it was considered a hazard to navigation. While this may have been *Grace A. Channon's* mizzenmast, and could explain why the mizzenmast is missing, it is impossible to determine if this is indeed the case. There are other historic vessel losses near this location, which sank in the same year, so this single mast may have belonged to another wrecked vessel.

A number of deadeyes and blocks remain attached to the extant masts, booms, gaffs, and bits around the vessel. On the mizzenmast section still within the mizzen-trestletree, there is a single block measuring 0.8 feet long, 0.6 feet wide, and 0.3 feet thick, with a rounded interior iron bolt measuring 0.15 feet thick. An additional single block is attached to the U-shaped iron bail amidships. This block measures 1.0 feet long, 0.8 feet wide, and 0.7 feet thick. It contains a rounded interior iron bolt measuring 0.15 feet thick. Another disarticulated single block remains on the deck near a pile of wire rigging on the vessel's starboard side. This block measures 1.2 feet long, 1.0 feet wide, and 0.7 feet thick, with two rounded interior iron bolts measuring 0.5 feet wide together. Two upper deadeyes also remain on the main deck near this location, and are both "turned-in". One measures 0.55 feet in diameter and 0.25 feet thick, and the other measures 0.7 feet in diameter and 0.3 feet thick. Both

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deadeyes contain three lanyard holes, all three of which are scored, or rounded, on the bottom to avoid snagging the rigging on a sharp edge.

Each of the vessel's three masts have associated chainplates on the port and starboard sides. Each mast has four associated chainplates, and they measure 0.25 feet wide, 0.05 feet thick, and are spaced 1.5 feet apart. Lower deadeyes remain extant in each chainplate, bolted to the plate by the flat metal band, or strop, wrapped around their outer edge. These are similar to the upper chainplates, except that the lanyard holes are rounded on both sides to prevent snagging of the rigging. Three belaying pin racks remain extant and visible on *Grace A. Channon*. The starboard foremast belaying pin rack is extant, yet obscured by a tangle of rigging, as is the port and starboard mainmast belaying pin racks. All three racks contain five pin holes, spaced 1.3 feet apart on center, with the forward and aft most measuring 0.8 feet from the ends of the rack. Each rack is 8.0 feet in length, sticks 0.4 feet out from the railing, and measures 0.25 feet thick. Only one belaying pin remains extant within the belaying pin racks, and it is located in the forward rack. Other belaying pins remain on the site, but many are likely tangled within the rigging draped across the site.

One additional identifiable artifact lies in the sand off the starboard side of the ship. A wooden box, measuring 2.6 feet by 1.75 feet with a height of 1.55 feet, lies in the sand with its top removed, revealing an empty interior. The rim of the box measures 0.3 feet thick; the box is lined with metal, which remains covered in white paint. It is possible that this was the ship's ice chest. Ice chests were generally made of wood and lined with metal at this time, and could explain its presence onboard, but its specific use has yet to be identified. Boxes similar to this have been found on other canaller sites, but it is not known if these were specific to canallers, or just schooners in general around this time period.

Due to the great depth at which this vessel lies, many of the associated artifacts remain intact. Despite this, the extent of the quagga muscle colonization at this depth in recent years has obscured many of the smaller artifacts located in the cabin, within the hold, and in the associated debris field. Because of this, the probability for additional artifacts to be identified in subsequent years remains high. The archaeological data collected during the 2016 survey has provided additional information about the construction of Great Lakes canallers and nineteenth-century maritime commerce, but more remains to be uncovered.

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Summary

Located 12.75 miles northeast of Oak Creek, Wisconsin, the *Grace A. Channon* (MI-0551) is located in 180 feet of water on the bottom of Lake Michigan in a bed of clay. Built in 1873, and measuring 140.7 feet in length, the *Grace A. Channon* represents a class of vessel, the canaller, traveling the longest routes of any of the trades carrying grain grown in the heartlands to the eastern cities and returning with coal to fuel the development of the Midwest. Little historical documentation exists on canaller construction and operation. Much of our understanding of this type of vessel lays on the lakebed and comes from archaeological data recovered from wreck sites similar to the *Grace A. Channon*, such as the *Daniel Lyons*, the *America*, the *Walter B. Allen*, the *Floretta*, and the *LaSalle*. The *Grace A. Channon* meets the registration requirements for Criterion D at the state level as a good example of the property type sailing vessel as described in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992), and in the area of Commerce for its role in the Great Lakes lumber and grain trades. The period of significance (1873-1877) begins with the *Grace A. Channon*'s date of construction and ends with the date of sinking. The *Grace A. Channon* site, which was documented by Wisconsin Historical Society archaeologists in July 2016, has been lightly visited by divers. The site has already produced a wealth of archaeological knowledge and has the potential to yield additional important archaeological data as sands uncover more of the wreck in future years.

The Great Lakes Grain Trade

Discussion of Wisconsin's maritime economy often requires the inclusion of the eastern Great Lakes of Huron, Erie, and Ontario. Many of Wisconsin's commodities were shipped beyond Lakes Michigan and Superior to eastern Great Lakes ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse regional economic universe. Separating Wisconsin from the eastern Great Lakes frequently results in a fragmented understanding of Wisconsin's maritime heritage as a whole.

Wisconsin's first encounter with a European sailing vessel occurred in 1679 when LaSalle's ill-fated *Le Griffon* landed on the Door County peninsula. LaSalle continued southward to explore the Mississippi valley. *Le Griffon*, loaded with furs bound for the European market, departed Washington Island on 18 September 1679, never to be seen again. Following *Le Griffon*, it was nearly 100 years before a sailing vessel again entered Lake Michigan. It is probable that ventures onto Lake Michigan were made by King George's Royal Navy in the 1760s, but the next confirmed sailing ship to enter the lake was John Askin's *Archange* in 1778, which sailed to Chicago and Green Bay in search of corn to supply Canadian fur traders (Quaife 1944). From the *Archange* to 1815, most sailing vessels on Lake Michigan supported military outposts such as Fort St. Joseph and Fort Dearborn (present day Chicago). In 1818, the *Walk-in-the-Water* was the first steamer constructed on the upper lakes. It entered Lake Michigan one year later to sail to Green Bay (Mansfield 1899; Mills 1910).

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By 1836, regularly scheduled steamship lines connected western Lake Michigan with eastern cities, and steam vessels were under construction at Milwaukee (Quaife 1944; *Milwaukee Advertiser* 1836). These steamers quickly pulled passenger traffic and high-dollar cargo from the schooners. On 21 May 1853 the Michigan Central Railway made the first rail connection with Chicago, and in 1855 the first all-rail connection between Buffalo and Chicago was established (Quaife 1944; Mills 1910). These railroads quickly stole the steamers' passenger and high-dollar cargo trade, resulting in even stiffer competition for sailing vessels. Unlike lake vessels, the rail lines could provide regularly scheduled shipments that were unaffected by weather, as well as year-round transportation unaffected by ice-covered water. Despite increasing competition, however, lake sail did not die easily. Sail's advantages were lower construction and operation costs, adaptability to many different trades, and the fact that sail technology was already at its zenith, having benefited from centuries of technological development. Sail required less capital investment, its propulsion cost nothing, and the smaller crews were inexpensive relative to steamers.

Canallers were a unique vessel type developed on the Great Lakes, designed to transit the Welland Canal locks while carrying the largest possible amount of cargo. These box-shaped vessels were designed to carry the maximum amount of cargo through the canal locks with only inches to spare, canallers had bluff bows, flat bottoms and sterns, short bowsprits, and highly-canted jibbooms. Some canallers were rigged with a hinged or shortened jib boom that could be folded, removed, or de-rigged for passage through the locks. The mainmast (on two-masters) and mizzenmast (on three-masters) booms were typically shortened so they would not overhang the stern. Due to their boxy shape, there were claims that canallers were notoriously poor sailors in heavy weather, a claim supported by the fact that one particularly violent storm in October 1873 sent six Oswego canallers to the bottom with all hands (Karamanski 2000; *Oswego Daily Palladium* 1873).

The Welland Canal opened on 30 November 1829. The first vessel through the canal was the British schooner *Ann and Jane* on a two-day up-bound transit from Port Dalhousie on Lake Ontario to Port Colburne on Lake Erie. The original Welland Canal (1829-1845) limited vessels to 110 feet in length, 22 feet in beam, and 8 feet in depth. It followed many natural water routes, beginning with Twelve Mile Creek from Port Dalhousie to Merritton, where vessels locked through 40 locks over the Niagara Escarpment. The canal then followed the Welland River from Merritton to Port Robinson to avoid the Niagara Falls.

With increases in grain traffic and vessel size, the small canal locks were soon obsolete. The Canadian government purchased the Welland Canal Company and expanded the canal in 1846, reducing the number of locks to 27 and cutting a more direct route. The new locks were expanded to allow vessels of 150 feet in length, 26.5 feet in beam, and 9 feet in depth. The canal's original wooden locks became

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control weirs for the new canal, reducing the physical labor of towing ships from lock to lock (Aitken 1997; Mansfield 1899; *St. Lawrence Seaway Management Corporation* 2003).

The large number of immigrants that arrived on Lake Michigan's western shore during the early-nineteenth century soon began moving from the lakeshore to populate the rich Midwestern prairie lands. Under the industrious settlers' hands, the fertile Midwestern soil soon began producing a large surplus of grain that made its way to Lake Michigan's port cities for transport to eastern markets via the Great Lakes. The inland lake route greatly facilitated the grain trade's growth by providing cheap and ready transportation.

The brig *John Kenzie* carried the first Lake Michigan grain shipment from Grand River, Michigan, to Buffalo, New York, in 1836. Chicago followed suit two years later, sending 39 bags of wheat to Buffalo aboard the *Great Western* in 1838. In 1839 the brig *Osceola* carried Chicago's first bulk shipment of wheat, carrying 1,678 bushels from Chicago to Black Rock (Buffalo), New York (Mansfield 1899).

It wasn't until the 1840s, however, that the Great Lake grain trade began in earnest. Chicago grain exports between 1834 and 1840 totaled 13,765 bushels (Mills 1910). The year 1841 alone, however, saw 40,000 bushels exported from Chicago. By 1847, Chicago was shipping more than two million bushels yearly. Milwaukee achieved an equal volume by 1853, and surpassed Chicago in grain exports by 1862 (Karamanski 2000). Due to a lack of adequate harbor facilities and grain elevators elsewhere on Lake Michigan, Milwaukee and Chicago were the dominant grain ports.

Freight rates for grain were subject to supply and demand, dropping during summer months and peaking during the fall harvest time. Freight rates for the 1837-1838 seasons were eight cents a bushel, with an additional two cents per bushel surcharge for elevator service. During the 1850s, rates from Chicago to Buffalo remained steady between 10 and 15 cents per bushel, with steamers earning a fraction of a cent more than steamers. During the 1860s, rates dropped to between 4 and 7 cents per bushel. From 1874 onward, rates began a constant decline, reaching 1.53 cents per bushel by 1898 (Cooper 1988; Mansfield 1899; Mills 1910).

The Lake Michigan grain trade consisted of mostly wheat until 1848, when corn began shipping in increasing quantities. Oats, barley, and rye were also shipped in small quantities (Cooper 1988). Buffalo and Oswego were early rivals for Lake Michigan grain, with Buffalo capturing a larger share of the trade during the early years. Oswego's disadvantage was that to reach Oswego from Lake Michigan, vessels were required to transit the Welland Canal and were charged a toll of six dollars per thousand bushels, a toll not required to reach Buffalo. By the 1870s, however, canal tolls from Buffalo to Syracuse equaled or exceeded the Welland Canal tolls, and with a shorter route from Oswego to

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eastern sea ports, Oswego's grain traffic swelled (*Oswego Daily Palladium* 1897). Vessels returning to Lake Michigan were often loaded with coal from ports on Lakes Erie and Ontario, used for heating Midwestern cities and powering steam-powered factories. Coal tonnage grew with transportation improvements between the mines to eastern lake shipping ports (Mansfield 1899).

Grain schooners made the Oswego-Chicago round trip in thirty to thirty-five days, and six to seven trips were completed seasonally (*Oswego Daily Palladium* 1897). The heyday of the canallers and the grain trade was short lived. By the late 1870s, the railroad was gaining ever-larger shares of Lake Michigan grain, and in 1880 rail tonnage finally exceeded lake tonnage (Mansfield 1899).

***Grace A. Channon* Operational History**

The canaller *Grace A. Channon* was launched into the Saginaw River on 21 July 1873 from the shipyard of W.S. Ellenwood & Co. in East Saginaw, Michigan. She was built for Henry Channon and Henry L. Graham of Chicago, and named for Channon's ten-year-old daughter. It took an additional eight days to finish fitting out the ship. Upon her enrollment on 29 July at Port Huron, Michigan, her builder, W.S. Ellenwood of Detroit, retained ownership of the vessel. Additionally, Mr. Ellenwood was entered as Master, and Detroit became the ship's homeport. The ship's official number was assigned as 85309. The vessel was described as schooner-rigged with three masts, a single deck, square stern and a figurehead. The ship, design for transit of the Welland Canal, measured 140 6/10 feet in length, 21 2/10 feet in breadth, with an 11 5/10 feet depth of hold. Her total tonnage was measured as 265 tons 99/100 tons, of which 248.89 tons were calculated as capacity under the tonnage deck and 17.10 tons capacity of enclosures on her upper deck (Bureau of Navigation 1873a; Polk 1884; *Saginaw Morning Herald* 1873).

The ship was moved to Chicago in anticipation of being received by her intended owners. By 18 August 1873 full payment for the new ship had not yet been received, conceivably either from a lack of available funds by the buyers or because of a dispute over the build of the ship, W.S. Ellenwood transferred title to Joseph B. Scott and Hiram L. Brown, principals in the ship brokerage firm of Scott & Brown of Detroit, Michigan. Captain Simon Murray, the ship's husband and Master surrendered her initial temporary enrollment document at the Port of Chicago and another temporary enrollment was taken out for the purpose described as "changing owners while away from her home district". Joseph B. Scott and Hiram L. Brown were then listed as *Grace A. Channon's* equal half owners. Her homeport remained Detroit, and Captain Murray was listed as her Master (Bureau of Navigation 1873a, 1873b; Weeks 1875).

On 21 August 1873, *Grace A. Channon* took on board a cargo of 19,200 bushels of wheat and departed Chicago for Buffalo. The ship delivered her cargo a little over a week later, although her arrival at the

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port went unreported in newsprint. *Grace A. Channon* was chartered to carry coal from Buffalo at \$1.12 ½ per ton and departed the next day for Chicago (*Buffalo Daily Courier* 1873; *Chicago Daily Tribune* 1873).

Upon her arrival at the Port of Chicago on 3 September 1873, Captain Simon Murray surrendered the ship's enrollment document. A new and permanent enrollment was entered transferring ownership of *Grace A. Channon* at last to Henry Channon and Henry L. Graham as equal partners. Chicago became the vessel's new homeport (Bureau of Navigation 1873b, 1873b). The transfer reportedly cost the new owners \$21,600 (*Chicago Daily Tribune* 1873b; *Detroit Free Press* 1873).

On 26 September *Grace A. Channon* entered the Welland Canal at Port Colborne, Ontario on her first trip down bound to Lake Ontario. She arrived at Oswego, New York light on 3 October and returned to Chicago with a cargo of coal on 19 October (*Chicago Daily Tribune* 1873c, 1873d; *Daily News* 1873; *Oswego Daily Times* 1873).

It is presumed that *Grace A. Channon* spent her first winter laid up in Chicago. On 4 May 1874, the ship cleared Chicago with 19,044 bushels of wheat bound for Kingston, Ontario. The ship arrived at Kingston on 21 May and offloaded her wheat at the Montreal Transportation Co. warehouse before departing for Oswego. At Oswego she loaded coal and began her up bound trip to Chicago arriving back into that port on 11 June (*Buffalo Daily Courier* 1874a, *Chicago Daily Tribune* 1874a; *Daily News* 1874; *Inter Ocean* 1874a, 1874b).

Grace A. Channon was contracted to take wheat from Milwaukee to Port Colborne, Ontario at \$0.04 per bushel. She departed Milwaukee on 22 June and arrived at the Port Colborne elevator on 3 July (*Buffalo Courier* 3 July 1874b, 1874c; *Chicago Daily Tribune* 1874b; *Inter Ocean* 1874c; *Oswego Daily Times* 1874). The ship then proceeded to Cleveland where she loaded coal and arrived at Chicago on 16 July (*Chicago Daily Tribune* 1874c). In August 1874, *Grace A. Channon* hauled lumber from Pensaukee, Wisconsin to Chicago. No other arrivals or departures were found for the 1874-season. By 24 December, the vessel was reported laid up amongst Chicago's winter fleet (*Inter Ocean* 1874d, 1874e).

It is not known when *Grace A. Channon* came out of winter quarters. Early season cargos during 1875 could not be arranged and the vessel sat idle at Chicago for months. On 20 July 1875 the ship was finally chartered on her first trip of the season to carry wheat from Chicago to Ogdensburg, New York at \$0.07 per bushel. She cleared Chicago the next day with 19,475 bushels on board. For her return trip to Chicago, she loaded coal at Oswego and cleared that harbor on 9 August (*Inter Ocean* 1875a, 1875b, 1875c, 1875d; *Oswego Daily Times* 1875a, 1875b). In September, *Grace A. Channon* twice called on Alpena, Michigan for cargos of lumber (*Alpena Weekly Argus* 1875a, 1875b).

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With shipments in short supply, her owners began looking at the possibility of moving *Grace A. Channon* into ocean service. On 30 September 1875, Henry Cannon took out an ad in the *Chicago Tribune* soliciting cargos of “black walnut, white wood, or oak staves” that could be transported aboard the vessel to San Francisco (*Chicago Daily Tribune* 1875a). Relocation of the ship did not occur in 1875, however. On 11 October *Grace A. Channon* was chartered to carry 19,000 bushels of wheat from Sheboygan, Wisconsin to Buffalo at \$0.03 ¼ per bushel. She arrived at the elevator at Buffalo on 23 October with a short cargo and Captain Murray was fined \$80 for the discrepancy. The ship was loaded with 575 tons coal the next day and cleared for Chicago (*Buffalo Courier & Republic* 1875; *Buffalo Daily Courier* 1875; *Chicago Daily Tribune* 1875b, 1875c; *Inter Ocean* 1875e, 1875f). For her final trip of the season, *Grace A. Channon* was chartered on 23 November to haul wheat from Milwaukee to Buffalo at \$0.07 per bushel. The vessel laid over in Buffalo for the winter (*Chicago Daily Tribune* 1875d; *Inter Ocean* 1875g).

During the first week of May 1876, *Grace A. Channon* came out of winter quarters in Buffalo and began the ritual of preparation for the season. Her departure from port was anticipated soon thereafter for Chicago. She did not depart, however, until 2 June on her first trip of the season. She had on board a cargo of coal at \$0.50 per ton (*Buffalo Daily Courier* 1876a, 1876b; *Buffalo Evening Republic* 1876a; *Chicago Daily Tribune* 1876a, 1876b). Even before his vessel’s arrival at Chicago, again, Henry Channon began making noise about relocating the vessel and solicited for freight to carry to Europe (*Buffalo Evening Republic* 1876b; *Inter Ocean* 1876a). Nonetheless, in July *Grace A. Channon* made a trip to the lower lakes to pick up 565 tons of coal for People’s Gas Light & Coke Company of Chicago (*Buffalo Daily Courier* 1876c; *Inter Ocean* 1876b). By the end of July notices appeared in the papers suggesting that Henry L. Graham sold his one-half share of *Grace A. Channon* to Henry Channon for one dollar, making Henry Channon sole owner. This transfer of ownership, however, was never expressed in the vessel’s official documents (*Chicago Daily Tribune* 1876c; *Inter Ocean* 1876c).

On 8 August, the schooner entered the shipyard at the Chicago Dry Dock Company to receive a thorough re-caulking and to be fit out for ocean service. The work was completed by the end of the month and again, Henry Channon spoke of the virtues of his handsome ship, indicating that he would soon be sending her on a European trip (*Inter Ocean* 1876d, 1876e; *Cleveland Herald* 1876). The European trip never materialized.

On 12 September 1876, *Grace A. Channon*’s enrollment document was surrendered at the port of Chicago for change of owners. This transfer was explained in the newspapers as Henry Channon had sold one-half share to Mrs. Ethel F. M. Graham for the cost of one dollar. Since the previous sale, reported only in the newspapers, was never official with respect to the government documents, the paperwork showed that Henry Channon remained one-half owner, but Henry Graham moved his one-

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half share into his wife's name, Ethel F.M. Graham. The ship's homeport and Master remain unchanged (Bureau of Navigation 1873c, 1876; *Inter Ocean* 1876g). At the time of transfer, *Grace A. Channon* was valued at \$13,000 and received an A1 insurance rating (U.S. Merchant Vessel List 1876).

It should be noted that in 1861, Illinois passed the Married Women's Property Act granting wives absolute control over real and personal property brought into, or acquired during marriage (Stowell 2002). Laws initially enacted in order to protect women's dowers, were immediately seized upon as a way to protect business property, like ships, from foreclosure. It became common for men to place assets in their wives' names to avoid bankruptcy, debts, and claims, but also women may have been listed as ship owners so men could borrow more money, not just hide from creditors. Little is known about the Graham's financial history or the impetus behind Ethel Graham's ownership of the *Grace A. Channon*. If we can say no more than Ethel F.M. Graham was taking advantage of her State's rights by owning a ship in the interest of her husband's business, that is still showing the fast evolving Women's Suffrage Movement and her place in it (Basler 1953; Brehm 1987; Evans 1989; Hitchcock, 1881).

Grace A. Channon departed Chicago soon after the ownership transfer to pick up 527 tons of rod iron from the slitting mill in Cleveland. She returned to the lower lakes for two additional trips in September and October (*Buffalo Daily Courier* 1876d; *Inter Ocean* 1876f; *Oswego Daily Times* 1876). In early November, *Grace A. Channon* was chartered to carry bulk salt from Buffalo to Chicago for her last trip of the season. The ship wintered over at Chicago (*Inter Ocean* 1876h).

On 16 April 1877, *Grace A. Channon* was chartered to take 19,138 bushels of corn from Chicago to Kingston at \$0.07 per bushel. The ship fitted out, loaded and cleared Chicago on 20 April. She arrived at Kingston on 14 May, unloaded and cleared light for Charlotte, New York where she took on coal for a return trip to Chicago. The ship arrived at Chicago on 2 June 1877 (*British Whig* 1877; *Chicago Daily Tribune* 1877a, 1877b; *Daily News* 1877; *Inter Ocean* 1877a, 1877b, 1877c, 1877d; *Oswego Daily Times* 1877a). On 27 June *Grace A. Channon* called on Alpena, Michigan for lumber, hauled at \$1.25 per thousand board feet. Upon arrival at Chicago with the cargo of lumber, the ship was delayed at the dock for several days. So lengthy was the delay that Henry Channon asked for demurrage for the vessel's detention at the lumber-market docks. *Grace A. Channon* was chartered to bring 555 tons of coal from Buffalo at \$0.50 per ton. The shipment was consigned to E. L. Hadstrom & Co. of Chicago. The vessel took the cargo on board on 22 July and began her trip up bound. As passengers, Henry L. Graham and his two young sons, Harry and Alexander, came aboard at Buffalo taking passage home to Chicago by water. In addition to the three passengers, onboard were Captain Murray, Mate John Higgins, and S. Conshine, Edward Ennis, James Neville, and William Bishop, seamen. The vessel was noted passing Detroit on 28 July (*Alpena Weekly Argus* 1877; *Chicago Daily Tribune* 1877c, 1877d; *Cleveland Herald* 1877a; *Inter Ocean* 1877e; *Oshkosh Daily Northwestern* 1877a).

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On the evening of 2 August 1877 at 9PM, between Milwaukee and Racine and about ten miles out in Lake Michigan, under bright moonlight, and reefed topsails, the crew spotted the lights of a propeller in the distance. The propeller was the *Favorite* of the Menomonee River Lumber Company with three light barges in tow bound for Green Bay. The propeller was on a course a point off from the schooner. A torch on the *Grace A. Channon* was lit and run forward to illuminate the sails. As the two vessels approached, Captain Murray gave the order to port the helm, at the same time he heard someone on the *Favorite* give an order to bring their vessel hard to starboard. Captain Thomas Hutchinson of the *Favorite* thought the schooner was keeping out of the steamer's way, and after telling the watchman to keep lookout, he went aft "on a call of a personal nature". The captain came across money in his pocket, which should have been placed in the safe; so he took the time to go to the safe. When he came on deck again, he heard the lookout running along the deck, but could not see *Grace A. Channon's* lights. The lookout reported that the green light was hidden, and that the red light and the torch were showing. The captain immediately gave the order to starboard. The order came too late, however, and at 10:30PM, the propeller struck the *Grace A. Channon* with a heavy blow to her port side, striking between the fore and main rigging, and penetrating five feet into her hull, cutting down to the waterline. Water immediately poured in and the schooner careened. In less than five minutes from the initial collision, she started down, bow first. As she sank, her headgear and foremast canted to port so that some of her rigging was thrown across the bow of the *Favorite*. The weight of the sinking schooner drew the propeller down several feet before the *Grace A. Channon's* masts broke (*Chicago Daily Tribune* 1877e; *Daily Milwaukee News* 1877; *Door County Advocate* 1881; *Inter Ocean* 1877f; *Milwaukee Sentinel* 1877a, 1877b, 1877c, 1877d; *Oshkosh Daily Northwestern* 1877b; *Oswego Daily Times* 1877b; *Pantagraph* 1877).

Henry Graham had his sons by his side just before the crash. Crewman Edward Ennis lowered the yawl boat from the stern davits. Capt. Murray, the Mate, and the rest of the crew jumped overboard in time to escape the vortex caused by the sinking vessel. Henry Graham and his nine-year-old son, Harry threw themselves overboard and was saved by the yawl boat, but seven-year-old Alexander Graham became separated from his father and was sucked into the cabin by the rush of water before he could be rescued, and went down with the ship. Captain Murray had on board with him a pet poodle. The dog jumped overboard before the vessel sank and clung to Captain Murray's neck so tightly that it endangered his life. The captain was able to swim to a fender to keep him and the animal above water until those in the yawl boat could reach them. Mate John Higgins was the only crewmember not rescued by the yawl, but was rescued by a line thrown to him from the *Favorite*. He was taken into the engineer's room where he received dry clothing. While there he asked if the engineer received any commands to stop or back; he said that he did not. The force of the collision was the only indication by those in the engine room that the accident has occurred (*Chicago Daily Tribune* 1877e; *Daily Milwaukee News* 1877; *Inter Ocean* 1877f; *Milwaukee Sentinel* 1877a, 1877b, 1877c, 1877d; *Oshkosh*

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Daily Northwestern 1877b; *Oswego Daily Times* 1877b; *Pantagraph* 1877).

The propeller escaped uninjured. The *Favorite* remained close to the schooner following the accident and picked up the survivors. They were taken to Milwaukee in the early morning hours of 3 August and boarded a Northwestern Railroad train to Chicago (*Chicago Daily Tribune* 1877e; *Door County Advocate* 1877a; *Milwaukee Sentinel* 1877b).

Captain Murray entered a protest at the Customs House in Chicago. A few days later, on 13 August, Henry Channon and Ethel F. M. Graham initiated a lawsuit in the United States District Court against the propeller *Favorite* to recover \$15,277.50, the cost of the lost schooner and the amount of freight fees she would have earned had she completed her voyage. Kirby-Carpenter Company, owners of the *Favorite* filed a response to the suit denying that they or their employees were to blame and claimed that the collision was entirely the fault of the Captain Murray (*Chicago Daily Tribune* 1877e, 1887f, 1887g; *Cleveland Herald* 1877b; *Door County Advocate* 1877b). On 16 August the *Favorite* was seized by the U.S. Marshal to satisfy the libellant's damages (*Inter Ocean* 1877g). *Grace A. Channon's* enrollment was ultimately surrendered at the Port of Chicago on 29 September 1877 (Bureau of Navigation 1876).

It was not until 15 February 1878 that Henry Graham filed an intervening suit against the propeller *Favorite* to recover \$5,000 damages for the death of his son. The *Favorite* had been appraised at \$12,397.80 in August 1877 and at that time, was bonded by the Kirby-Carpenter Company (*Chicago Daily Tribune* 1878; *Inter Ocean* 1881a).

Final judgment on the vessel loss was made in June of 1881. Judge Blodgett of Milwaukee found the *Favorite* at fault. The captain was solely to blame for quitting his post to put the money in the safe, leaving the lookout in command. The aggregate claims against the propeller amounted to nearly \$40,000, but the liability was limited by proceedings under an 1877 Act of Congress entitled, "An act to limit the liability of ship-owners," to \$12,000 on the value of the propeller and \$340 on the freight (*Buffalo Daily Courier* 1881; *Door County Advocate* 1881; *Inter Ocean* 1881b, 1881c, 1881d). Damages were later assigned in the Graham suit for the death of Alexander resulted in \$1,000, and damage to the insurers of *Grace A. Channon's* coal cargo resulted in a \$2,500 payout (*Inter Ocean* 1882).

The *Grace A. Channon* was located in April 1985 by Kent Belrichard, William Kappelman and John Trumbo; the team promptly removed the vessel's nameboard and several pieces of ironstone china (*Milwaukee Journal* 1985). Despite this initial salvage, the shipwreck retains many artifacts due its deep depth, placing it outside of recreational diver range.

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Archaeological Significance

All of *Grace A. Channon*'s hull components are present within the wreck site, and the site retains excellent archaeological integrity. Sites such as the *Grace A. Channon* present a rare opportunity to study and learn about historic wooden canaller vessel construction, and the ways these ships were used in the grain, coal, and lumber trades. Due to the site's great depth, the wreck remains lightly visited, although significant evidence of relatively recent looting attempts have been discovered near the vessel's main cabin. With the vessel having this level of integrity, the vessel represents another great example of these rare canaller type sailing vessels.

The *Grace A. Channon* meets the registration requirements for Criterion D at the state level as a good example of the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes grain and coal trades. The *Grace A. Channon* is a rare example of a vessel type that was vital to Wisconsin's economy, the economy of the Midwest, and transportation infrastructure prior to the development of road and rail networks. Before rail lines were constructed, canallers like the *Grace A. Channon* were an important link in the development of the Midwest, connecting the region economically and culturally with the eastern markets. On her final voyage, the *Grace A. Channon* was carrying a cargo of coal bound for Chicago, Illinois. This trade fueled the expansion of the major industrial centers of the Midwest.

Additional opportunities remain for future archaeological research on the *Grace A. Channon* as time goes on. Further archaeological discovery and research will increase our understanding of the evolution of canaller construction and significantly add to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. While it is common knowledge that canallers were boxy vessels compared to the clipper-type Great Lakes schooners, little comparative work has been conducted between archaeological remains of the two vessels types. 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. Conducting a more detailed archaeological survey of the construction features specific to canallers, such as construction of the stem and stern, the turn of the bilge, and hull lines offers significant opportunities to add to our limited knowledge of canallers. As one of the few remaining documented canallers in Wisconsin waters, data gathered on the *Grace A. Channon* has significantly added to the understanding of Great Lakes canaller construction. Due to the high level of hull integrity, the *Grace A. Channon* site has vast potential to yield even further insight into nineteenth century maritime commerce.

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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

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1875c *Inter Ocean*. 11 August.
1875d *Inter Ocean*. 18 August.
1875e *Inter Ocean*. 11 October.
1875f *Inter Ocean*. 27 October.
1875g *Inter Ocean*. 23 November.
1876a *Inter Ocean*. 12 June.
1876b *Inter Ocean*. 24 July.
1876c *Inter Ocean*. 5 August.
1876d *Inter Ocean*. 8 August.
1876e *Inter Ocean*. 30 August.
1876f *Inter Ocean*. 18 September.
1876g *Inter Ocean*. 9 October.
1876h *Inter Ocean*. 4 November.
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1877c *Inter Ocean*. 15 May.
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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

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Section 10 Page 1

Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Verbal Boundary Description:

The boundary for the *Grace A. Channon* site is marked by a circle with a radius of 150 feet, centered on the UTM coordinates 0450875 Easting, 4753161 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
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Section photos Page 1

Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Photo #1 of 3

Grace A. Channon Shipwreck (Canaller)
Milwaukee County, Wisconsin
Photographer Tamara Thomsen
July 2016
Bow looking aft



United States Department of the Interior
National Park Service

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Continuation Sheet

Section photos Page 2

Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Photo #2 of 3

Grace A. Channon Shipwreck (Canaller)
Milwaukee County, Wisconsin
Photographer Tamara Thomsen
July 2016

View of the forward hatchway and collision damage, looking forward



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National Register of Historic Places
Continuation Sheet

Section photos Page 3

Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Photo #3 of 3

Grace A. Channon Shipwreck (Canaller)

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

July 2016

Port side of the remains of the main cabin, looking forward



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Section figures Page 1

Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Figure #1 of 2

Grace A. Channon Shipwreck (Canaller)
Milwaukee County, Wisconsin
Photomosaic of the *Grace A. Channon* shipwreck
August 2010



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National Park Service

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Grace A. Channon Shipwreck (Canaller)
Oak Creek, Milwaukee County, Wisconsin

Section figures Page 2

Figure #2 of 2

Grace A. Channon Shipwreck (Canaller)
Milwaukee County, Wisconsin
Map of the *Grace A. Channon* shipwreck site
September 2016









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: 10/19/2017 Date of Pending List: 11/14/2017 Date of 16th Day: 11/29/2017 Date of 45th Day: 12/4/2017 Date of Weekly List:

Reference number:

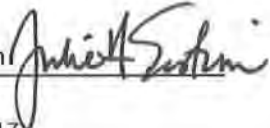
Nominator:

Reason For Review:

Accept Return Reject 12/4/2017 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Julie Ernstein  Discipline Archeologist

Telephone (202)354-2217 Date 12/4/17

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

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



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 Eighteenth day of October 2017, for the nomination of the Grace A Channon Shipwreck (Canaller) 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
_____ 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:
