

MP-949



**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 LaSalle Shipwreck (Schooner)
other names/site number 47MN-0490

2. Location

street & number 1.27 miles south of the Rawley Point Lighthouse, in Lake Michigan N/A not for publication
city or town Town of Two Rivers X vicinity
state Wisconsin code WI county Manitowoc code 071 zip code 54241

3. State/Federal Agency Certification

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

Karina Leubner
Signature of certifying official/Title

3/13/2017
Date

Deputy 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

LaSalle Shipwreck (Schooner)

Manitowoc

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is entered in the National Register. See continuation sheet. determined eligible for the National Register. See continuation sheet. determined not eligible for the National Register. See continuation sheet. removed from the National Register other, (explain:)

Signature of the Keeper (Handwritten signature)

Date of Action (Handwritten date: 5/1/17)

5. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes sub-categories like private, public-local, public-State, public-Federal, building(s), district, structure, Site, object, contributing, noncontributing buildings, sites, structures, objects, total.

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

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources previously listed in the National Register:

0

6. Function or Use

Historic Functions (Enter categories from instructions) TRANSPORTATION/Water-Related

Current Functions (Enter categories from instructions) LANDSCAPE/Underwater

7. Description

Architectural Classification (Enter categories from instructions) Other-Schooner

Materials (Enter categories from instructions) foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

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

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8. Statement of Significance

Applicable National Register Criteria

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

1874-1875

Significant Dates

1874

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Parsons & Humble

Narrative Statement of Significance

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

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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 2.75 acres

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

1 16 T 0459255 4893331
 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	11/10/2015
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

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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	11/10/2015
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-266-8369
street & number	PO Box 8943	zip code	53708-8943
city or town	Madison	State	WI

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Section 7 Page 1

LaSalle Shipwreck (Schooner)

Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 4.15 miles northeast of Two Rivers, Wisconsin off Point Beach State Forest in Lake Michigan, the wreck site of the canaller *LaSalle* (MN-0490) lies partially embedded in quicksand in 11 to 15 feet of water. The bow and most of the ship's lower hull remain intact and protected in very fine, gelatinous, soft sand. Near the stern, starting where the starboard side descends into sand, a hard, sandy bottom replaces the gelatinous sand and extends past the sternpost. The visible wreckage is remarkably well-preserved, having recently been exposed. The stern and broken portside quarter sections likely remain buried. The canaller *LaSalle* was constructed by shipwrights John Humble and Samuel Parsons at the Parson's & Humble shipyard near Tonawanda, New York in 1874 and was specifically designed for the lumber 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 22 October 1875, the *LaSalle* slipped her rudder off of Two Rivers Point (Rawley Point) and ran aground. After a brief salvage attempt, she was subsequently abandoned. The vessel provides historians and archaeologists with the unique opportunity to study construction techniques on Great Lakes canal schooners and understand their use in the grain trade. The *LaSalle* 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 *LaSalle* 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 sail. Most Great Lakes schooners were single decked and had only a small cabin structure above the deck.

The remains of the canaller *LaSalle* sit on a heading of 60 degrees, 4.15 miles northeast of the town of Two Rivers, Wisconsin. Her bow rests in 15 feet of water, and her stern rests in 11 feet of water. Her port and starboard sides remain intact up to the weather deck until just before the end of the centerboard, and lays on an even keel. The vessel's bow remains entirely intact up to her sheerstrake and weather deck. Only the vessel's bulwark is not extant. Her remains are well-preserved as shifting

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sands on Rawley Point recently exposed the vessel, evident by the lack of invasive mussel colonization on her exposed structures. The vessel's keel and lower hull does not appear to be broken although they remain buried beneath the sand. This suggests that the starboard and portside upper hull sections likely remain buried in the sand as well. Due to the nature of the bottom sediment, hand-fanning was not possible at the time of the survey. *LaSalle's* deck machinery, spars, and rigging were salvaged shortly after wrecking in 1875.

The site was discovered by pilot, Suzze Johnson, observed from ultra-light aircraft in May 2015 and remains lightly visited by kayakers and divers due to the recentness of her exposure and her relatively unknown location. In July 2015, a Phase II archaeological survey was conducted by Wisconsin Historical Society (WHS) maritime archaeologists and volunteers over the course of two days. A baseline was attached at the bow and stretched 139.6 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 139.6 feet, and the vessel's beam, measured at her widest point, is 26.3 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 *LaSalle*. Due to the wreck being recently uncovered by sand, zebra and quagga mussels are not present.

The canaller's bluff bow is readily apparent with the stem post sitting at 90-degrees to the keel. The stempost is 1.55 feet sided, 1.5 feet molded, and is rabbeted to accept the outer hull planking. The stem post extends 4.2 feet vertically from the sand. The *LaSalle's* cutwater also remains extant, measuring 1.4 feet molded and 1.5 feet sided, tapering to 0.5 feet sided at its forward most point. Although the vessel's bowsprit is not extant, its bed is clearly defined by the hawse timbers and knightheads on the port and starboard sides. These knightheads would have held the bowsprit strongly in place while underway. The knightheads measure 0.6 feet wide by 0.3 feet thick. The starboard knighthead rises 1.3 feet above the hawse timber, while the port side raises only 0.2 feet above the hawse timber. The hawse timbers themselves measure 1.1 feet wide and extend 3.2 feet along the baseline.

Two rods are located on either side of *LaSalle's* bowsprit bed that would have been used to hold the bowsprit in position. These are located on both the port and starboard side and measure 0.3 feet wide, 1.4 feet long, and are 0.05 feet thick. The portside rod is bent outward and appears broken, which was likely caused by the removal of the bowsprit and bowsprit rigging during the salvage. The starboard side rod remains intact and upright. These rods are a feature unique to canallers, and they are extant on many canaller sites, including the *Walter B Allen*. These rods could be removed so the bowsprit could be unstepped and hoisted upwards by the rigging when transiting the canal locks in tight quarters. This allowed the vessel to be built larger, and allow for more clearance in the locks.

The *LaSalle's* weather deck remains intact over the forecastle, extending from the stempost to 15.9 feet along the baseline, and is comprised of deck planks of varying widths. A single plank, measuring 1.5

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feet wide runs from the stempost back to the forecastle scuttle. The port side of the weather deck is made up of six planks. The plank to the port side of the central plank measures 0.9 feet wide while the next four planks measure only 0.4 feet wide. An additional wide plank, measuring 1.3 feet wide, supports the port windlass knee. The starboard side of the weather deck is comprised of only three planks. The plank just to the starboard side of the central plank measures 0.7 feet wide and the next plank measures 0.5 feet wide. The third plank measures 1.3 feet wide and supports the starboard windlass knee. The reasoning for this difference in the planking is likely due to a repair to the port side at some point during the vessel's career. The rest of the weather deck does not remain extant, exposing the deck beams and the sand filled forecastle. Three deck beams remain extant. The forward most beam and the aft most beam measure 1.0 feet wide and 0.5 feet thick, while the middle deck beam measures only 0.6 feet wide and 0.5 feet thick.

Although the *LaSalle*'s bulwark is no longer intact in the bow, the vessel's bulwark stanchions remain extant. These begin just aft of the hawse timbers and measure 0.4 feet sided and 0.4 feet molded, and are spaced 1.8 feet apart. Seven bulwark stanchions are extant on the starboard side, while eight remain extant on the port side. These bulwark stanchions extend out of the planksheer, which measures 1.1 feet wide and 0.2 feet thick. The planksheer separates the bulwark from the topside planks of the outer hull, and it is made up of timbers fitted together with plain scarfs. The planksheer remains extant 9.4 feet along the baseline on the port side, and 15.6 feet along the baseline on the starboard side.

The forward edge of the vessel's samson post is located 6.3 along the baseline. The mortise for the bowsprit measures 1.5 feet tall, 0.5 feet wide, is cut 0.5 feet into the samson post, and is slightly concave on the back side, which would have corresponded to the same convex curve on the heel tenon of the bowsprit. Like its flat bow, 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 1.2 feet molded by 1.2 feet sided and rises 4.7 feet above the deck. The aft facing side of the samson post is grooved for the windlass. Running between the samson post, through the stempost, and to the cutwater is a rounded tie rod, measuring 0.1 feet in diameter. This rod would have given the samson post more support, and given additional strength to the bow.

Although the windlass barrel was recovered during the original salvage in 1875, other aspects of the windlass remain. Just aft of the samson post are the remains of the vessel's carrick bits. These bits extend down into the forecastle and act as the major support structure for the windlass. They measure 1.1 feet wide, 0.4 feet thick, and rise 4.3 feet from the weather deck. On the forward facing side of each is a standard knee, supporting the bit. These measure 5.3 in length along the weather deck, rise 3.0 feet along the carrick bit, and are 0.3 feet thick. One cheek, or a cheek of the carrick bit, is attached to the aft facing side of the starboard carrick bit. This cheek is broken off at the bottom, but the remaining section measures 2.1 feet in height, 0.9 feet wide, and 0.4 feet thick. A reinforcing iron is

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extant and would have extended around the base of the cheek of the carrick bit and held it in place, fastened to the carrick bit. It measures 0.1 feet wide and 0.05 feet thick. The portside bit has broken off only 0.2 feet above the weather deck. Its measurements would have matched those of the starboard side bit. The portside cheek of the carrick bit does remain extant on the site, though it now rests inside the forecandle on a bed of sand. This cheek matches the dimensions of the starboard side cheek, and includes an intact reinforcing iron as well.

Just aft of the windlass' original location, 12.7 feet aft of the samson post, is the vessel's forecandle scuttle. It measures 2.05 feet long by 1.75 feet wide, and has a combing on three sides, which rises 0.3 feet above the deck, and measures 0.2 feet in thickness. The forward edge of the combing is not extant. Additional planks would have likely risen above this combing, creating an aft facing companionway covering the entrance to the chain locker. Although it was not visible at the time of the survey, a ladder would have led down into the scuttle, allowing access to the chain locker and forecandle. It was common on vessels of this time period for the forecandle to be used as berthing for crew members during a voyage. A single bulkhead is extant on the port side of the forecandle, visible through the missing deck planking. This bulkhead measures 0.1 feet thick, and is heavily worn by sand. Due to accumulated sand buildup inside the forecandle, identification of any artifacts inside the forecandle was not possible during the survey, but it is likely that additional cultural materials are located in this area protected beneath the sand. No excavation of the sand was conducted during the survey.

Although no anchor chain remains extant on the site, two chain-pipe holes are located through the deck on either side of the forecandle scuttle, and are located 0.1 feet from the edges of the combing, measured to their closest edges. These chain-pipe holes are 0.5 feet in diameter, rise 0.4 feet off the weather deck, and are lined with metal. They are fastened to the weather deck with a circular metal plate and four square bolts each. The metal plate measures 1.1 feet in diameter and 0.05 feet thick, while the bolt heads measure 0.1 feet by 0.1 feet square. The chain for each anchor would have been stored in the chain locker in the deck below, and would have passed through these holes as each corresponding anchor was being raised or lowered. There is an additional hole on the port side corner of the samson post that measures 0.4 feet in diameter. This hole is also lined with metal and fastened to the weather deck with a metal plate measuring 0.8 feet in diameter and 0.05 feet thick, and circular bolts, measuring 0.05 feet in diameter. At this time, it is unknown what this hole was used for, as most other smaller vessels, and other sailing vessels, of this time period did not have a third chain-pipe hole this far forward.

Additionally, the vessel's hawse pipes remain extant and are located 2.2 feet aft of the stempost along the baseline, extending through the hawse timbers. They are lined with metal, and are oval in shape, measuring 1.3 feet wide, and 1.2 feet tall. The edge of the hawse pipes are 0.2 feet thick. The *LaSalle's* rub rail is extant on both sides of the vessel and extends from 6.6 feet along the baseline to 23.5 feet along the baseline. It is made of wood and measures 0.2 feet thick and 0.1 feet wide.

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The vessel's outer hull planking measures 0.8 feet wide by 0.25 feet thick, while the ceiling planking measures 1.2 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 frames, with the individual futtocks measuring 0.4 feet wide by 0.5 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 foot centers and are 0.1 feet in diameter. The overall thickness of the hull is 1.1 feet thick. White caulking remains extant between the outer hull planks.

A section of the starboard bulwark now lies within the vessel's hold, just forward of the centerboard trunk, 35.5 feet along the baseline. It measures 18.5 feet in length and 3.2 feet in width. The planks on the bulwark vary in width, measuring between 0.6 feet wide and 1.0 feet wide. Two bulwark stanchions also remain extant attached to the planks and measure 2.9 feet in length, 1.7 feet wide and 0.5 feet thick. These bulwark stanchions are thicker than those found in the bow, a common feature for bulwark stanchions near the vessel's scuppers. The single scupper is located between the two bulwark stanchions and is oval in shape, measuring 1.5 feet wide and 0.6 feet tall. The scupper would have allowed any water that accumulated on the weather deck of the *LaSalle* to be drained as the ship was underway.

The deck shelf is extant on both the port and starboard sides. On the starboard side, it is extant in the forecastle only, and extends to 15.1 feet along the baseline, while on the port side it extends from the bow to 43.5 feet along the baseline. Although greatly worn by the shifting sand, it measures 0.9 feet wide and 0.2 feet thick at its widest point. Iron knees were observed throughout the vessel. These knees measure 4.0 feet tall, extend 1.3 feet out from the ceiling planking, and measure 1.25 feet thick. These iron knees are one of the most distinctive features of the vessel, and allowed for its identification as the *LaSalle*. Iron knees were not used regularly in shipbuilding until the 1870's, and were not used long into the 1880's due to the switch from wooden composite vessels to iron and steel hulled ships around this time period.

The *LaSalle* carried a single centerboard located on the vessel's centerline. The centerboard trunk is located 44.9 feet along the baseline and measures 36.7 feet long. Its overall width is 1.5 feet, and it protrudes 6.4 feet out of the sand at the aft end and 2.5 feet at the forward end, on an even keel. Six planks of the trunk remain visible above the sand at the aft end and measure 1.0 feet wide by 0.4 feet thick. The forward end of the centerboard trunk is covered by a cap, measuring 1.5 feet wide and extending 6.4 feet along the top of the centerboard trunk. The pivot pin was not visible at the time of the survey due to sand buildup in the hold. It is likely that it still remains extant on the site, preserved beneath layers of sand. The centerboard is extant within the trunk and does not appear to be deployed. It measures 0.5 feet thick.

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Further aft the starboard side hull is broken at 70.4 feet along the baseline. Aft of this, the hull is slightly canted outward, but remains intact up to the bulwarks and topgallant rail. This extent of preservation allows for the identification of salt channels in the vessel's hull planking. In the late nineteenth century it was commonly thought that to have a more seaworthy or waterproof vessel, the wood of the vessel's hull needed to be pickled. To do so, holes were drilled in the ceiling planking so that salt could be poured into the space between the frames, the ceiling planking, and the outer hull planking. These holes measure 0.2 feet in diameter and are spaced 1.85 feet apart, measured on center. Additionally, along the length of the hold, iron rings are located at varying intervals. These rings measure 0.55 feet in diameter and are made of iron 0.1 feet in diameter. They are attached to the hull by iron eyelets measuring 0.4 feet in diameter. These would have been used to tie down cargo within the hold so that it would not shift during transport, and were commonly found on Great Lakes cargo vessels.

The starboard side disappears into the sand at 109.5 feet along the baseline and reappears out of the sand at 129.8 feet along the baseline. It is clear that this is a continuation of the topside and bulwark hull sections that extended into the sand at 109.5 feet, as it remains in line with the hull section and salt channels are also evident drilled through the ceiling planking on this section as well. This piece would have connected to the vessel's transom, which was not extant at the time of the survey. It is likely that it remains buried beneath the sand aft of the sternpost. The hull section tapers to only 3.0 feet wide at the stern end, which is indicative of the vessel's counter, which would have been located just below the bulwark at the stern. At the end of the hull section is a large timber, measuring 0.9 feet molded and 0.9 feet sided. This timber is likely the remains of the starboard side fashion timber, which would have fastened the counter and the transom together.

Although the vessel was stripped after running aground in 1875, evidence of the *LaSalle*'s masts and rigging remain extant. Chain plates are extant on the starboard side near the bow, located 23.6 feet aft of the stempost along the baseline, indicating the location of the foremast. The forward most chain plate remains intact, measuring 4.6 feet long. The other two chainplates are broken off just below the sheerstrake. All three measure 0.3 feet wide up to the upper extent and 0.05 feet thick. They are spaced 1.0 feet apart. Additional chain plates are extant on the starboard side, aft of the break in the hull, 87.1 feet along the baseline. These chainplates measure 4.6 feet tall, 0.3 feet wide, and 0.05 feet thick, matching the forward chain plates. These would have been associated with the vessel's mizzenmast and indicate its approximate original location along the baseline. Additionally, three iron eyelets associated with the vessel's standing rigging are extant attached to the vessel's topgallant railing. These are located at 87.0 feet, 88.0 feet, and 103.1 feet along the baseline and measure 0.2 feet in diameter. The vessel's main rail also remains intact on this section of the ship, and the belaying pin holes remain extant, though no belaying pins remain.

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During the 1875 salvage of the *LaSalle* it was reported that the vessel's rigging was to be recovered for use in other vessels. From the wire rigging still remaining on the site, it is evident that much of the rigging was not able to be salvaged as was originally intended. Located in the port side of the hold, from 41.9 feet to 56.1 feet along the baseline, a pile of entwined wire rigging, dead eyes, and circular hearts remains extant. From the extent of the rigging and associated artifacts, it is clear that a large portion of the rigging was not recovered at the time of the salvage. It seems as though the rigging was fouled during its attempted removal, and instead of it being removed, it was simply discarded on the wreck. The rigging measures 0.1 feet in diameter.

Within the pile of rigging lie five deadeyes of two different sizes, measuring 0.7 feet and 0.6 feet in diameter. Four of the deadeyes are upper deadeyes, and are "turned-in", with the standing wire rigging seized around the outer score, or groove, of the dead eye. Each deadeye has three holes, two of which are scored, or rounded, on the bottom to avoid snagging the rigging on a sharp edge. The fifth deadeye is a lower deadeye, and is scored around its outer edge with a metal band, or strop, which would have been used to bolt to the head of a chain plate. The bolt is still extant attached to the strop. Two other deadeyes remain extant on the site as well, one seized with wire rigging located at the break in the portside hull, and the other seized by a strop, located in between frame sets of the portside hull, 37.8 feet along the baseline.

Additionally, a single circular heart is located in the rigging pile as well, scored by the wire rigging. Circular hearts were used in place of dead eyes to set up bowsprit rigging or fore and aft stays. Instead of having three holes scored for the wire rigging, hearts had a large hole in the shape of a D lying on its side cut into them, with three rounded scores along the bottom edge. The existence of a circular heart indicates that the rigging pile is comprised of the vessel's standing rigging and bowsprit rigging. A section of the vessel's main rail or belaying pin rack is extant in the pile of rigging as well. It measures 3.8 feet in length and 0.5 feet wide, with belaying pin holes, 0.2 feet in diameter.

The sternpost measures 1.5 feet wide and 1.5 feet thick. The aft edge of the sternpost is flat while the forward edge and top of the sternpost are curved. It is likely that this smooth curve has been caused by sand washing over it for nearly 150 years. It is probable that this was originally squared off and would have been attached to the vessel's deadwood. Due to the amount of sand build up around the sternpost, it is not possible to discern if the deadwood remains extant, but it is likely buried beneath the sand. The remains of the hull planking at the stern appear to be part of the vessel's counter, and include the topside planks and bulwark planks to just beneath the main railing. This indicates that there is much more of the vessel's hull buried beneath the sand.

Many of the larger artifacts associated *LaSalle* were salvaged shortly after sinking, but it is still likely that other artifacts are buried in the gelatinous sand. Due to the nature of the surrounding quicksand, the probability for the stern and aft port quarter to be located beneath the sand remains high. The

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LaSalle Shipwreck (Schooner)

Lake Michigan, Manitowoc County, Wisconsin

archaeological data collected during the 2015 survey has provided additional information about the construction of Great Lakes canallers and nineteenth century maritime commerce, but more remains to be uncovered beneath a thick layer of sand.

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 4.15 miles northeast of Two Rivers, Wisconsin, the *LaSalle* (MN-0490) lies in 11 to 15 feet of water on the bottom of Lake Michigan in quicksand. The *LaSalle* is eligible for the National Register of Historic Places under Criterion D at the state level as an excellent 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 her role in the Great Lakes grain and lumber trade. Built in 1874, sunk in 1875, and measuring 139 feet in length, the *LaSalle* 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 *LaSalle*, such as the *Daniel Lyons*, the *America*, the *Walter B. Allen*, and the *Floretta*. The *LaSalle* 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 (1874-1875) begins with the *LaSalle*'s date of construction and ends with the date of sinking. The *LaSalle* site, which was documented by Wisconsin Historical Society archaeologists in July 2015, 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).

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Continuation Sheet

Section 8 Page 2

LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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).

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, 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.

A unique vessel type developed on the Great Lakes that was designed to transit the Welland Canal locks while carrying the largest possible amount of cargo; these box-shaped vessels were called canallers. 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

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Section 8 Page 3

LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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 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 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

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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 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).

***LaSalle* Operational History**

Under ceremony and fanfare at 11:30AM on 11 April 1874, Parsons & Humble shipyard's newly completed three-masted schooner was christened *LaSalle* and slid off the ways into the Niagara River in Tonawanda, New York. Named for the scenic village *LaSalle* located half way between Tonawanda and Niagara Falls, the vessel was specifically designed for the lumber and grain trade between Lake Michigan and the lower Lakes. Parsons & Humble employed a force of upwards of fifty men to prepare their new vessel for launch. The pride of the shipyard, the *LaSalle* was 2/3 owned by Samuel V. Parsons, and 1/3 owned John Humble, and valued at \$27,000 (*Buffalo Courier* 1873, 1874; Bureau of Navigation 1874; *Evening News* 1900).

Born in 1821, Samuel V. Parsons was a native of Newfoundland. He began his maritime career with the People's Steamship Line, which ran between New York City and Albany, New York. Parsons arrived in Buffalo in 1852 to take charge of shipping contracts for L. & H. Crampton Company. Later at Buffalo, he initiated a shipbuilding business of his own, growing into one of the city's largest employers, and known for cash payments for wages (Genealogical Publishing Company 1906).

John Humble was born in 1832 in Lac Beauport, Quebec. He married and moved to Buffalo around 1855 and rose through the ranks from shipwright to foreman of B.B. Jones' shipyard, and later to superintendent at R. Mills & Co. shipyard and dry dock on Buffalo Creek. Through his work he became known for his attention to detail and his skill to manage large operations. He gained the reputation of being one the finest shipbuilders and general superintendents on all of the Lakes (*Detroit Tribune* 1886, Jones, Shorf, and Weisman, Thomas & Lathrops 1855).

Samuel Parsons' partnership with John Humble in the Parsons & Humble shipyard at Tonawanda began in 1866, where they engaged in general shipbuilding and ship repair through 1878. During this

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

time the yard became renowned in building some of the finest vessels on the Lakes. The lumber used by the firm was purchased from Ohio and Canada. Considered a good judge of oak and pine, much of this construction material was personally selected by Samuel Parsons (*Buffalo Courier* 1873; Genealogical Publishing Company 1906).

Great detail and planning was put into the design of the schooner *LaSalle* with reference to strength, size, and speed. *LaSalle* was described as having one deck, three masts, a plain head, and square stern. She was built with angle-iron deck knees to provide greater strength than was typically given to vessels of her description. Additionally this added to the capacity she could carry in her hold, estimated at greater than 23,000 bushels of grain (*Buffalo Commercial Advertiser* 1874a; *Buffalo Courier* 1874; Bureau of Navigation 1874).

As she was purpose built for transit through the Welland Canal locks to trade on Lake Ontario, she was constructed of a boxy nature and to dimensions that allowed her hull to fit fully within the lock chambers with only inches to spare. She measured 139 feet in length, 26 ³/₁₀ feet in beam, with a 10 ⁹⁵/₁₀₀ feet depth of hold. Her tonnage was calculated at 307.15 tons, of which 287.42 tons accounted for the capacity under the tonnage deck, and 19.73 tons capacity of enclosures on her upper deck (*Buffalo Courier* 1874; Bureau of Navigation 1874).

She was towed from Tonawanda into Buffalo harbor during the afternoon of 6 May 1874 to complete her fitting out. Her rigging was supplied by the chandlery of Vosburgh & Baker of Buffalo, and her sails were made at David Provost & Son. The vessel received an A1 insurance valuation and her enrollment was entered at the Port of Buffalo on 9 May 1874. Her official number, # 15996, was assigned. Buffalo was listed as her homeport, and Captain Joseph H. Parker her Master (*Buffalo Commercial Advertiser* 1874a; *Buffalo Courier* 1874, Bureau of Navigation 1874).

At Buffalo, *LaSalle* was partially loaded with coal and began her maiden voyage to Chicago. She was taken in tow to transit the Detroit River on 12 May 1874. While passing Lime Kiln Crossing, her centerboard struck bottom, jammed into the box, and caused the ship to careen partially over to one side. Damage from the incident cost her owners \$400 in repairs, where they were made at Detroit. The striking of the bottom was denied in the *Buffalo Commercial Advertiser* of 15 May, but a report of the repair cost for the incident appeared in *Inter Ocean* in December of that year in a synopsis of marine disasters on the lakes (*Buffalo Commercial Advertiser* 1874b, 1874c; *Inter Ocean* 1874a, 1874e).

The remainder of *LaSalle*'s shipping schedule can only be pieced together from sporadic notices that appeared in regional newsprint. The vessel loaded 19,735 bushels of wheat at Chicago and arrived at the Montreal Transportation Company wharf in Kingston, Ontario, on 13 June 1874 (*Daily News* 1874a, 1874b). On 8 July *LaSalle*'s movement was noted as the schooner passed Detroit downbound.

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

She arrived at Holcomb & Stewart's wharf in Kingston with 18,400 bushels of wheat from Chicago (*Detroit Free Press* 1874; *Daily News* 1874c). No trips were located for August. On 7 September *LaSalle* arrived at James Swift & Company's wharf in Kingston with 17,924 bushels of wheat from Chicago (*Daily News* 1874d). Her return to Lake Michigan went undocumented, however, the schooner cleared Chicago on 7 October with 20,050 bushels of wheat bound for Buffalo (*Inter Ocean* 1874b). A passage by Detroit downbound was marked on 19 November. A month later, *LaSalle* was reported put away in winter quarters at Tonawanda (*Inter Ocean* 1874c, 1874d).

No records were located for *LaSalle*'s early 1875-season. The schooner's upbound passing of Detroit was noted on 4 August 1875 but her destination and cargo are unknown (*Detroit Free Press* 1875).

On 22 October 1875, *LaSalle* loaded 22,000 bushels of wheat owned and shipped by parties in Chicago, and departed for Buffalo. As the schooner sailed north into the teeth of a gale on the night of 25 October, she unslipped her rudder while abreast of Two Rivers Point. Before Captain Parker could get the vessel to come to anchor, she struck bottom and drifted shoreward. There, she became inbedded in quicksand. The vessel filled with water, her quarters sank nine feet underwater, forcing her crew into the rigging. The men remained aloft all night where they anxiously awaited daybreak. Come morning they were rescued by fishermen from Two Rivers, Wisconsin. Several days later, the tugs *Leviathan* and *J.J. Hagerman* were sent from Milwaukee to lend assistance to the stranded vessel. They could not free the *LaSalle*. Moreover, the ship was determined to be badly damaged and proved a total loss. The one year old schooner was subsequently stripped of her anchors, spars, and some of her rigging, and abandoned (*Ahnapee Record* 1875; *Toronto Daily* 1875; *Milwaukee Sentinel* 1875a, 1875b, 1875c; *Daily Freeman* 1875; *Evening Telegram* 1875).

LaSalle's hull was fully insured in the Aetna Company. Her grain cargo was insured for \$7,500 in the Pacific, \$7,500 in the Phoenix, \$4,000 in the Northwestern, and \$5,000 in the Amazon (*Daily Freeman* 1875; *Evening Telegram* 1875; *Inter Ocean* 1875). Following the loss, the ship's enrollment documentation was surrendered at the Port of Buffalo on 30 September 1876 (Bureau of Navigation 1874). Nearly three years after her sinking, during the last week of August 1878, Parsons & Humble's schooner *W.H. Rounds* called on Two Rivers and took aboard the spars, anchors and rigging saved from the schooner *LaSalle* and returned them to the shipyard at Tonawanda to be used again (*Inter Ocean* 1878).

Archaeological Significance

Most of the *LaSalle*'s hull components are present within the wreck site, and the site retains excellent archaeological integrity. Sites such as the *LaSalle* present a rare opportunity to study and learn about historic wooden vessel construction, and the ways these ships were used in the grain and lumber trades. Her wreck site was forgotten after a brief salvage in 1878 and covered by sand in Lake Michigan. Only

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

recently uncovered from the sand in the summer of 2015, she remains lightly visited. With her bow remaining completely intact, the vessel represents one of the most intact wreck sites in shallow waters.

The *LaSalle* 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 her role in the Great Lakes grain and lumber trades. The *LaSalle* 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 *LaSalle* 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 *LaSalle* was carrying a cargo of wheat bound for Buffalo, New York. This trade fueled the expansion of the Grain Belt and the development of the major industrial centers of the Midwest.

Many opportunities remain for future archaeological research on the *LaSalle* as much of the stern and portside bow sections are likely concealed beneath the soft layer of silt and organic material surrounding the site. 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 *LaSalle* has significantly added to the understanding of Great Lakes canaller construction. Due to the high level of hull integrity, the *LaSalle* site has vast potential to yield even further insight into nineteenth-century maritime commerce.

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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Section 10 Page 1

LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Verbal Boundary Description

The boundary for the *LaSalle* site is marked by a circle with a radius of 275 feet, centered on the UTM coordinates 0459255 Easting, 4893331 Northing, Zone 16.

Boundary Justification

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

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 2

LaSalle Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2015
Bow looking aft

Photo #2 of 2

LaSalle Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2015
Starboard hull with iron deck knees

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LaSalle Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

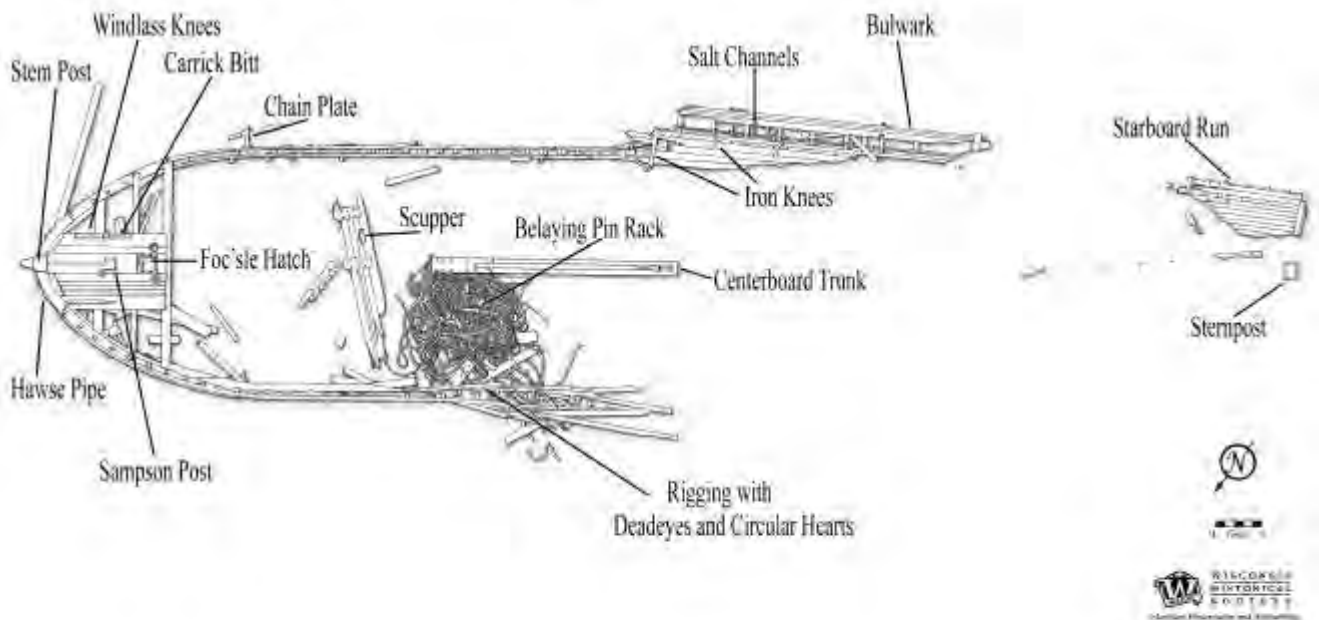
Section figures Page 1

Figure #1 of 2

LaSalle Shipwreck (Schooner)
Manitowoc County, Wisconsin
Site plan of the LaSalle shipwreck
August 2015

LaSalle Shipwreck (Canaller)

Town of Two Rivers, Manitowoc County, Wisconsin



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Pathfinder Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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Figure #2 of 2

LaSalle Shipwreck (Schooner)
Manitowoc County, Wisconsin
Map of the *LaSalle* shipwreck site
August 2015







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: LASALLE Shipwreck (schooner)

Multiple Name: Great Lakes Shipwreck Sites of Wisconsin MPS

State & County: WISCONSIN, Manitowoc

Date Received: 3/17/2017 Date of Pending List: Date of 16th Day: Date of 45th Day: 5/1/2017 Date of Weekly List:

Reference number: MP100000949


Nominator: State

Reason For Review:

Accept Return Reject 5/1/2017 Date

Abstract/Summary Comments: Please note that it was confirmed with SHPO that locational information for this property is NOT to be restricted. (E-mail correspondence between Julie Ernstein at NPS and Peggy Veregin at Wisconsin SHPO on 4/26/17 and 4/27/17.)

Recommendation/
Criteria

Reviewer Julie Ernstein 

Discipline Archeologist

Telephone (202)354-2217

Date 5/1/17

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.

GLENN GROTHMAN
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

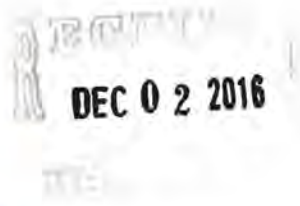
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COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM

JOINT ECONOMIC COMMITTEE



UNITED STATES
HOUSE OF REPRESENTATIVES



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GROTHMAN.HOUSE.GOV

November 29, 2016

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

Wisconsin Historic Preservation Review Board:

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

The *La Salle* Shipwreck sank in October 1875 after sailing into the eye of the wind and unslipping her rudder, ultimately striking bottom and becoming embedded in quicksand. The *La Salle* wreck site has yielded significant information on construction of these vessels designed for the lumber and grain trade and for providing information that helps us understand the history of nineteenth century maritime commerce. Much of our understanding of this vessel type lays on the lakebed and comes from archaeological data recovered from wreck sites such as the *La Salle*.

Please give all due and fair consideration consistent with current federal and state laws and agency regulations, keeping me apprised of your efforts and findings by contacting Alan Ott, District Director, at 1020 S. Main Street, Suite B, Fond du Lac, WI 54935 or by calling (920) 907-0624. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Grothman". The ink is dark and the signature is fluid and legible.

Glenn Grothman
Member of Congress



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Seventeenth day of March 2017, for the nomination of the LaSalle Shipwreck (Schooner) to the National Register of Historic Places:

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

COMMENTS:

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