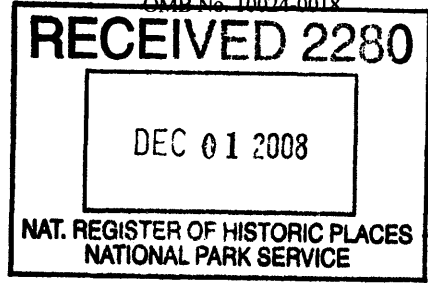


1331



**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 Lumberman Shipwreck
other names/site number _____

2. Location

street & number	4 miles east of Bender Park in Lake Michigan	N/A	not for publication
city or town	Oak Creek	X	vicinity
state Wisconsin	code WI	county Milwaukee	code 079
			zip code 53154

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.)

Signature of certifying official/Title Date 11/25/08

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 _____

Lumberman Shipwreck

County 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:)

Edson H. Beall

1-14-09

Box

Signature of the Keeper

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)

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> contributing | <input type="checkbox"/> 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
is previously listed in the National Register**

0

6. Function or Use

Historic Functions

TRANSPORTATION/Water-Related

Current Functions

VACANT/NOT IN USE

7. Description

Architectural Classification

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.)

Lumberman Shipwreck
Name of Property

County Milwaukee
County and State

Wisconsin

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/ HISTORIC, NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1862-1893

Significant Dates

1862

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Litchfield, Allyne (Shipbuilder)

Narrative Statement of Significance

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

Lumberman (Shipwreck)

County 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:

X State Historic Preservation Office

- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreeage of Property 2.5 Acres

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

1 16 0438151 4746623
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 Zone Easting Northing

4 _____
 Zone Easting Northing

See Continuation Sheet

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

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

11. Form Prepared By

name/title Tamara Thomsen, Keith Meverden, and John Jensen
 organization Wisconsin Historical Society
 street & number 816 State Street
 city or town Madison state WI

date 5/14/08
 telephone 608-221-5909
 zip code 53706

Lumberman (Shipwreck)

County 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	Steven Miller, Bureau Director, Facilities & Lands	date	5/14/08
organization	Wisconsin Department of Natural Resources	telephone	608-266-5782
street&number	101 S. Webster Street – LF/6	zip code	53703
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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National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Summary

Located in 55 feet of water in Lake Michigan four miles east of Oak Creek, Wisconsin, lie the remains of the schooner *Lumberman*. Built in 1862 in the remote, frontier shipyard of Allyne Litchfield in Blendon's Landing, Michigan, the *Lumberman* was built specifically for transportation of lumber products. The three-masted, double centerboard schooner *Lumberman* sank in a fast moving Lake Michigan storm on 6 April 1893. Although much of the ship's equipment and the crew's personal effects have been salvaged by divers, the *Lumberman* is remarkably intact and provides historians and archaeologists the unique opportunity to study construction techniques on this unique vessel type. Built specifically for the Lake Michigan lumber trade, today it is unknown why some builders equipped their vessels with double centerboards while the majority of Great Lakes builders installed only one. Little documentation exists in the historic record regarding double centerboard schooners, and the *Lumberman* is one of only four double centerboard schooners known to exist in Wisconsin waters, making her an important archaeological resource.

Description of Field Research and Site Description

Wisconsin Historical Society underwater archaeologists, volunteers, and members of the Great Lakes Shipwreck Research Foundation conducted archaeological investigations on the wreck site of the schooner *Lumberman* over the 2001, 2002, and 2003 field seasons. The vessel is largely intact, including the bulwark stanchions and rail, double centerboard trunks, and a large portion of her deck planking. Several components of the deck equipment remain on deck, including the windlass and a single-acting bilge pump. The locations of missing deck equipment are well-marked by pump shafts (for the bilge pumps) and fasteners that held both the fore and aft centerboard winches.

The overall hull dimensions are 128.4 feet in length and 23.2 feet in beam. A section of bulwark is broken away at the port bow to reveal inner construction details of the stem post, port side knighthead, and forward cant frames. The stem post is 19 inches molded and 14 inches sided, with a 2 inch deep rabbet to accept the outer hull planks. The first cant frame is a single frame that measures 7 inches molded by 8 inches sided. Both the second and third cant frames are double framed and measure 7 inches molded and 5 inches sided with room of 10 inches and a space of 12 inches. The fourth cant frame is also a single futtock that measures 7 inches molded by 8 inches sided. An iron brace, 8 inches long by 3.5 inches wide, is fastened between the knightheads aft of the stem. The port cat head was carried away with the damage at the port bow, but the starboard cathead is extant and is 8 inches square and 3 feet, 8 inches long. A mortise is cut through the end of the cathead that is 7 inches long by 3 inches wide through which passed the chain for handling the anchor between the deck and the waterline. The hawse pipes are 12 inches in diameter with a 7 inch diameter hole. The chain bowsprit guys remain fastened to the outer hull planking on either side of the bow. The bow did not have a forecastle deck, the weather deck being the uppermost deck forward of the windlass.

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Section 7 Page 2

Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Ceiling planking is 2.5 inches in thickness and varies in width from 10 to 11 inches. Ceiling planks are fastened to the frames with ½ inch square head nails. The outer hull planks vary in thickness between 1.75 to 2 inches and are also fastened ½ inch square head nails. The first seven outer hull planks beneath the sheer strake vary in width between 3.5 to 4.5 inches, and increase in thickness at the turn of the bilge by an additional 1.5 inches. These thick strakes vary in width between 5.5 to 6 inches. The thick strakes larger dimension helps to reinforce the turn of the bilge – a naturally weak spot on a ship's hull.

The damage to the bulwarks at the port bow extends ten feet aft of the stem, after which the main rail runs continuously along the port side to the transom. The main rail scantlings are jointed by flat scarphs with a 2 foot, 11.5 inch tongue with 1.5 inch nibs. The rail is 14 inches wide by 3.5 inches thick and is fastened atop bulwark stanchions that measure 5.5 inches square. The rail stands 2 feet, 3.5 inches above the deck. A monkey rail is fastened atop the main rail around the quarterdeck, beginning 20.0 feet forward of the transom on either side. The monkey rail is 8 inches wide and 3 inches thick. Two iron fairleads remain fastened to the rail of the vessel - one at the starboard bow and one at the port stern that is 7 inches long by 4 inches wide. A portion of the bulwarks missing at the starboard quarter reveals single cant frames with dimensions of 8 inches sided by 5 inches molded on a 10 inch space.

Lumber ports penetrate the bulwarks on both the port and starboard sides. The ports are 2 feet, 6 inches long by 8 inches tall and are positioned on either side of the cargo hatches for ease of loading boards and timber products. The covers for the lumber ports are not extant.

Two sets of bitts are located on either side of the hull 17.0 feet aft of the stem. The bitts rise 3 feet, 4 inches above the deck, and each bitt is 8 inches square. The amidship and stern bitts consist of only a single bitt rather than a pair. The amidships bitts are both 6 inches sided and 5.5 inches molded and located 58 feet, 5 inches aft of the stem. The two stern two bitts each measure 7.5 inches square and are located on either side of the mizzenmast.

Much of the weather deck forward of the windlass has collapsed. The windlass and sampson post have fallen astern, and the windlass lies upside down atop a jumble of anchor chain, carrick-bitts, cheeks, and knees. A large amount of anchor chain is piled atop the weather deck to starboard of the windlass, spilling over the deck planks and into the hold.

A single mast partner is located in the vicinity of where the foremast once stood. The mainmast is also missing, but the mainmast's former location is marked by an empty octagonal hole in the deck that is 10 inches long on each segment, giving a mast hole with a diameter of 2 feet, 3 inches. The mainmast was located 60 feet, 2 inches from the stem and 1 foot, 8 inches forward of the main cargo hatch. The

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

base of the mizzen mast is extant and protrudes from the deck 100 feet from the stem and 6.2 feet aft of the aft cargo hatch. The mizzenmast is also stepped through an octagonal hole that measures 10 inches on each segment with a 2 feet, 3 inch diameter. The mizzenmast fragment lists to port, is 18 inches in diameter, and rises 12 feet above the weather deck level.

The masts were supported by iron chainplates 3 inches wide, ½ inch thick, and 3 feet, 4 inches long. The chain plates are protected by wooden chain wales 4 inches wide and 2 inches thick. The foremast was supported by four shrouds and chainplates on either side. All four chainplates are extant on the starboard side, but only two of the port chainplates are extant. The mainmast was supported by three shrouds and chainplates on either side, but only the port side chainplates are extant on the hull. The mizzenmast was also supported by three shrouds and chainplates on either side, all of which are extant. The vessel was wire rigged, and sections of wire shrouds lie on the lakebed near the port foremast chainplates as well as around the starboard quarter.

The *Lumberman* carried two centerboards mounted in trunks atop the rider keelson on the vessel's centerline. The centerboard trunks are sandwiched between the deck beams and the keelson and are reinforced by two iron tie rods that run between the deck beam and keelson at the aft end of each trunk. The forward centerboard trunk is located 23 feet aft of the stem and is 21 feet, 9 inches long, 1 foot, 5 inches wide, and 6 feet, 5 inches tall. The forward centerboard trunk is covered with 7 planks on either side that vary in width from 4 to 11 inches. The centerboard was raised via a chain and hand winch that was fastened to the weather deck. The centerboard chain passed through an 11 by 5 inch hole that penetrates both the weather deck and centerboard trunk. The forward winch is no longer extant, but its former location is marked by two 1 inch iron bolts that fastened the winch to the deck. Two sets of winch bolts protrude from the deck at 42 feet, 11 inches and 45 feet, 6 inches aft of the stem.

The aft centerboard trunk is 32 feet, 8 inches aft of the forward trunk. The aft trunk is 22 feet, 2 inches long, 1 foot, 5 inches wide, and 5 feet, 8 inches tall. The aft trunk is covered with 9 planks on either side that vary in width from 4 to 11 inches. Although the centerboard trunk is located on the vessel's centerline, the forward edge of the aft trunk is 6 feet, 2 inches from the port side hull, but only 5 feet, 11 inches from the starboard side hull. The stern of the aft trunk is 6 feet, 7 inches from the port side hull, but only 6.0 feet from the starboard side hull. This suggests that the structural integrity of the hull is compromised near the stern, causing the port side to fall outward near the vessel's stern. Like the forward centerboard, the aft centerboard was raised and lowered with a hand winch that is not extant with the exception of its fasteners that are located 99 feet, 4 inches from the stem.

Seven deck stanchions support the deck beams between the centerboard trunks. The deck beam / stanchion joints are reinforced by iron clasps. The stanchions vary in dimension, ranging from 5 inches

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

square, to 7 inches by 5 inches. The deck beams are 11 inches molded and vary between 9 to 10 inches sided. Deck beams on either side of the cargo hatches are somewhat larger than the other beams with sided dimension of 12 to 13 inches. Beam spacing varies between 1 foot and 2 feet, 9 inches. The deck beams are fastened to a deck clamp that is 4.5 inches thick and secured to the ceiling planks with iron bolts and 2 inch roves. No hanging knees are extant on the vessel. The only beams supported by knees are those beneath the stern cabin. These 6 beams have a bosom knee fastened on both ends of the beam that are fastened through a 5 inch wide stringer fastened to the ceiling planking. The knees measures 13 inches at the throat, 24 inches at the body, and 22 to 35 inches at the arms. The bosom of knees are 13 inches with a toe of 2 inches. The foot is docked, trimmed to 5 inches square. No other beams throughout the vessels are supported by knees.

Three cargo hatches penetrate the *Lumberman's* deck. Hatch combings are 9 inches tall and 4 inches wide. There are no notches extant on the coaming to receive strongbacks; instead the entire inside perimeter of the coaming is recessed 2 inches to receive the hatch covers. The forward hatch is located 31 feet, 7 inches aft of the stem; the main hatch is located 64 feet, 4 inches aft of the stem; the aft hatch is located 86 feet, 4 inches aft of the stem. The centerboard trunks obstruct both the forward and aft cargo hatches. The forward and main hatches have an inside dimension of 8 feet, 6 inches in length by 8 feet, 3 inches in width. The aft hatch has an inside dimension of 7 feet, 6 inches in length and 8 feet, 3 inches in width.

The *Lumberman's* square stern is partially intact. Much of the 18 feet, 4 inch-wide transom rests on the lakebed aft of the hull. The counter planks are sprung from under the vessel on both the port and starboard sides. The sternpost is 11 inches square, and the rudder box is 21 inches long, 16 inches wide, and constructed of planks 2 inches thick. The rudderpost is 13 inches in diameter, and the rudder head is 20 inches in diameter and remains fastened atop the rudderpost.

Deck planks vary in width from 2.5 to 6 inches and 1.75 to 2 inches in thickness. Ten planks remain in place at the starboard bow, supporting a pile of anchor chain. Thirty-one planks remain amidship between the forward and main hatches, 24 planks are extant amidships between the main and aft hatches, and 23 planks extend amidship from the aft hatch to 6 feet, 8 inches aft of the mizzenmast. Many deck planks have come loose and fallen into the hold.

Two bilge pump shafts are visible on the weather deck 58 feet, 5 inches from the stem. Nine inches of pipe with a coupler end extends above the deck. The port pipe remains upright, but the starboard pipe is bent and twisted towards the starboard side. These pipes penetrate the deck and disappear into the sand that fills the bottom of the cargo hold. Two additional pump shafts are visible on deck 95 feet, 11 inches from the stem. The port side pipe extends eighteen inches above deck level but is bent towards

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

the starboard quarter. Twelve inches of the starboard side pipe extends above deck level, but is bent toward the port side. These pipes extend through the deck and into the hold. A single-acting bilge pump is extant on deck 103 feet, 5 inches from the stem, immediately aft of the mizzenmast. This pump is heavily corroded, but is 12 inches in diameter with white rubber gaskets visible.

A single bitt is located amidship forward of the mainmast that measures 11 inches square and rises 46 inches above the deck. Located 55 feet, 9 inches from the stem, the bitt has two 1.5 inch diameter iron norman pins that extend 7.5 in. from either side.

Summary Paragraph

Located four miles east of Oak Creek, Wisconsin, the schooner *Lumberman* lies upright and intact in 55 feet of water. Built in 1862 and lost in 1893, the *Lumberman* represents a unique vessel type – the double centerboard schooner - built on the edge of the frontier and built specifically for the blossoming lumber trade. Little historical documentation exists on double centerboard schooner construction and operation. Much of our understanding of this vessel type lies on the lakebed and comes from archaeological data recovered from wreck sites like the *Lumberman*. Only four other double centerboard schooner are known to exist in Wisconsin waters. The *Lumberman* is an essential component to understanding why a few shipbuilders continued building double centerboard schooners while most Great Lakes shipbuilders scorned them. The *Lumberman* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The wreck of the *Lumberman* has produced a wealth of archaeological knowledge on wooden double centerboard schooner construction and use, and has the potential to yield further significant archaeological data.

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Section 8 Page 1

Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Vessel History

Resting in 55 feet of Lake Michigan water four miles east of Oak Creek, Wisconsin, the schooner *Lumberman* represents an example of a rare vessel type, the double centerboard schooner. Built at the dawn of the Lake Michigan lumber boom in 1862 in Blendon's Landing, Michigan, the *Lumberman* was built specifically for the regional transportation of lumber products. Her career eclipsed the lumber industry's heyday, and her last years were typical of many self-sufficient lumber schooners – struggling to compete with the speed and capacity of steam ships by working the smaller, unimproved harbors to remain profitable. She was claimed by a fast moving spring storm on 6 April 1893 and settled to the bottom with only her masts protruding from the water; her crew took to the masts, clinging for their lives for several hours before rescue. Although most movable objects have been salvaged by recreational divers, the *Lumberman* remains upright and largely intact, allowing archaeologists a unique study of this vessel type. Double centerboard schooners were not common on the Great Lakes, today only four archaeological examples exist in Wisconsin waters. Little is known about the operational history or use of this vessel type.

Lake Michigan's Lumber Trade

Wood products were the backbone of the Lake Michigan schooner trade. Nearly every form of wood product was carried aboard a Lake Michigan schooner, including bark, lumber, pulpwood, shingles, and evergreen trees destined to decorate holiday homes. It was lumber products that allowed aging schooners to continue working the Great Lakes well into the twentieth century – long after sail technology was rendered obsolete by advances in steam technology. The smaller sailing vessels, with a shallow draft, could load in unimproved lake ports along northern Lake Michigan, and lumber's durable nature allowed it to be carried in leaking vessels whose wet holds would have ruined more fragile cargoes. It is no coincidence that Lake Michigan's last working schooner, the *Our Son*, was carrying a load of pulpwood when she foundered off Manitowoc on 26 September 1930.

Lake Michigan was ideally located for the lumber trade. Spanning over 300 miles north to south, Lake Michigan was a virtual water highway surrounded by everything required to produce one of the world's most valuable lumber industries. The lake's northern shore was surrounded by some of the largest stands of white pine in North America. Its southern shore possessed one of the busiest shipping ports in the world, with an appetite for lumber equal to its vessel traffic. This combination produced what became one of the most productive and profitable industries in America. The total value of lumber produced in Michigan alone exceeded the value of gold production in California by one billion dollars (Berton 1996).

Settlement west of Lake Michigan did not begin on a large scale until the end of the Blackhawk War in 1832. Soldiers returning eastward from the war carried news of vast fertile lands and forests in the

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Upper Midwest awaiting settlement. The floodgates opened, and waves of settlers began arriving almost daily. Milwaukee and Chicago's populations quickly swelled and settlers soon overflowed onto the treeless prairies with its fertile lands ripe for agriculture. While these lands did not require the typical backbreaking work of clearing trees, they did not furnish the basic material necessary for building communities - lumber (Berton 1996).

The few stands of trees that did exist in the middle Mississippi valley were quickly exhausted by 1840. Fortunately for the prairie settlers, however, one of the greatest stands of timber in America lay just to the north in Wisconsin, Minnesota, and Michigan's Upper Peninsula. Settlers in these areas found stands of timber so vast they seemed inexhaustible. In 1852, a Wisconsin congressman spoke of "interminable forests of pine sufficient to supply all the wants of citizens ... for all time to come". Lumber was a bulky commodity and awkward to move, but a key geographical feature connected the northern timber lands with the southern demand - Lake Michigan - and the lake schooners quickly answered the call for lumber (Berton 1996; Fries 1951).

Wood was to the nineteenth century what petroleum was to the twentieth. Every man, woman, and child used an average of 350 board feet per year, and almost every structure was built of wood (Berton 1996). White pine was ideal for the needs of the day - it was light, strong, and durable, and did not warp, crack, shrink, or splinter. Mature white pine trees grew to a height of 150 feet, with trunks up to four feet in diameter. Their wood was largely free of knots, and they floated - making for easy transportation to mills (Berton 1996). The Lake Michigan lumber industry began on a small scale to supply local needs, but quickly grew to into one of the nation's most productive lumber operations. By 1840, the value of Wisconsin's lumber industry exceeded the fur trade and lead mining to become Wisconsin's leading commercial enterprise, and provided fresh employment opportunities for those displaced from the declining fur and lead industries (Fries 1951; Kreisa 1992; Lusignan 1986).

The state's rivers systems naturally divided Wisconsin into six lumbering districts: the Green Bay and Wolf River districts in the northeast, and the Wisconsin, Black, Chippewa, and St. Croix districts in the northwest (Fries 1951). With its wealth of pine resources and accessibility to older settlements, the Wisconsin River Valley became Wisconsin's first large scale lumbering district. Even during the Panic of 1837, when the rest of the country was struggling, the upper Wisconsin River valley was enjoying prosperous times due to its lumber resources. Other districts rapidly overtook the central valley in lumber output, but lumbering in the upper Wisconsin River valley continued to grow and was producing 200 million board feet annually by 1872 (Fries 1951).

As Wisconsin's southern forests were cleared, lumber extraction moved northward to the Green Bay, Wolf, Black, St. Croix, and Chippewa river districts (Kreisa 1992). The Green Bay and lakeshore

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

district witnessed rapid growth that began in the late 1840s. In 1846, the only two mills of considerable size were at Green Bay and the mouth of the Menomonee River, with an additional four or five smaller mills scattered throughout the district. By 1854, however, the district's lumber output had reached 137 million board feet annually; by 1865, annual shipments totaled 200 million board feet in addition to shingles and other wood products. By 1871, production had reached 300 million board feet (Fries 1951; Lusignan 1986). Many cities on Lake Michigan's northern shore were created and sustained almost solely by the Lake Michigan lumber trade - cities such as Muskegon, Manistee, Ludington, Peshtigo, Marinette, Menominee, and Manistique (Karamanski 2000).

Wisconsin's lumber industry witnessed its most expansive growth following the Civil War. According to the Wisconsin Geological and Natural History Survey (1898), between 1840 and 1873 the Wisconsin lumber industry harvested a total of 20 billion board feet of pine, and tripled its production to 66 billion board feet between 1873 and 1898 (Grey 1998). Improvements in saw technology played an important role in increasing mill output as the slower reciprocating saws were replaced by steam-powered circular saws capable of cutting four to six boards at a time (Cooper 1987). Northern Wisconsin and Michigan's Upper Peninsula pineries quickly became the heart of the American lumber industry, and as a result, lumber became the backbone of Lake Michigan shipping, linking commercial markets within the region as well as markets on the Atlantic Ocean and Gulf of Mexico (Karamanski 2000; Rector 1953).

The lumber harvest was a seasonally cyclic process. The felling of trees and milling of lumber products most often took place during winter months. Snow cover and frozen ground allowed easier transportation of large logs through the forests via horses and sleds. Once received and processed at the mill, mountain lumber products were piled along the Lake Michigan shoreline to await the opening of the shipping season as soon as the lake ice receded. Lumberjacks retreated from the forests with the spring thaw to load ships with lumber from the trees they felled the previous winter (Lusignan 1986). As soon as Lake Michigan was cleared of ice, many northern lumber towns had several vessels at anchor outside their river mouths, waiting their turn for a cargo of lumber (Fries 1951).

The frontier cities of Milwaukee and Chicago had an enormous appetite for building materials and this was an important factor in the lumber industry's rapid growth (Kreisa 1992). In 1860 alone, Milwaukee received 30 billion board feet of lumber, and increased its consumption to 150 billion board feet by 1897 (Kreisa 1992). Chicago eclipsed Milwaukee's consumption, however, and white pine quickly became the mainstay of Chicago trade and the most important product carried by ship to that city (Karamanski 2000). Early lumber shipments to Chicago satiated the city's construction needs, but Chicago's location allowed it to prosper into a large scale lumber wholesaling district. Chicago was well connected with the western prairie lands to the west via the Illinois and Michigan Canal that opened in 1848, as well as a railroad system that opened a year later, giving Chicago an unrivaled

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Lumberman Shipwreck
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ability to economically move lumber to the west and south. The successful grain market of the 1850s and 1860s lured farmers to settle the western prairie lands and created a strong lumber demand for houses, barns, and fences. Railcars arrived at Chicago filled with prairie wheat and corn, and returned to the prairies loaded with pine lumber (Cooper 1987; Fries 1951; Karamanski 2000). By the 1856, Chicago had become the world's largest lumber market with 12 miles of the Chicago riverfront devoted to lumber docks. By 1860, Chicago emerged as the world's busiest port (Berton 1996; Karamanski 2000).

The lumber industry itself proved to be purely extractive, producing for a brief period of time before its resources dried up. In 1869, 2.75 billion board feet of pine was produced annually by the lake states, increasing to 7 billion board feet by 1889, the lumber industry's peak. Soon after, most of Wisconsin and Michigan's accessible pine lands were logged out, and by 1897, most of the forest surrounding the lakes had been destroyed by what has become known as the Big Cut (Cooper 1987; Mansfield 1899; Rector 1953). Technological advances had made it possible to strip a 36-mile timber berth clear of pine within ten years, helping destroying the seemingly inexhaustible stands of pine in a little more than 50 years (Berton 1996).

The lumber industry employed a great number of people in the region, mostly immigrants from Ireland, Scandinavia, Germany, and Quebec, and the industry's success was in part due to skilled labor supplied by these immigrants (Fries 1951). Many other woodsmen came to Wisconsin from the lumber industries of the Eastern United States, from lumbering communities of Maine, New York, New Hampshire, and Pennsylvania. Advertisements with enticements and newspapers articles never tired of publishing articles about the 'rare chance' opportunities in Wisconsin (Fries 1951). One of the greatest hardships of the early lumber communities was procurement of supplies, as few agricultural settlers had yet arrived. Many brought in goods via keelboats or by teams over extremely difficult routes. Prices for transportation of goods were so high that many lumbermen entered into the freighting business themselves purchasing ships and opening up mercantile stores of their own (Fries 1951). Through schooner traffic, remote lumber settlements developed into the lakeshore cities that we see today along Lake Michigan's coastline. Many other northern lumber ports were temporary, improvised terminals with little capital invested toward harbor and dock improvements to keep them profitable for their short lives (Karamanski 2000). Rather than build piers or harbors, many lumber barons paid to lighter out, hoisting lumber from small skiffs and barges into the holds of schooners anchored a short distance from shore. (Karamanski 2000).

Lumber transport on Lake Michigan began with the earliest lumbering activities during the mid-1830s, when the first lumber schooner arrived in Chicago with a cargo of "white wood" from St. Joseph, Michigan in 1833 (Karamanski 2000). Following this first shipment, the number of vessels engaged in

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the Great Lakes lumber trade increased slowly to 50 vessels in 1840, and then quickly grew to over 500 vessels, carrying 8,000 cargoes annually, by 1885 (Kreisa 1992). Lake schooners varied in size and could carry between 250,000 - 1,500,000 board feet of lumber depending on the vessel (Lusignan 1986). Most Lake Michigan lumber schooners operated out of Milwaukee or Chicago, but there was at least one or two ships hailing from nearly every shore side town (Karamanski 2000). With a heavy dependence on the wind, the Lake Michigan lumber trade was often unpredictable, and unfavorable conditions could often leave the southern city markets wanting for lumber:

After a long spell of prevailing southerly winds, the port of Chicago was most likely to be empty of lumber cargoes until the wind changed, when the Chicago River would again become choked with lumber ships all the way from the Lake Street to the Clark Street Bridge (Fries 1951).

The industry saw a shift region-wide to the schooner barge beginning in the late 1860s. The lumber merchants of Buffalo in 1861 began dismantling the sailing ships and towing them behind steam tugs. Barges of this type carried roughly over three hundred thousand board feet of lumber and a quantity of smaller products like lath (Fries 1951). By 1884-1885, there were about 500 steamers and schooners on the Great Lakes lumber trade, hauling approximately 8,000 cargoes a year. Tow barges saw use in the lumber trade before use in the grain trade, first being employed about 1861 (Cooper 1987; Mansfield 1899). Despite the development of schooner barges, lumber schooners remained operating independently of tows until 1930 (Karamanski 2000). A great number and wide range of vessels were engaged in lumber transportation on Great Lakes waterways, and consequently quite a few have ended as shipwrecks in Wisconsin waters (Kreisa 1992). The decline of the lumber industry was to a large degree the passing of the age of sail on the Great Lakes (Cooper 1987). By 1872, 12,000 vessels arrived at Chicago - 9,000 of those vessels were loaded with lumber, and 740 lumber schooners hailed from Chicago (Karamanski 2000).

The beginning of the nineteenth century found a wilderness frontier populated by a handful of hardy European fur traders, but by the century's close Lake Michigan boasted one of the busiest shipping ports in the world (Karamanski 2000). Lake Michigan schooners were subject to rapidly evolving trade patterns, requiring them to be highly adaptable to shifting markets and technologies. The schooner was present throughout this entire period, despite increasing pressure from larger steam vessels. Given that schooners were still sailing well into the twentieth century is evidence that they were a hardy and adaptable vessel.

Operational History

The *Lumberman*, a three-masted schooner, had a long career carrying lumber and other forest products on Lake Michigan. This modest but specially designed craft provided a powerful link between the

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Atlantic seaboard shipbuilders and the expansion of the maritime and lumber frontiers across the Midwestern United States during the middle and later decades of the nineteenth century. Her history is, in large part, the stories of her builder, owners, captains, and largely unknown crew. The *Lumberman's* multifaceted history reveals the role of water, and of the exploitation of natural resources in the development of economic power and social status in the frontier Midwest.

The surprising story of *Lumberman's* builder, Allyne Litchfield, illustrates the strong social, economic, and family ties that carried seafaring culture, technology, and capital from the older maritime centers of the Atlantic coast to the Great Lakes maritime frontier.

On 2 August 1862, Allyne Cushing (A.C.) Litchfield signed the master carpenter certificate for his latest vessel, the *Lumberman* (Bureau of Navigation 1862a). The three-masted schooner was designed with a particular purpose in mind- carrying lumber from Michigan's rich but isolated timberlands to the hungry markets of the expanding nation. As long as most three-masted Great Lake schooners of her time at 126 feet, the new lumber carrier was narrow and shallow, just 23 feet, 6 inches in beam and 7 feet 6 inches in depth. The schooner had a boxy, rather flat-floored hull. To make the vessel sail properly, Litchfield installed two large centerboards. These long retractable boards extended down through the schooner's keelson and keel. In deep water, these centerboards compensated for the shallow hull and lack of a full keel by providing the lateral resistance needed for sailing a straight course. By 1862, most shipbuilders had turned away from double or tandem centerboards (U.S. Nautical Magazine and Naval Journal 1856; Barkhausen 1990). Two centerboards, many felt, compromised hull strength and reduced cargo capacity. For the shallow lumber schooners, however, the advantages of tandem centerboards must have outweighed their problems. Several Great Lakes lumber schooners built after 1860 had this arrangement (Cooper and Kreisa 1992).

Blendon's Landing was one of dozens of small frontier communities created across the Great Lakes region by the expanding lumber industry. These extraction-based settlements had a temporary quality. Some, including Blendon's Landing, flourished for just a brief period before disappearing with the big trees. When A.C. Litchfield came west in the winter of 1858-59, however, Blendon's Landing offered boundless opportunity. Just 23 years old, Litchfield took charge of one of the largest steam powered sawmill's on Michigan's Grand River. Between 1 July 1859 and 30 June 1860, the mill and its 35 laborers produced 4 million board feet of lumber (Bajema 1997).

Although young, A.C. Litchfield had an impressive background. Born on 15 July 1835 in Hingham, Massachusetts, Allyne Litchfield came from a shipbuilding family. His father Nichols worked at one or more of Boston's illustrious shipyards. Although Nichols Litchfield's shipbuilding achievements are currently unknown, he seems to have been a man of more than solid professional accomplishments. His

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wife, Ann Cushing, came from a distinguished New England family. In 1850, their daughter Mary Cressy Litchfield married Donald McKay, then one of America's most important shipbuilders. McKay's East Boston-built packet and clipper ships are icons in the cultural history of American seafaring during the age of sail. An innovator, Donald McKay was among the earliest American shipbuilders to integrate steam powered sawmills into his shipyard. For a time, Donald McKay built the world's largest and fastest ships (Chase 1959; McKay 1931).

Given that his nineteen-year-old daughter Mary was working as the widowed 40-year-old shipbuilder's secretary and general assistant at the time of their marriage, it seems likely the Nichols Litchfield worked at the McKay yard during the late 1840s. At a time when the American middle class embraced the concept of gendered separate sphere, one that stressed the domestic role of women, Mary Litchfield's employment would appear unusual unless it reflected a long-standing family connection. It is likely that pioneer Michigan shipbuilder, Allyne Litchfield, came of age as a shipwright in and around the United States' most progressive shipyard during its peak years of production and creativity.

The historical record regarding the ownership of the Blendon's Landing mill is not clear. With four circular and forty upright saws, the Blendon's Landing mill was industrial in output and in organization (Bajema 1997). In the late 1850s, however, relatively few people in the United States had the experience needed to set up and operate a large-scale steam powered lumber mill. An apprenticeship in Donald McKay's large and sophisticated shipyard would have been one of the few places a young man such as Litchfield could have accrued the mechanical knowledge and the management experience needed to build and administer a large sawmill. While one scholar attributes mill ownership to A.C. Litchfield, the shipbuilder's youth suggests otherwise.

Successful lumbering required the harvest, processing, and long distance movement of intrinsically heavy and awkward products: logs, finished lumber, posts, and other forest products. Transportation represented the dominant cost in the lumber industry (Rector 1953a). During the nineteenth century lumbermen and shipbuilders working independently and in concert developed specialized methods and technologies for moving wood over water. On the Great Lakes as well as on the East, Gulf, and West coasts of the United States, sailing vessels and steamers played an essential role in carrying wood to mill and market. In 1860, with the mill in full operation, Litchfield set up a shipyard near the Blendon's Landing mill.

Shipbuilders during the Wooden Age could not have found a better place than Michigan. Vast timber stands translated into abundant high quality, yet inexpensive shipbuilding material. Lumbering and shipbuilding formed natural business companions. Wood provided both the material to build ships and a cargo for them to carry. Litchfield built between four and seven vessels at Blendon's Landing. The

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Lumberman was his last (Bajema 1997; Cooper and Jensen 1995; Jensen 1994; Rector 1953b).

In 1861, a vessel attributed to Litchfield, the *Major Anderson*, made a trip through the Welland Canal and down the St. Lawrence River to the Atlantic Ocean. Named for the Union Commander at Fort Sumter, the vessel carried black walnut, a valuable hardwood lumber. It may have sailed as far east as Liverpool, England (Bajema 1997). In keeping with his Boston heritage, Litchfield, who registered as Republican in 1859, staunchly supported the Union cause. Less than two weeks after completing the *Lumberman*, he enlisted in the 5th Michigan Volunteer Cavalry. Receiving a Captain's commission, the entrepreneurial shipbuilder took command of Company B. Fighting in illustrious company, including that of General George Armstrong Custer, Litchfield soon received promotions to Major and then Lt. Colonel. On 1 March 1864, Lt. Colonel Litchfield participated in the disastrous Kilpatrick-Dahlgren Raid on Richmond, an ill-advised attempt to free Union prisons of war. The *Richmond Sentinel* of 3 March 1864 reported Litchfield's capture (*Richmond Sentinel* 1964). The circulation of a document attributed to Dahlgren that discussed burning Richmond and killing President Jefferson Davis and his cabinet, made things hard for those captured during the raid. Litchfield endured rough treatment that possibly included torture and was condemned to death (*Grand Traverse Herald* 1871). His captors did not carry out the sentence, but Litchfield spent the next year in a series of prison camps including Libby and possibly the notorious Andersonville. During his confinement, Litchfield gained promotion to full Colonel. Recognizing his battlefield gallantry, Litchfield later received a brevet promotion to Brigadier General. The brevet promotion brought no additional salary, pension, or high command, but it provided the shipbuilder with the politically useful postwar title of "General." Litchfield's life changed in other ways during the war. On 28 June 1864 the Blendon's Landing Mill burned to the ground and was not rebuilt (Bajema 1997).

During the war, A.C. Litchfield's wife, Sarah and son Lawrence (born in 1862) returned to Massachusetts where Litchfield joined them upon his release the prison camp. The family remained in New England long enough to celebrate the coming of their second child Lucius, born in 1866. Westward opportunities, however, beckoned. In May of 1867, A.C. Litchfield's brother Lawrence purchased the former Union gunboat *Trefoil* for the bargain price of \$11,500. Built in the closing days of the war by brother-in-law Donald McKay, the quick and seaworthy vessel proved perfect for the Great Lakes passenger and package freight business. Equipped with new cabins and renamed the *General H.E. Paine*, the steamer went into freshwater service with A.C. Litchfield serving as its clerk—a position he held for the next four years (McKay 1931; *Grand Traverse Herald* 1869). The acquisition and management of the *H.E. Paine* illustrate the Litchfield/McKay clan's close family and business connections. Nichols Litchfield later owned part of the steamer, and, as of 1870, Lawrence Litchfield resided in Donald McKay's household (United States Census Bureau 1870).

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In the late 1860s, A.C. Litchfield moved to Northport, Michigan, where his position as steamboat clerk brought in a modest living. In the 1870 U.S. Census, Litchfield did not report owning any real estate, but indicated having personal property of \$570. A modest level of wealth for a man who had once managed the Grand River's largest lumber mill (United States Census Bureau 1870).

The story of the pioneer Michigander who commissioned and operated the *Lumberman* for more than twenty years reveal the practical translation of maritime and timber frontier opportunities into wealth, social status, and national political power. A.C. Litchfield built the *Lumberman* for Noah and Edward Ferry of Grand Haven, Michigan (Bureau of Navigation 1862b). Their father, William M. Ferry, a Presbyterian minister from Granby, Massachusetts, had come west as missionary to the Indians of Mackinaw Island in the early 1820s. The pious and well-educated William brought more than missionary zeal; he brought a keen business sense and quickly invested in lake vessels and in land. In the early 1830s, he moved his growing family to a lush spot where the Grand River pours into Lake Michigan. There he founded a small settlement now known as Grand Haven. One of the earliest white settlers in the region, William Ferry recognized the commercial value of Western Michigan's untapped forests and went into the lumber business. By 1850, Rev. Ferry reported owning real estate with a value of \$10,000. The next ten years saw his real estate fortunes grow to \$75,000 (United States Census Bureau 1850; 1860).

By 1860, William Ferry's four sons also showed signs of success. The oldest, William, Jr., born in 1824 had invented an improved type of steam sawmill. The successful manufacturer of lumber milling equipment, he had assets worth \$60,000. The second son, Thomas W. was a rising star in Michigan politics. Just thirty-four years old, he had already served two terms in the Michigan Legislature and had been one of the Vice Presidents of the 1860 Republican National Convention in Chicago—an event remembered for its nomination of Abraham Lincoln to the presidency (Biographical Publishing 1893). Despite reporting assets that exceeded \$30,000, Noah H., a 28-year-old bachelor lumberman, lived simply in a middle class boarding house while his partner in the new schooner, the youngest son, Edward P. at age 23, remained under his father's roof (United States Census Bureau 1860).

Despite the delivery of the new schooner, Noah Ferry, like the shipbuilder A.C. Litchfield, was eager to serve the Union cause. Leaving the business in Edward's hands, Noah Ferry also accepted a Captain's commission in the 5th Michigan Volunteer Cavalry and went to war. Battlefield fortunes did not favor Noah Ferry. A new vessel enrollment for the *Lumberman* issued on 13 August 1863 silently removed Noah Ferry's name as the schooner's co-owner. He had been killed at Gettysburg (Bureau of Navigation 1863).

With Noah's death, full ownership of the *Lumberman* passed to Edward P. Ferry. In August 1865, for

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unknown reasons, Edward transferred the vessel to his father, who retained possession until his own passing on 30 December 1868. On 26 March 1869, one-half ownership passed back to Edward P., with the balance belonging to his brother Thomas W. The two men retained joint ownership for the next fifteen years (Bureau of Navigation 1865; 1867; 1869).

The early 1870s represented golden years for Great Lakes lumbermen and lumber schooners. Demand for Great Lakes lumber soared. The 1871 Chicago fire, a terrible disaster for most people, proved a boon to the lumber industry by greatly elevating the demand for wood. The Windy City's combined lake, railroad, and river connections and strong local demand made it the Great Lakes' most important western lumber market. In 1872, more than 9,000 vessels delivered loads of lumber to the port of Chicago. Most of the lumber traveled on sailing vessels. Like many larger Michigan lumber firms, the Ferry Company operated a yard at Chicago. The *Lumberman*, one of many schooners that they owned or chartered, shuttled back and forth across Michigan to deliver products from the Ferry mills. During this period, the *Lumberman* probably made between 20 and 30 round trips per year (Karamanski 2000).

Stability marked most of the *Lumberman*'s operational career. The Ferry family owned her for more than twenty years and, for most of that time, she had but one captain, Richard Williams. Unlike many schooners, the *Lumberman*'s long career was largely uneventful, with just a few minor collisions reported. In 1883, however, came a frightening tale.

About ten miles out of Chicago on a hot late August night the mizzen topmast and mast literally exploded after being struck by a lightning bolt. The shock traveled through the wet timbers causing the binnacle box to shatter. Paralyzed, the wheelsman John Ward exclaimed to the mate, "I guess I am done for." Captain Williams received a burn on one side of his face. The mate described the explosion as producing thousands of sparks, similar to a grenade explosion. The damage, however, did not prove severe and the vessel made it safely back to Chicago (*Marine Record* 1883).

As the *Lumberman* safely carried their lumber, Edward P. and Thomas W. Ferry's economic and political fortunes continued to grow. Elected to the U.S. House of Representatives in 1864, Thomas Ferry proved an active Congressman, especially in areas of finance. In 1871, Michigan elected Ferry to the United States Senate. In a time with less sensitivity to conflicts of interest, Senator Ferry worked tirelessly to protect the interests of Midwestern lumbermen. He argued strongly against the Chicago Relief Bill, a piece of legislation that would have removed protective duties on Canadian lumber. On the other hand, he supported the lowering of imported duties on coffee and tea; commodities not produced in the Midwest. Senator Ferry, it appears, did not forget old family friends and political allies. On 22 May 1871, President Grant nominated Allyne Litchfield to be the United States Council General at Calcutta - diplomatic post that the former frontier shipbuilder and steamboat clerk held for the next

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ten years. The appointment would not have come without patronage from the Michigan Senator. On 9 March 1875, Ferry was elected President pro tempore of the Senate - position he held for the next four years. With the death of Vice-President of the United States Henry Wilson on 22 November 1875, Ferry became Acting-Vice President. For more than a year, the *Lumberman's* co-owner was a heartbeat away from the Presidency (*Fort Wayne Daily Gazette* 1881; *Senate Executive Journal* 1871).

As Thomas Ferry helped govern the nation during trying times, brother Edward focused on business. The partnership did well for many years. Harsh changes, however, came in the winter of 1882 - 1883. The Ferry brothers had speculated heavily and unsuccessfully in Utah Silver mining. In February, the firm declared bankruptcy and reportedly owed hundreds of thousands of dollars, much of it to creditors in the Grand Haven area (*Bismarck Tribune* 1881). At the same time, Thomas Ferry's political base collapsed and he lost a bitter battle to retain his seat in the Senate (*Butte Daily Miner* 1883; *Nevada State Journal* 1886). Additional personal scandals, including allegations of forgery and sexual impropriety, further disgraced the Senator. He fled to Europe and did not return for three years. The court sold the Ferry brothers' business assets, including the dependable schooner *Lumberman*, to help settle the debts.

In March 1883, Isaac Lombard of Chicago purchased the *Lumberman* (Bureau of Navigation 1883). The vessel continued in the lumber trade under the supervision of Captain Williams. Thirteen months later, the partnership of Harry Smith and John Lang purchased the vessel, also, presumably, for the lumber trade (Bureau of Navigation 1884). These men, in turn, sold the vessel to V. Mashek of Kewaunee, Wisconsin, and Captain Arnt T. Hansen of Chicago for \$2,500.00. The partnership changed her port of registry from Chicago to Milwaukee and continued as the *Lumberman's* owner until her loss in 1893 (Bureau of Navigation 1886; 1893).

Under Mashek and Hansen's joint management, *Lumberman* carried lumber, bark, shingles, and other forest products from small Wisconsin lumber ports such as Lilly Bay and Whitefish Bay to Chicago. Occasional notices of the *Lumberman* appear in the *Door County Advocate*, a small newspaper that kept close track on Lake Michigan ships and shipping. However, by the late 1880s and early 1890s, schooners such as *Lumberman* were being superseded by steam powered lumber carriers. Indeed, only the old schooners' low capital costs and operating expenses kept them profitable. Because they carried wood, a buoyant cargo not easily damaged by water, the old lumber schooners often received only minimal maintenance (Karamanski 2000: 72-3). The *Lumberman*, however, seems to have been well maintained with small and large repairs undertaken throughout her career. For example, in June 1890 the *Manitowoc Pilot* reported that Captain Hanson was conducting "thorough repairs" of the *Lumberman* (*Manitowoc Pilot* 1890).

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On afternoon of 6 April 1893, Captain Orin Vose should have been a happy man. He had just embarked on his first trip as master of the veteran schooner *Lumberman*. Early that morning Vose took his vessel out of Chicago to begin a quick journey to Kewaunee, Wisconsin. His job was to secure a load of forest products for the Chicago market. Running light, the flat-floored schooner made good time on this first trip of the season. Unknown to Vose, however, who was resting in his cabin, a viscous storm system from the southwest was racing across the Lake Michigan. In an age before radio, the seven-man crew could not know that the storm system had caused terrific damage in several Illinois communities. The southwesterly winds hit the *Lumberman* hard, knocking her over onto her starboard side. The schooner quickly filled with water and sank to the bottom of Lake Michigan. Fortunately, the water was not deep - just sixty feet - and the vessel righted itself as it went down. Although Captain Vose nearly drowned, trapped by the rigging and pulled underwater, the entire crew ultimately scrambled to safety in the tall topmasts that protruded from the lake. Three hours later the steamboat *Menominee* rescued them from their damp perch (*Door County Advocate* 1893a; *Manitowoc Pilot* 1893).

Despite the intentions of an enterprising Racine tugboat operator, Edward Gillen, the *Lumberman* was never fully salvaged. At end of June 1893, Gillen removed the *Lumberman*'s spars but left the hull undisturbed. By late August, *Lumberman* had become just one more of thousands of abandoned shipwrecks scattered across the bottom of the Great Lakes (*Door County Advocate* 1893b; 1893c; 1893d).

Archaeological Significance

The *Lumberman* meets the registration requirements for Criteria D at the state level, as established in the Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Lumberman* is a rare example of a vessel type that was vital to Wisconsin's economy - the double centerboard lumber schooner. Wooden lumber schooners like the *Lumberman* were an important link for Wisconsin communities, connecting them economically with wider regional and national markets. Her hull remains largely intact, providing archaeologists, historians, and recreationalists the rare opportunity to explore this rare vessel type first hand. No historical record of wooden schooner construction exists today, and less is known of double centerboard schooners, making archaeological examples like the *Lumberman* especially significant. Information gathered from the *Lumberman* site has produced a wealth of archaeological knowledge and has increased our understanding of wooden double centerboard schooner construction and use on the Great Lakes and has the potential to yield further significant archaeological data in future years.

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1951 *Transportation in the Lake States Lumber Industry 1840-1918*. The Arthur H. Clark Company, Glendale, CA.

1953a *Log Transportation in the Lake States Lumber Industry 1840-1918*, Arthur H. Clark Co., Glendale, CA.

1953b *Log Transportation on the Great Lakes*. A.H. Clark, Glendale.

United States Department of the Interior
National Park Service

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

United States Census Bureau

1850 Chicago, Cook County, Illinois. U.S. Department of the Interior, Government Printing Office, Washington DC.

1860 Chicago, Cook County, Illinois. U.S. Department of the Interior, Government Printing Office, Washington DC.

1870 Chicago, Cook County, Illinois. U.S. Department of the Interior, Government Printing Office, Washington DC.

U.S. Congress

1871 *Senate Executive Journal*. 22 May.

U.S. Nautical Magazine & Naval Journal

1856 *U.S. Nautical Magazine & Naval Journal*. p. 97.

United States Department of the Interior
National Park Service

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Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Boundary Description

The nomination site is a circle with a 185 foot radius centered on the UTM coordinates 0438151 Easting, 4746623 Northing, Zone 16.

Boundary Justification

The boundary was drawn to encompass the extent of the shipwreck and associated debris field.

United States Department of the Interior
National Park Service

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Section photos Page 1

Lumberman Shipwreck
Oak Creek, Milwaukee County, Wisconsin

Photo #1 of 1

Lumberman Shipwreck

Milwaukee County, Wisconsin

Photographer: Tamara Thomsen, May 11, 2008

Negative: Wisconsin Historical Society

View of bow looking aft