

1091



**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 *Gallinipper Shipwreck (Schooner)*  
other names/site number *Nancy Dousman*

**2. Location**

street & number	9.5 miles east of Hika Bay Park in Lake Michigan	N/A	not for publication
city or town	Town of Centerville	X	vicinity
state Wisconsin	code WI	county Manitowoc	code 071
			zip code 53015

**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.)

*James Brueger* \_\_\_\_\_ Date *11/5/10*  
Signature of certifying official/Title

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

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.
      - See continuation sheet
    - other, (explain:)

*Edson H. Beall*

12-28-10

*for*

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (check as many boxes as apply)

Category of Property (Check only one box)

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

private	building(s)	contributing	noncontributing
public-local	district		buildings
<input checked="" type="checkbox"/> public-State	structure	1	sites
public-Federal	<input checked="" type="checkbox"/> site		structures
	object		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

(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.)

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 1

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

**Summary**

Nine and one half miles east of the community of Cleveland, Manitowoc County, Wisconsin, the 95-foot schooner *Gallinipper* rests upright and intact in 210 feet of water. The small trading schooner was built in 1833 at the frontier shipyard of Augustus Jones in Black River, Ohio, for Michael Dousman, the western agent for John Jacob Astor's American Fur Company. Originally named after Dousman's daughter Nancy, the *Nancy Dousman* supplied the Wisconsin frontier with goods and supplies from the east, returning with loads of furs for the eastern city markets. In addition to goods and supplies, the *Nancy Dousman* carried many passengers around the lakes, including workers for the American Fur Company as well as immigrants who settled the Wisconsin wilderness. In addition to his work for the American Fur Company, Dousman was an early investor involved in the developing Village of Milwaukee, where he established a warehouse, gristmill and sawmill in 1835, using the *Nancy Dousman* to furnish Milwaukee with supplies and to transport grain to eastern markets. The Milwaukee grain business grew to be one of the largest in the area, earning his son, George Dousman, acclaim as the "leading forwarder of his day" (Martin 1985; Stephenson 1915). By 1846, the *Nancy Dousman* had been wrecked, sunk, raised, and rebuilt with larger dimensions to handle greater cargo capabilities and re-christened the *Gallinipper*. Today, the *Gallinipper* is representative of a rarely documented vessel type and trade, an early Great Lakes trading schooner and provides historians and archaeologists the rare chance to study this little-documented vessel class. These schooners were the lifeblood of the early Great Lake's economy, and provided essential economic and cultural links between frontier communities and the larger eastern cities. There were relatively few vessels constructed for use on the western Great Lakes in the early nineteenth century, and today very little evidence remains of the early frontier trading schooners.

**Site Description**

The shipwreck known as the *Gallinipper* lies in 210 feet of water 9.5 miles east of Cleveland, Wisconsin. The vessel is intact and upright on the lakebed on a heading of 165 degrees. She lists 20 degrees to starboard with her port rail at a water depth of 195 feet and her starboard rail at a water depth of 204 feet. Her stern has settled slightly lower than her bow, giving her deck a 2 degree upward angle at her bow. The hull is entirely intact with the exception of her standing rigging, which was damaged as a result of her discovery by commercial fisherman Mike LeClair in May 1994, who snagged his net on the previously unknown wrecksite.

The ensuing efforts to free the net resulted in the vessel's foremast being pulled from the hull and brought to the surface; it is now on display at the Rogers Street Fishing Village in Two Rivers, Wisconsin. The mainmast was not pulled from the hull, but it was pulled from the mast step and toppled forward, and now rests at an angle over the vessel's bow. Much of the remaining rigging lies on the lakebed off the hull's starboard side, including a boom, gaff, topmast, and two yards. A large

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 2

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

amount of fishing net remains on the site, wrapped around the stern and running along the lakebed on either side of the hull, in addition to sections of net that drape over the mainmast and forward deck.

Soon after its discovery in 1994, divers John Steele and Bob Duchrow made the first dives to the wreck and reported that it was a small schooner, but little other information came from the dives. Following these initial dives, the site was rarely visited by divers until 2002, when it was reported that the vessel's wheel had been looted. Since that time, an increasing number of divers visit the site each summer, and local divers maintain a mooring line on the site to facilitate diver access. A phase II archaeological survey was conducted by the Wisconsin Historical Society from 24-28 August 2009. During the survey it was discovered that more than just the wheel had been looted, as there are no portable artifacts located anywhere onsite, and the vessel's scroll head was no longer extant – the tip of the bow knee now only possesses a vacant shelf where a fiddle- or billethead once proudly stood. A heavy layer of silt and mussels cover the hull. The layer of mussels approaches several inches in places, with the silt nearly as thick. Any diver movements near the hull quickly turn visibility to near zero, and unless the occasional current is running along the bottom, it can take quite some time for the visibility to improve.

A fiberglass tape measure was installed along the vessel's centerline as a temporary baseline to which all hull measurements were referenced. The baseline began at the peak of the rail above the stem, passed to starboard of the samson post and foremast, and draped over the transom, where it was weighted to keep it taught. From the peak of the rail to aft end of the transom rail, the hull is 98.3 feet in length. The vessel's beam, measured to the outside edge of either rail at 30.0 feet on the baseline, is 22.7 feet. The transom is 14.8 feet wide, denoting a hull shape with much of the fullness far forward on the hull, typical of vessels built early in the nineteenth century.

Both the bowsprit and the jib boom are intact on the hull, although the jib boom's heel has unstepped from the heel chock and the entire jib boom has shifted to starboard. The jib boom now lies along the bowsprit's starboard side and the bowsprit cap has twisted and now rests at an approximately 60 degree angle off the vertical. The bowsprit rises at an angle of 16 degrees and extends 16.4 feet forward of the rail, including the wooden bowsprit cap that is .5 feet thick. The jib boom extends 35.5 feet forward of the stem. The bobstays are no longer attached to the bowsprit, but have been replaced by a tangle of fish net that hangs down to the lakebed to create the appearance that bobstays remain affixed to the bowsprit. The net touches the lakebed beneath the bowsprit and then runs astern along the vessel's starboard side in a long trail of ghost net that is suspended a few feet off the bottom by the net floats. The two chain bobstays are extant on the stem, however, fastened to the cutwater beneath the bow knee and then run off to the starboard side of the hull where they disappear into the lakebed. A chain bowsprit guy is intact on either side of the bowsprit. The bowsprit guys are fastened to the hull just below where the trailboards are fastened to the hull, their outboard ends affixed to the end of the

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 3

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

bowsprit. Beneath the bowsprit, the bow knee extends 5.3 feet forward of the stem, and the shelf where the scroll head once stood is recessed 1.0 foot from the forward end of the knee.

A .7 foot wide fairlead plank is fastened to the top the rail on either side of the stem, fastened flush with the rail's forward edge. The fairleads are symmetrical on either side of the stem, with .2 foot wide fairleads located at 3.3 feet, 6.1 feet, and 7.8 feet from the center of the stem to the center of the fairlead. The fairlead plank extends 2.1 feet beyond the outboard fairlead and tapers the last .5 feet to terminate flush with the rail.

The samson post is 1.3 feet sided, 1.0 foot molded, and rises 3.9 feet above the deck; the center of the samson post is at 8.85 feet on the baseline. The windlass strongbacks are fastened to either side of the samson post at 9.3 feet on the baseline, and their dimensions are .2 feet wide by .3 feet tall. The strongbacks' outboard ends are fastened to the front of the carrick bitts, each carrick bitt measuring .3 feet wide by 1.3 feet long. On the starboard side, the strongback extends beyond the carrick bitt to become the shaft for a small gypsy head that is 1.3 feet long and .5 feet in diameter. The port side does not have a similar gypsy head attached. The windlass barrel is 11.6 feet wide and located at 10.0 feet on the baseline. On either end of the barrel, outboard of the carrick bitts, are gypsy heads that extend 1.3 feet from the carrick bitts and are 1.2 feet in diameter. The windlass pawl, 1.5 feet long, .8 feet wide and .3 feet thick, is frozen in an upward position, disengaged from the windlass pawls. The windlass does not have a pump brake system, but instead was revolved by the use of handspikes inserted into the windlass drum.

The catheads are very short in length, rising up the inside of the bulwarks and passing through them directly beneath the rail to extend only a few inches outboard of the rail. A norman pin penetrates the cathead on the inside of the bulwark halfway between the deck and rail. Both of the vessel's anchors are extent, with a wood stock anchor on the port side and an iron stock anchor on starboard. The tip of the port anchor's fluke is hooked on the rail above the port cathead and the anchor hangs inverted outside the hull. The anchor's crown is very peaked, the arms forming a sharp V-shape that is more typical of eighteenth century anchors. The anchor was lashed to the cathead with a chain that remains attached to the norman pin and runs over the rail outboard the vessel, but the chain is no longer attached to the anchor - the port anchor hangs precariously only by the tip of its fluke. The starboard anchor lies on the lakebed beneath the rail, having broken the cathead from the hull. The starboard lashing chain remains fastened to the anchor's eye and extends from the eye over the rail to take a turn around the cathead norman pin. The outboard end of the cathead, broken free from the hull, is entangled in the lashing chain just above the anchor's eye. The starboard anchor chain is stretched taught between the eye and the hawse pipe.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 4

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

The bulwark rail is intact around the entire perimeter of the vessel with the exception of where the lower foreyard fell and broke through the rail to starboard of the foremast. The rail is .7 feet wide by .3 feet thick, and rises 2.3 feet above the deck. At the bow, however, the rail's width increases to 1.8 feet as the rail curves inward toward the stem. The bulwark stanchions are .5 feet sided by .3 feet molded with a space of 2.6 feet between stanchions. Only one of the outer bulwark planks is intact, the .6 foot wide bulwark plank that is fastened immediately above the covering board. Evidence of the remaining outer bulwark planks is visible where they were fastened to the bulwark stanchions, but very little of the other planks are extant. A single inner plank that is .2 feet square is fastened to the bulwarks halfway between the deck and the rail.

The outer hull planking varies somewhat in width between .45 and .6 feet. The covering board is .2 feet thick by .6 feet wide, and is tapered in its inside edge to meet the reduced thickness of the deck planks. All of the deck planks are intact and measure .45 feet wide. The planks are fastened to deck beams that are .6 feet sided by .55 feet molded, spaced with a 2.2 foot berth. No hanging or lodging knees are present, but dagger knees are affixed to the forward side of the deck beams amidships. The dagger knees that are present are not shaped like a typical ship's knee, but instead form small equilateral triangles. Aft of the rear cargo hatch, few of the deck beams are reinforced with a dagger knee. On the vessel's centerline, the deck beams are supported by stanchions spaced with a 2.0 foot berth, but many of the deck stanchions amidships have been dislodged and lie askew in the hold, most likely due to the deck being wrenched with the toppling of the masts. The vessel carried no centerboard but instead is a standing keeler. The hold contains no cargo, but is filled with a heavy layer of silt, especially on the starboard side of the vessel that lays lower than the port side.

The forecastle was entered by a scuttle 4.0 feet long by 2.6 feet wide whose center is located at 14.1 feet on the baseline. The scuttle was protected by a companionway that rose 2.1 feet above the deck. Little of the companionway's planking is extant, but its framing stands intact over the scuttle, constructed from timbers .3 feet wide by .2 feet tall. A .1 foot wide notch is cut into either side of the upper companionway frames, likely for removable hatch boards used to seal the companionway from water. A coaming that is .3 feet wide and rises .7 feet above the deck is installed around the scuttle's perimeter to prevent water from entering the forecastle from the deck. Below deck, the forecastle is separated from the cargo hold by a wooden bulkhead aft of the scuttle, and this bulkhead remains intact with a large amount of white paint still extant on the bulkhead.

A single acting bilge pump is located on deck immediately forward of the first cargo hatch, located at 26.5 feet on the baseline. The pump shaft is 1.0 foot in diameter and rises .9 feet above the deck. The pump rod is extant within the pump shaft end extends .6 feet above the top of the pump. The wooden pump handle is also extant and lies on deck next to the pump shaft. The handle is .2 wide, .3 feet tall,

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 5

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

and 2.5 feet long.

The forward cargo hatch begins at 28.2 feet on the baseline and extends to 35.8 feet, giving the hatch opening a length of 7.0 feet with a width of 4.1 feet on the inside of the coaming. The coamings are .3 feet wide and 1.3 feet tall, rising .7 feet above the deck. The headledges arched in the center and rise .2 higher than the coamings. The upper inside edge of both the coamings and headledges are notched .1 foot by .1 foot for the hatch cover, which is not extant. An iron ring is fastened to the front of the forward headledge.

The aft bilge pump is located at 52.1 feet on the baseline and, like the forward pump, is 1.0 foot in diameter and rises .9 feet above the deck. Neither the pump rod or handle is extant, but a .1 foot diameter hole is located on the top center of the pump through which the pump shaft formerly ran. The bilge pump body beneath the deck is readily visible through the aft cargo hatch, and is constructed of a large wooden cylinder that extends to the floor of the hold.

The aft cargo hatch's begins at 63.2 feet on the baseline and ends at 70.1 feet, giving a length of 7.9 feet with a width of 4.1 feet between the coamings. The coamings are .3 feet wide by 1.4 feet tall and rise .7 feet above the deck. The headledges arch in the center and rise .2 higher than the coamings. Like the forward cargo hatch, the inside, upper edge of both the headledges and coamings are notched .1 foot by .1 foot for the missing hatch cover.

The vessel has a stern cabin arrangement that is very unusual for Great Lakes vessels. Rather than a deck cabin situated above deck level, the cabin is constructed entirely below the weather deck. The only visible evidence of the cabin is the scuttle entrance and the remains of the companionway that protected scuttle from the weather. The scuttle's leading edge is located at 79.4 feet on the baseline with the aft edge at 86.3 feet, giving a length of 6.9 feet with a width of 3.6 feet. At deck level, the scuttle is protected a coaming that is .3 feet wide and rises .7 feet above deck, and has a .1 foot by .1 foot notch around the coaming's outside upper edge as a rabbit for the companionway planks. Only one of the companionway's frames is extant, located 2.8 feet aft of the scuttle's forward end. The frame is .25 feet sided by .15 foot molded and rises 2.0 feet above the deck. A cambered timber crosses between the upright frames, rising .3 feet higher in the middle than on the sides of the companionway. A portion of the companionway's roof lies on the deck to port of the scuttle. The extant section is 3.4 feet long by 2.4 feet wide and is covered with longitudinal planks that are .4 feet wide and less than .1 foot thick. The portion of roof is cambered to match the companionway frame.

A single bitt is located forward of either quarter at 90.7 feet on the baseline. Each bitt is .6 feet sided by .4 feet molded and rises 3.5 feet above the deck, .7 feet above the rail. The bitts do not penetrate the

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 6

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

deck, but are simply attached to the bulwarks above deck level. Aft of the bitts a fairlead is attached to the top of the rail at either quarter.

The vessel's wheel and drum were looted sometime around the year 2000, but the wooden wheel stand is extant aft of the cabin companionway. The wheel stand consists of two wishbone-shaped timbers that rise 3.0 feet above the deck at 88.4 feet and 90.4 feet on the baseline. Each stand timber is .4 feet at the top where the wheel was affixed and widens to 2.5 feet at the deck. The vertical stands are affixed atop a wooden pad that is 4.1 feet wide and construction from planks that are .4 feet wide by .5 feet thick. An athwartships plank that is .5 feet wide by .15 feet thick is fastened to the pad between the stands that most likely served as an anchor points for steering chain blocks directly beneath the wheel. The steering chain was attached to the rudder by means of a block and tackle system with a block attached at either corner of the transom, but neither of these blocks is extant.

The rudder post is located immediately aft of the wheel stand at 94.4 feet on the baseline. The rudder post is .9 feet in diameter rises 2.0 feet above the deck. A wooden tiller extends 3.4 feet from the rudder post; .9 feet by .3 feet the rudder post, the tiller tapers to .5 feet by .3 feet at the end. The tiller's end is wrapped with a .2 foot wide iron band and a horizontal iron bolts that penetrates the iron band. The tiller is pointed towards the port side, and the rudder is visibly turned hard to starboard from outside the hull.

The transom is intact and angled at 38 degrees. A large wooden, horizontal cleat is fastened to the inside of the transom at 96.0 on the baseline. The cleat is 5.0 feet long and extends .5 feet from the transom. Above the cleat, an iron ring is affixed to the inside of the transom at 96.9 feet on the baseline. The ring's outside diameter is .5 feet, with a thickness .1 foot on the ring itself.

A wooden davit extends from either corner of the transom. Each davit is 5.0 feet in length, measured from the inside of the transom rail to the end of the davit. Both davits are .5 feet square at the rail and taper towards their ends, which are .4 feet square. Two fairleads are located on either side of the transom rail inboard of the davits. Both fairleads are cut into a wood plank and are .2 feet wide. The first fairlead is located 2.1 feet inboard of the davit, with the second fairlead at 4.6 feet. The fairleads are symmetrical on either side of the transom.

The foremast was pulled from the vessel by commercial fishing nets, but the mast hole is intact on deck with no sprung planks or partners. The center of the foremast was located at 20.4 feet on the baseline, and the diameter of the mast hole is 2.0 feet and octagonal in shape. The partners are visible around the mast hole, rising approximately .1 foot above the level of the deck planks and readily visible through the heavy layer of silt and mussels that have collected on deck. The mast partners are .7 feet wide and



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 7

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

circular shape perimeter. The foremast was supported by 4 shrouds on either side that attached to the chainplates via deadeyes. The forward chainplates are centered on the forward mast hole, indicating an upright, rather than raked foremast mast. The chainplates are .2 feet wide, 3.4 feet long from the chainplate cleat bolt to the rail, and equally spaced at 1.9 feet. The chainplate cleats are .5 feet long and .2 feet wide. The deadeyes were affixed to the chainplates so that the bottom of the deadeyes was flush with the top of the rail.

The center of the mainmast is located at 58.5 feet on the baseline, with a diameter of 1.7 feet. The mainmast was pulled from the step and fell forward on the vessel's centerline and now lies at a 20 degree angle over the bow. As the mainmast fell it dislodged the after partners and deck planking, which is sprung upward slightly aft of the mainmast. Despite its toppling, the mainmast is intact for its entire length, and the base of the mast is visible beneath the deck from the aft cargo hatch. The mainmast's housing is octagonal in section, and the tenon for the mast step is .5 feet wide by 1.4 feet long. The mainmast's housing is pressed against the underside of the deck beams adjacent to the aft bilge pump shaft. The mainmast rose 63.9 feet above deck level and tapered to a diameter of .9 feet at the masthead. A mast table is fastened 5.0 feet above the deck that is supported by vertical chocks .3 feet wide and .8 feet long. The chocks are .15 feet thick directly beneath the mast table and taper towards the bottom to meet the mast. The trestle trees and tops are intact and fastened to the mast 55.2 feet above the deck. The trestle tree scantlings are .5 feet tall, and the two top scantlings curve aft in an arch. The trestle trees are not supported by separate cheeks fastened to the sides of the mainmast, but instead are supported by two shoulders carved out of the mast itself. Above the trestle trees, the masthead is shaved flat on either side with the fore and aft surfaces left rounded. The top of the mast is cut at an angle that slopes downward on the fore end of the mast. The mainmast was supported by three shrouds on either side whose chainplates are centered on the mainmast at 58.2 feet on the baseline, indicating the mainmast was vertical and not raked. The mainmast chainplates are .2 feet wide, 4.3 feet long, and all equally spaced at 2.6 feet.

The *Gallinipper* had an unusual spar arrangement for the Great Lakes. She carried at least one topgallant mast and at least two yards – both most likely on her foremast. The vessel was certainly rigged as a schooner and not a brig, however, as both her fore- and mainmasts have a mast table installed – indicating that both masts were fore-and-aft rigged in a schooner configuration (although not a schooner rig typical of vessels during the last half of the nineteenth century).

One of the vessel's topmasts lies on the lakebed, parallel with the hull on the starboard side. The mastcap from the lower mast – either the mainmast or foremast – remains around the topmast several feet above its base. The topmast's wooden fid, which supported the topmast's weight in the trestle trees of the mast below it, is extant within the topmast's base. This topmast also carries an upper trestle tree,

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 8

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

complete with tops for a topgallant mast, several feet below the masthead. The topgallant mast, however, has yet to be located or identified on the wreck site.

The vessel carried a large standing yard, 52.5 feet in length, on her foremast. The yard was fastened to foremast with an iron truss and futtock band. The yard fell from the foremast before the mast was carried away by fishing nets. The yard now lies across the foredeck, running from the port cathead, across the windlass and forecastle companionway, to where it crosses the starboard covering board at 40.0 feet on the baseline with its starboard end lying on the lakebed off the hull's starboard side. A second, smaller yard lies on the lakebed off the bowsprit's starboard side, identified by the wooden batten affixed to the center of the yard that would fasten to either the topmast or topgallant mast. An eye is cut into either side of the batten for the necklace that passed around the mast to hold the yard in place. A third spar is located off the starboard side, but could not be positively identified.

One of the vessel's booms, 35.4 feet in length, lies across the starboard rail immediately aft of the mainmast. The boom jaws lie on the lakebed off the starboard side in a tangle of commercial fishing net. The boom's other end rests on the starboard rail and overhangs the deck. A wooden batten with two eyes is attached to the end of the boom, the center of the batten located 5.0 feet from the end of the boom. A 23.0 foot gaff lies parallel to the hull beneath the starboard rail near the bow. The jaws are intact on the forward end of the gaff with two peak halliard blocks attached to the aft end.

**Summary Paragraph**

Located nine and one half miles east of Hika Bay Park, Cleveland, Wisconsin, in Lake Michigan, the schooner *Gallinipper* lies in 210 feet of water. Built in 1833 and lost in 1851, the *Gallinipper* represents a rarely undocumented class of sailing vessel on the Great Lakes, the early trading schooner. Although the *Nancy Dousman* was rebuilt and launched as the *Gallinipper* in 1846, the newly-rebuilt hull still retained hull and rigging features that more closely resembled the original hull constructed in 1833 than that of contemporary vessels constructed in the 1840s. Despite the fact that the hull was lengthened and deepened, it remained as a standing keeler without the incorporation of a centerboard, which had become commonplace on Great Lakes schooners by the 1840s. Additionally, the vessel retained a stern cabin that was constructed entirely below deck level, an attribute not seen on later vessels. Finally, the *Gallinipper* retained a rather complex form of schooner rigging for the Great Lakes, with a topgallant mast and several yards rigged to her foremast. With the exception of her additional cargo capacity, it appears the newly-launched *Gallinipper* retained much of her original design characteristics in hull and rig.

The *Gallinipper* meets the registration requirements for Criteria A and D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes*

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 7 Page 9

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

*Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). Archaeological information gathered from the *Gallinipper* site has significantly increased our understanding of this rare vessel type's construction and use, and holds the potential to yield additional significant information essential to understanding early Great Lakes maritime commerce and vessel construction.

Name of Property

County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORIC, NON-ABORIGINAL  
MARITIME HISTORY  
COMMERCE

**Period of Significance**

1833-1851

**Significant Dates**

1833  
1846

**Significant Person**

(Complete if Criterion B is marked)

N/A

**Cultural Affiliation**

Euro-American

**Architect/Builder**

Jones, Augustus

**Narrative Statement of Significance**

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

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 1

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

**Summary**

Resting in 210 feet of water nine and one half miles east of Cleveland, Manitowoc County, Wisconsin, the schooner *Gallinipper* is significant at the statewide level and represents a rare example of an early Great Lakes trading vessel. Built in 1833 by Augustus Jones at his primitive frontier shipyard in Black River, Ohio, and rebuilt in 1846, the 95-foot schooner was lost in 1851 between Sheboygan and Manitowoc, Wisconsin, after she capsized in a gale.<sup>1</sup> Representative of a rarely documented vessel type and trade, the *Gallinipper* provides historians and archaeologists the rare opportunity to study early Great Lakes trading schooner construction and use. These small schooners occupied a special niche in the Great Lake's regional economy, providing important economic and cultural links between frontier coastal communities. Their operation and use was largely undocumented and examples in the archaeological record are few, making the early trading schooner one of the least understood vessel classes to have sailed the Great Lakes. In addition to its ability to yield information under criterion D, the role that the *Gallinipper* played in the territory's fur trade and in the early commercial history of Milwaukee makes it eligible for criterion A in the area of commerce.

**Service History**

The schooner *Gallinipper*, originally named the *Nancy Dousman*, was launched from the primitive frontier shipyard of Augustus Jones and G.W. Cochran in Black River, Ohio, in 1833. Her initial enrollment listed her measurements at 69 feet in length, 20 feet 6 inches in beam, 7 feet in depth of hold, and a capacity of 85 and 56/95 gross tons; she had one deck, two masts, no gallery and a scroll head. The vessel was built for Michael Dousman of Mackinac, Michigan Territory, who enrolled the vessel as sole owner at the Port of Michilimackinac on 1 July 1833, naming the vessel after his daughter Nancy (ACGNFPLL 2009; Bureau of Navigation 1833).

Michael Dousman was the Western agent for John Jacob Astor's American Fur Company. Born in Pittsburgh, Pennsylvania, in 1771, Dousman arrived on Mackinac Island around 1786, soon after America took control of the island. With profits made in the fur trade, Dousman purchased large tracts of land throughout the area, and by 1820 was the second largest property owner in Michilimackinac County. Dousman was not well respected by his neighbors, however, and was considered a traitor by many because of his actions during the War of 1812. As the British approached Mackinac Island during the war, Dousman was captured by the British forces and divulged information on the fort's defenses that resulted in its capture; Dousman did warn the other island residents of the impending attack, and most residents fled as the British approached. Dousman, however, remained on the island and supplied the British garrison throughout the war (Gough 2006; Martin 1985).

<sup>1</sup> The dates 1833-1841 represent the period of significance. The schooner is given the historic name of *Gallinipper* because the current appearance of the schooner reflects its rechristening after the rebuilding of its hull.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 2

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

The *Nancy Dousman* was constructed to move goods around the Great Lakes for Dousman's expanding business interests. Since 1818, Dousman had employed a number of vessels to transport his furs from the western Great Lakes frontier to eastern markets, including the schooners *Tiger* of Detroit, *Minx*, *Mariner*, *Wave*, *Milwaukie*, and the brig *Austerlitz* (Baillod 2003). The *Nancy Dousman*'s construction, however, coincided with Dousman's expansion into the Wisconsin Territory and was undoubtedly intended to aid in expanding his interests westward from Lake Michigan. In 1833, Dousman partnered with Morgan L. Martin, a land speculator and cousin to James Doty, to make significant land purchases in the Green Bay and Milwaukee areas. On the land purchased in Milwaukee, Dousman erected several dwellings, a store, and a warehouse, which the *Nancy Dousman* would regularly service in upcoming years (Martin 1985). Martin had recognized Milwaukee as a promising new harbor site, and in 1833 he successfully secured an order for its survey from Secretary of War Lewis Cass (Kellogg 1918).

At the time of her construction, the *Nancy Dousman* was only the tenth vessel launched at Black River, Ohio, and only the fifth constructed by the Augustus Jones shipyard. Despite these small numbers (and perhaps also due to the small number of merchant vessels that were sailing the western lakes at this time), the Black River vessels became well known and easily recognized around the Great Lakes. Along with the sloop *William Tell* (1828), schooner *Present No. 1* (1829), steamer *General Graciot* (1831), schooner *Globe* (1832), and the schooner *Randolph* (1837), the *Nancy Dousman* was an elegant vessel that attracted much attention (Wright 1916). Captain Jones' vessels were described by author Augustus Walker in *Early Days on the Lake* (1902):

The vessels of Augustus Jones (and his counterpart at Black River, Capt. Fairbanks Church) bore a greater proportion of beam to the length of keel, and less depth in the hold, and being very broad on the transom, were enabled to carry sail as long as their canvas held together, which sometimes is very important when jammed upon a lea [sic] shore. The vessels had a sort of swan-like appearance upon the water that attracted attention, while at the same time they were simple in their rig--mostly fore-and-aft schooners, though in after years they built and put afloat quite a large number of brigs and steamboats. Capt. Jones was the most successful so far as sail vessels were concerned. His style of sparring vessels, cut and proportion of sails, etc., was quite different from any other before introduced upon the lakes. The foremast was stepped further forward, the mainmast further aft, giving greater spread to the foresail, which is an important item when hauled upon the wind. Capt. Jones's vessels were always known in the distance by their masts being wider apart, as well as their great length of gaffs, both fore and aft, a distinguishing feature which characterized them from other vessels of that day.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 3

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

The *Nancy Dousman*'s first master was Captain James Sanderson (Bureau of Navigation 1833). A native of Rhode Island, Captain Sanderson began sailing the ocean at an early age, but by 1830 he had made his way to the Great Lakes and had become a lake captain out of Cleveland, Ohio. Sanderson was described as a "man noted for his marked peculiarities and eccentricities of character, as well as his somewhat remarkable...career" (Watrous 1909). Aboard the *Nancy Dousman*, Sanderson frequently visited Milwaukee, and in 1836 he purchased forty acres of land on Grove Street where he built a frame house and barn (Watrous 1909).

Aboard the *Nancy Dousman*, Captain Sanderson carried passengers, furs, trade goods, and freight around the Great Lakes (Draper 1876; Martin 1985). When John T. De LaRonde, a clerk for the American Fur Company, traveled westward for the company, his passage from Mackinac Island to Green Bay was aboard the *Nancy Dousman* and he wrote of his passage:

I remained a few weeks at that place [Mackinac]. Then I took my departure in the schooner *Nancy Dousman*. The passengers were Hercules Louis Dousman, clerk for the American Fur Company, Major De Coursolle, and myself. When we left Mackinaw, in the night, there was a very heavy wind- so strong and rough, that I believe I saw the bottom of Lake Michigan. We reached Green Bay about two hours before daylight and we were obliged to wait two days for the keel boats to come (Draper 1876).

De LaRonde continued his journey up the Fox River to Portage, and then on to Prairie du Chien, Wisconsin (Draper 1876). In addition to passengers, the *Nancy Dousman* often carried valuable fur cargoes for the American Fur Company on her eastbound trips. On 7 September 1833, the *Nancy Dousman* arrived in Buffalo, New York, with furs valued at \$200,000 (ACGNFPL 2009).

The *Nancy Dousman* suffered her first accident early in her second season which left her on the bottom of the harbor at Mackinac Island in April 1834 (ACGNFPL 2009; Mansfield 1899a). Henry Schoolcraft (1851), noted Indian agent in the Michigan Territory stationed at Mackinac Island, made two entries into his diary describing the incident:

April 21, 1834- The schooner *Nancy Dousman* arrived in the morning from below. A change of weather supervened. Wind N.E., with snow. The ground is covered with it to the depth of one or two inches. Water frozen, giving a sad check to vegetation.

April 22, 1834- This morning develops a north-east storm, during which the *Nancy Dousman* is wrecked, but all the cargo saved; a proof that the harbor is no refuge from a

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 4

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

north-easter. The wind abates in the evening.

Little is known regarding the extent of damage to the *Nancy Dousman*, but the vessel was repaired and back in service a few months later, only this time with Captain Sanderson as one quarter owner of the vessel. A new enrollment was entered on 1 July 1834 at the Michilimackinac District with both Michael Dousman and Captain James Sanderson entered as owners (ACGNFPL 2009; Bureau of Navigation 1834; 1835; Mansfield 1899a). Between the years 1833-1839, during which annual enrollments were required of vessels in the Michilimackinac District (including the *Nancy Dousman*) it is noteworthy that only two to eight vessels were enrolled for any one year during this period, indicating the slim amount of commercial vessel traffic that operated on the upper Great Lakes during the 1830s.

During the 1834 season, the *Nancy Dousman* arrived at Chicago four times, bringing both lumber and passengers to the settlement (Mansfield 1899b). Dr. James A. Marshall, a physician from Ogdensburg, New York, who had been providing medical services at the fort at Navarino (Green Bay) for the previous three months, was aboard the *Nancy Dousman* during one trip that departed Green Bay on 5 August 1834 and arrived at Chicago ten days later on 15 August (Brown 1876). The *Nancy Dousman* loaded furs at Chicago and departed for the lower lakes, arriving at Buffalo, New York, in September 1834 where her fur cargo was valued at \$265,000 (Mansfield 1899a).

Lake Michigan was a frontier wilderness during the 1830s, and a lack of safe harbors around the lake was a perpetual problem for the early sailors. Sand bars blocked the entrances to most rivers, vessels had no shelter from violent storms, and loading and unloading cargo was time consuming and hazardous as vessels needed to be anchored off shore with the cargo lightered out. In November 1834, in an effort to improve the safety of Lake Michigan navigation, Michael Dousman joined other Great Lakes vessel owners and captains to petition the United States Congress for funds to develop a harbor at the mouth of the Milwaukee River following the previous year's survey. The petition complained of the difficulties of navigation on Lake Michigan, noting the extreme distances between safe harbors on the Lake's western shore. The petitioners also estimated that 150 vessels would be sailing Lake Michigan waters by the end of the 1835 shipping season. The petition proved successful, but significant harbor improvements would not be completed until 1843 (Mansfield 1899a; Martin 1985).

By 1835, Michael Dousman operated a sawmill and gristmill in Milwaukee, as well as a large farm in Waukesha County. His business interests in the Milwaukee area grew to such an extent that his sons, George and Talbot, moved to Milwaukee to join their father's business. Soon the business of buying, storing, and shipping grain from Milwaukee earned George Dousman the acclimation of "leading



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 5

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

forwarder of his day” (Martin 1985).

The 1835 season found the *Nancy Dousman* under new ownership. The season’s annual reenrollment, entered at Michilimackinac on 1 July 1835, indicated that James Sanderson sold his ¼ share of the vessel to William Brewster, a merchant and agent for the American Fur Company’s Detroit Office. Additionally, Pratt, Taylor & Co., forwarding and commission merchants from Buffalo that had previously acted as agents for the Ohio & Washington Line canal boats, had purchased an undisclosed share in the vessel (Baillod 2003; Bureau of Navigation 1835; Crary 1832). Captain James Shook, from Buffalo, New York, took command of the *Nancy Dousman* and sailed her primarily between Buffalo, Detroit, Mackinac, and western Lake Michigan ports (ACGNFPL 2009; Atkins 2008; Baillod 2003; Smith 1884).

In 1835, unhappy with Chicago’s irregular merchant vessel service, the Chicago warehousing firm of Gurdon Hubbard of Hubbard & Co. partnered with Pratt, Taylor & Co. to establish the Eagle Line, the first packet line to serve Chicago. Employing both schooners and steamers, the Eagle Line would sail regularly scheduled routes between Chicago and Buffalo, in addition to other ports around the upper lakes as needed. The *Nancy Dousman* became one of the Eagle Lines’ premier Chicago packets, and the line advertised their vessels as “fitted and furnished with a view to accommodate passengers emigrating to Illinois, Indiana, and Michigan” (Buffalo Whig 1835a; Hubbard 1911). Additionally, each vessel was capable of stowing 1,500 to 2,500 barrels of bulk freight. The Eagle Line ran an advertisement that frequently appeared in eastern newspapers during the mid-1830s that indicated that one of their twelve vessels was guaranteed to depart Buffalo every ten days between the opening of navigation to 15 October. Options were given to accommodate passengers and freight bound for Chicago, Michigan City, St. Joseph, and Kalamazoo. If required, the line would also service Mackinaw, Green Bay, or Sault St. Marie, although these ports were not part of the line’s regular route (Buffalo Whig 1835a, 1835c).

Under the Eagle Line in 1835, Captain Shook sailed the *Nancy Dousman* primarily between Buffalo and Detroit, carrying both freight and passengers (Buffalo Whig 1835b). The *Nancy Dousman* made one trip from Buffalo to Green Bay with a cargo of “stuffs, pipe and shoes” (BHCDPL 1835). She then departed Buffalo on 11 July 1835 and entered the Fox River at Green Bay on 26 July 1835 (BHCDPL 1835; Martin 1913). The *Nancy Dousman* only made one trip to Chicago during the 1835 season, arriving there on 16 August 1835 from Detroit (Mansfield 1899b).

The *Nancy Dousman*’s ownership remained unchanged for the 1836 season, but Captain Richard Sutliff took command from Captain Shook (Bureau of Navigation 1836). Although it is likely that the

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 6

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

*Nancy Dousman* made several voyages during the summer of 1836, the historic record reveals only that the *Nancy Dousman* arrived twice at Milwaukee with goods and supplies for Dousman's warehouse. On 28 April 1836 the *Nancy Dousman* arrived at Milwaukee from Detroit with bulk consignments for George and Michael Dousman, and on 28 October 1836 she again arrived from Detroit with a cargo of sundries, articles, stoves, cows, a copper boiler, iron pots, and cattles [sic] consigned to Michael Dousman (BHCDPL 1836a; 1836b).

The *Nancy Dousman*'s ownership remained unchanged for both the 1837 and 1838 seasons, but Captain John McLane commanded the vessel during the 1837 season and Captain William Dickson in 1838 (Bureau of Navigation 1837; 1838). No other record of the *Nancy Dousman*'s operations have been uncovered for these two seasons. An indirect reference to a May 1839 accident, however, is found in the *Cleveland Daily Herald & Gazette* (1839a; 1839b). The newspaper reported its concern for the steamer *Pennsylvania*, as she was overdue in Chicago from Buffalo. The *Pennsylvania* had departed Buffalo on 10 May 1839 but had stranded on a sand bar in Lake Erie for over 24 hours. Following her release, she was delayed an additional 18 hours in a fruitless attempt to pull the *Nancy Dousman* free at Mackinac, where she had run hard aground in the harbor. The *Nancy Dousman* was eventually released and repaired, but no other record of this accident has been uncovered other than the brief mentions in the *Cleveland Daily Herald & Gazette* (1839a; 1839b). The latest stranding at Mackinac was the impetus for Michael Dousman, Captain J.M. Lewis (the *Nancy Dousman*'s current master), and a number of others to sign an additional petition to Congress in 1839 for the construction of two piers at Michilimackinac to protect the harbor, but the success of the petition is uncertain (Martin 1985). Captain Lewis' only record of having command of the *Nancy Dousman* is the Congressional petition, as his name does not appear on any of the *Nancy Dousman*'s records other than the petition.

The *Nancy Dousman* again eluded the newspapers until the fall of 1840, when she was damaged while tied to the Cleveland pier during a two-day gale over 2-3 October 1840. The schooner *Solomon Juneau* parted her lines in the storm and collided with both the schooners *Aurora Borealis* and *Nancy Dousman*. The *Nancy Dousman*'s stern was stove in and the damage was estimated at \$600 (*Cleveland Daily Herald* 1840). This accident must have been the last straw for Michael Dousman, because on 16 October 1840, Dousman sold his share of the *Nancy Dousman* to William Dickson, of Black Rock, New York. Dickson had served as the *Nancy Dousman*'s captain for at least the 1839 season, if not well into 1840. Her enrollment was surrendered at the Port of Buffalo and a new enrollment listed her new owners as William Dickson, William Brewster, and Pratt, Taylor & Company. Captain John Browning took command as Master (Bureau of Navigation 1840). The 1840 enrollment acknowledged that the vessel had been raised during the 1840 season (ACGNFPL 2009), but it is uncertain whether this raising is due to the events at Mackinaw in 1839 or from the more recent accident at Cleveland in

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 7

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

1840. We do know that following the Cleveland accident the *Nancy Dousman* was towed to Milwaukee where she was repaired in 1841 (Bureau of Navigation 1846).

The *Nancy Dousman* did not reappear in the newspapers for several years. Her next mention in print came on 11 August 1843 when Captain G.C.S. Vail, who had moved from Milan, Michigan, to Milwaukee, bought the vessel from the Dickson, Brewster, Pratt, Taylor & Co. consortium. A new enrollment was entered at the Port of Detroit that described that Captain Vail had not purchased the *Nancy Dousman* as sole owner, but instead the enrollment succinctly describes a second owner as "someone unknown" (Bureau of Navigation 1843). This "someone unknown" was in fact George D. Dousman, who planned to use the *Nancy Dousman* to transport grain from his Milwaukee warehouse (Baillod 2003). The *Nancy Dousman*'s home port was changed to Milwaukee, and Captain Vail was entered as the vessel's new master (ACGNFPL 2009; Bureau of Navigation 1843).

A gale swept across Lake Michigan on 17 March 1844 that damaged many of the vessels on the lake that day, in addition to taking the lives of a number of sailors. The *Nancy Dousman* had cleared Milwaukee that day for Grand Haven, Michigan, but she never arrived. It is unclear what happened to the vessel or her crew, as no newspaper accounts have been uncovered regarding the accident. All that is known comes from a brief mention in the *Buffalo Commercial Advertiser*'s (1845) wreck list for 1844, where the *Nancy Dousman* is listed as having gone ashore on Lake Michigan during that storm (ACGNFPL 2009; *Buffalo Commercial Advertiser* 1845). The *Nancy Dousman* may have remained aground for some time, as she does not reappear in the historic record until February 1846. Seaman Isaac Stephenson recalls:

Mr. [Jefferson] Sinclair purchased from George Dousman, the "forwarder and warehouse man" of Milwaukee, the schooner *Nancy Dousman* for use in connection with the [lumber] mill at Escanaba. The vessel, which I hauled out on the ways, was cut in two and lengthened twenty-five feet, rechristened the *Gallinipper* and placed under command of Captain George W. Ford (Stephenson 1915).

The *Nancy Dousman* had been hauled out on the shipways nears Sweet's Warehouse in Milwaukee sometime during February 1846 to lengthen her by 25 feet in addition to raising her decks (*Daily National Pilot* 1846a). After three months of construction by Master Builder H. Gibson, the former *Nancy Dousman* was re-launched on Saturday, 9 May 1846 after a \$7,000 rebuilt and christened *Gallinipper*, a biting fly (*Cleveland Weekly Herald* 1847; *Daily National Pilot* 1846b; *Milwaukee Sentinel* 1846). According to her new enrollment, the newly-named *Gallinipper* was owned by John B. Smith of Milwaukee, and not Sinclair (Bureau of Navigation 1846). The *Gallinipper* was intended for

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 8

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

use in the lumber trade, though as the newspapers explained, she was able to carry a “good cargo of wheat” (*Daily National Pilot* 1846a).

The *Gallinipper*'s new enrollment was entered at the Port of Detroit on 26 May 1846 and indicated that the vessel was inspected at Milwaukee on 21 May 1846 by Special Surveyor John White, who certified the vessel as having one deck, two masts, no gallery, and a scroll head. Her length was measured at 95 feet, her beam was 21 feet 8 inches, her depth was 7 feet 9 inches, and her new gross tonnage increased to 144 and 89/95 tons. The *Gallinipper*'s home port remained at Milwaukee (ACGNFPL 2009; *Buffalo Daily Courier & Pilot* 1846; Bureau of Navigation 1846).

The *Gallinipper*'s rebuild and launch at Milwaukee was indicative of the city's burgeoning growth and demonstrates the important role schooners such as this one played in the economic expansion of the city. Only ten years prior the area was a sparsely settled wilderness, but by 1846 the city was incorporated and becoming a busy shipping port and the number of vessels that operated out of Milwaukee was considered formidable. Only nine years after Milwaukee's first vessel, the 90-ton schooner *Solomon Juneau*, was launched in 1837, twenty-four schooners, two sloops and one steamboat were now home-ported at Milwaukee. Additionally, any of the large steamboats that regularly sailed to Chicago from the lower lakes also stopped at Milwaukee (*Daily National Pilot* 1845).

The *Gallinipper*'s ownership changed on 27 August 1847 when Captain John B. Smith acquired two additional partners - his brother Joseph Smith and Herman Barber, both from the Wisconsin Territory. Captain George W. Ford had sailed as the *Gallinipper*'s master for only one season, and Captain John Smith himself took command in 1847. The new enrollment was now entered at Chicago instead of Detroit (ACGNFPL 2009; Bureau of Navigation 1847). Although ownership changed again on 31 March 1848 at the Port of Chicago, the new owners are unknown as the 1848 enrollment has not been found. It is only known that a change of ownership was entered on this date as it is marked on the surrendered 1847 enrollment (Bureau of Navigation 1847).

On 7 July 1848, the *Gallinipper* was running light when she was stuck by a gale and capsized off Beaver Island, Michigan. Her crew was rescued, and the vessel was righted and towed into St. James Harbor on Beaver Island by the propeller *Oneida*. Damage to the vessel was estimated at \$3,300, repairs were made, and the *Gallinipper* returned to Milwaukee by late August that year (ACGNFPL 2009; *Buffalo Commercial Advertiser* 1848; Mansfield 1899a; *Toronto Globe* 1848). Before the end of the season, however, the *Gallinipper* changed hands again on 26 October 1848. James Steward and Daniel Newhall purchased the *Gallinipper* and changed her home port to Chicago (ACGNFPL 2009).

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 9

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

The 1849 season only finds one mention of the *Gallinipper* in the press. The ship is listed as arriving at the Port of Buffalo on 5 October 1849 under the command of Captain Mosely. She had arrived from Milwaukee, carrying 5,225 bushels of wheat consigned to E. Weed & Co. (*Buffalo Daily Courier* 1849). Although the *Gallinipper* made it through the 1849 season without changing hands, sometime during the 1850 season Steward and Newhall sold the *Gallinipper* to Nelson Ludington & Co., a lumber manufacturer and dealer in Chicago (ACGNFPL 2009). Isaac Stephenson, who later went on to become a manager for the N. Ludington & Co. firm, described a stormy trip aboard the *Gallinipper* in September 1850 that sheds some light on why the *Gallinipper* may have been changing hands so frequently since her rebuild:

The first few trips were uneventful but in the early part of September 1850, while on our way to Escanaba, with the boat light, we ran into a storm. There were eight passengers aboard, a yawl in tow and a horse on deck all bound for Bailey's Harbor. The yawl could not be taken aboard because the schooner was very "crank" when unladen and had capsized two years before at Presque Isle on Lake Huron [sic]. A terrific gale came up and, while fighting the storm from Friday morning to Sunday afternoon, we drifted from what is now called Algoma, then known as Wolf River, twelve miles south of Sturgeon Bay, to a point ten miles south of Racine. The yawl parted its painter and went adrift to the east side of the lake; the horse died at midnight on Sunday when we were off Milwaukee harbor, and the passengers, who had despaired of ever seeing land again, were back where they had started. The storm which we had happily survived was said to be one of the most severe that ever swept Lake Michigan (Stephenson 1915).

With the increase in size, it seems the *Gallinipper* lost some of her sailing qualities when light, and sometime later that fall the *Gallinipper* went ashore at Milwaukee (ACGNFPL 2009). Little additional information is available on this incident, but by 10 May 1851 the *Gallinipper* had stranded again and sunk in the mouth of the Milwaukee harbor (ACGNFPL 2009). She was refloated and pulled free with relative ease, the total damage amounting to only \$300 (*Buffalo Daily Courier* 1852).

On 5 July 1851, Isaac Stephenson, then Mate of the *Gallinipper*, purchased a half share in the vessel from Nelson Ludington & Co., but the vessel and crew got underway before the purchase could be officially registered on the vessel's enrollments (Stephenson 1915). The *Manitowoc Herald* (1851a) also reported that Captain Henderson owned a share in the vessel along with Nelson Ludington & Company, but apparently this transaction was also not recorded, as neither transaction is reflected in the *Gallinipper*'s enrollment documents (ACGNFPL 2009).

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 10

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

On Monday, 7 July 1851, the *Gallinipper* cleared Milwaukee light for Bay de Noque, Michigan, for a load of lumber. Late that afternoon the vessel was struck by a fast moving squall and capsized eight to ten miles offshore between Sheboygan and Manitowoc, Wisconsin. She righted herself once, but was again pushed over by the storm, filled with water, and sank. The schooner *Cleopatra*, passing a quarter mile away, sent a boat to rescue the *Gallinipper*'s two passengers, Captain Henderson, and her six-man crew (*Manitowoc Herald* 1851a).

On Wednesday, 9 July 1851, the schooner *Crook* reported to have spotted the capsized *Gallinipper* off Sheboygan, nearly underwater with only ten feet above the surface (*Milwaukee Sentinel* 1851a). Also on 9 July, Captain Joseph Edwards of the schooner *Convoy* reported to have found the *Gallinipper*'s hull floating ten miles south east by south of Manitowoc. He attempted to right the vessel but could not, and so fastened a line to her in an unsuccessful attempt to tow her. Unable to move the vessel, Captain Edwards managed to remove the *Gallinipper*'s mainsail, main boom, and the main gaff – all which he stored with Manitowoc merchant P.P. Smith. Edwards reported that he left the *Gallinipper* in 40 fathoms of water with her taffrail and main mast head exposed (*Manitowoc Herald* 1851b; 1851c; *Milwaukee Sentinel* 1851b). These reports spurred Captain Henderson into searching himself for his capsized vessel, but he returned to Milwaukee on Tuesday, 15 July 1851 after an unsuccessful search. The *Milwaukee Sentinel* (1851b) surmised that the *Gallinipper* "has doubtless gone to the bottom."

Many years after the sinking, Isaac Stephenson reminisced about his emotional and financial attachment to the *Gallinipper*:

After I had made a few trips on the *Gallinipper* as mate, the company commissioned me to buy horses, oxen and supplies...to divert my attention from sailing.... None the less I was still absorbed in it and during the following year, 1851, I purchased a half interest in the *Gallinipper* on July 5, when she was on her way to Escanaba. This was not a fortunate venture. On July 7, when off Sheboygan the vessel capsized and sank, a total loss although all of the crew were saved. The transaction not having been recorded with the underwriters, I saved my outlay for the purchase (Stephenson 1915).

The schooner *Gallinipper* was listed as a total loss on the Lake Casualty Lists for 1851 (*Buffalo Daily Courier* 1852; Mansfield 1899a). She was valued at \$3,000 and insured by the Merchants Mutual Insurance Company for \$2,000 (*Buffalo Daily Courier* 1852; *Manitowoc Herald* 1851a).

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 11

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

**Significance**

The *Gallinipper* meets the registration requirements for Criteria A and D at the state level, as established in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). Under Criterion A, the *Gallinipper* is a significant representative of the Wisconsin Territory prior to statehood and the very early vessels that braved uncharted waters and an almost complete lack of harbors around Lake Michigan to supply early nineteenth-century settlements and fur trade posts. Sailing as the *Nancy Dousman*, the vessel was one of the first commercial sailing vessels to support the early settlements at Green Bay and Milwaukee, and played an important role in these settlements becoming significant commercial and industrial centers by the end of the nineteenth century. The *Nancy Dousman*'s construction was contracted by Michael Dousman, whose family became prominent businessmen throughout Wisconsin and played important roles in the shaping of Milwaukee, Green Bay, and Prairie du Chien, where their early settlements and businesses brought the settlements and the family wealth and fortune. Even today, the family's influence in Wisconsin's heritage is easily seen in the City of Dousman, the Villa Louis historic site in Prairie du Chien, and a number of streets named after the family in cities and towns throughout Wisconsin. Today, the *Gallinipper* shipwreck is the oldest known shipwreck site in Wisconsin waters, and is the only known shipwreck known to have played a significant role in the Wisconsin Territory fur trade. It is also associated with the growing commercial importance of Milwaukee.

Under Criterion D, the *Gallinipper* shipwreck is an extremely important contribution to understanding early Great Lakes sailing vessels, not only in Wisconsin, but for the Great Lakes as a whole. At the time of her construction, there were few vessels sailing the Great Lakes, and only a handful of those ventured to the frontier lands that bordered western Lake Michigan where the waters were uncharted and there were few safe anchorages to wait out the treacherous gales that so frequently swept the lake. Because of the *Gallinipper*'s early construction date, she markedly differs from other schooners found on Wisconsin bottomlands. She is the only known standing keeler in Wisconsin waters, as her construction date predates the adoption of the centerboard on the Great Lakes. The *Gallinipper* also carried a very early and complicated rig that was found on few vessels that sailed the Great Lakes. With a topgallant mast and several yards on her foremast, her operation and rigging required a far greater level of skill and work than was found on the vast majority of later-nineteenth century sailing vessels that carried a minimal or cut-down rig that required less skill and fewer crew to safely operate. Additionally, the vessel's stern cabin is completely beneath the weather deck, the only known cabin of this type in Wisconsin waters. Combined, the *Gallinipper*'s attributes more closely resemble vessels common to colonial America or to early European coasting schooners than to the common Great Lakes schooner. While rebuilt in 1846, the newly-rebuilt hull still retained hull and rigging features that more closely resembled the original hull constructed in 1833 than that of contemporary vessels constructed

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 8 Page 12

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

in the 1840s. Despite the fact that the hull was lengthened and deepened, it remained as a standing keeler without the incorporation of a centerboard, which had become commonplace on Great Lakes schooners by the 1840s. Additionally, the vessel retained a stern cabin that was constructed entirely below deck level, an attribute not seen on later vessels. Finally, the *Gallinipper* retained a rather complex form of schooner rigging for the Great Lakes, with a topgallant mast and several yards rigged to her foremast. With the exception of her additional cargo capacity, it appears the newly-launched *Gallinipper* retained much of her original design characteristics in hull and rig. Information gathered from the *Gallinipper* site has broadened our understanding of early Great Lakes trading vessel construction and use, and holds vast potential to yield further significant information essential to understanding early nineteenth-century maritime commerce, vessel construction, and trade.



Name of Property

County and State

**9. Major Bibliographic References**

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

**Previous Documentation on File** (National Park Service):

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

**Primary location of additional data:**

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

Name of repository:

**10. Geographical Data**

**Acreeage of Property** Less than one acre

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

<p>1 <u>16</u> <u>0461099</u> <u>4862398</u></p> <p style="margin-left: 20px;">Zone Easting Northing</p>	<p>3 _____</p> <p style="margin-left: 20px;">Zone Easting Northing</p>
<p>2 _____</p> <p style="margin-left: 20px;">Zone Easting Northing</p>	<p>4 _____</p> <p style="margin-left: 20px;">Zone Easting Northing</p> <p><input type="checkbox"/> See Continuation Sheet</p>

**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**

<b>name/title</b>	Keith Meverden and Tamara Thomsen	<b>date</b>	12/9/09
<b>organization</b>	Wisconsin Historical Society	<b>telephone</b>	608-221-5909
<b>street &amp; number</b>	816 State Street	<b>zip code</b>	53706
<b>city or town</b>	Madison	<b>state</b>	WI

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 1

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

**References**

- Alpena County George N. Fletcher Public Library [ACGNFPL]  
[2009] *Gallinipper* Great Lakes Maritime Database, Alpena County George N. Fletcher Public Library, Alpena, Michigan. <<http://www.greatlakesships.org/vesselview.aspx?id=45028>>
- Atkins, Barton  
2008 *Modern Antiquities: Comprising Sketches of Early Buffalo and the Great Lakes*. BiblioLife Publishing, Charleston, South Carolina.
- Baillod, Brendon  
2003 *A Ghost at 40 Fathoms*, *Inland Seas*. Issue 59, Fall, pg. 183–90.
- Brown, Henry, Esq.  
1876 *The Present and Future Prospects of Chicago: An Address Delivered before the Chicago Lyceum- January 20, 1846*. Fergus Printing Co., Chicago, Illinois.
- Buffalo Whig  
1835a *Buffalo Whig*, 15 April.  
1835b *Buffalo Whig*, 20 May.  
1835c *Buffalo Whig*, 1 July.
- Buffalo Commercial Advertiser  
1844a *Buffalo Commercial Advertiser*, 5 April.  
1844b *Buffalo Commercial Advertiser*, 6 April.  
1845 *Buffalo Commercial Advertiser*, 8 February.  
1848 *Buffalo Commercial Advertiser*, 21 August.
- Buffalo Daily Courier  
1849 *Buffalo Daily Courier*, 6 October.  
1852 *Buffalo Daily Courier*, 5 January.
- Buffalo Daily Courier & Pilot  
1846 *Buffalo Daily Courier & Pilot*, 18 December.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 2

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

Bureau of Navigation

1833 *Nancy Dousman* Permanent Certificate of Enrollment No. [illegible], Port of Michilimackinac, Record Group 41, U.S. National Archives. Washington D.C.

1834 *Nancy Dousman* Permanent Certificate of Enrollment No.2, Port of Michilimackinac, Collection of Colonial Michilimackinac State Park, Michigan State Parks, Mackinaw City, Michigan.

1835 *Nancy Dousman* Permanent Certificate of Enrollment No.2, Port of Michilimackinac, Collection of Colonial Michilimackinac State Park, Michigan State Parks, Mackinaw City, Michigan.

1836 *Nancy Dousman* Permanent Certificate of Enrollment No.3, Port of Michilimackinac, Collection of Colonial Michilimackinac State Park, Michigan State Parks, Mackinaw City, Michigan.

1837 *Nancy Dousman* Permanent Certificate of Enrollment No.3, Port of Michilimackinac, Collection of Colonial Michilimackinac State Park, Michigan State Parks, Mackinaw City, Michigan.

1838 *Nancy Dousman* Permanent Certificate of Enrollment No.7, Port of Michilimackinac, Collection of Colonial Michilimackinac State Park, Michigan State Parks, Mackinaw City, Michigan.

1840 *Nancy Dousman* Permanent Certificate of Enrollment No.42, Port of Buffalo, Buffalo Customs District, Great Lakes Marine Historical Society Collection, Milwaukee Public Library. Milwaukee, Wisconsin.

1843 *Nancy Dousman* Permanent Certificate of Enrollment No.27, Port of Detroit, Detroit Customs District, Great Lakes Marine Historical Society Collection, Milwaukee Public Library. Milwaukee, Wisconsin.

1846 *Gallinipper* Permanent Certificate of Enrollment No.37, Port of Detroit, Detroit Customs District, Record Group 41, U.S. National Archives. Washington D.C.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 3

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

1847 *Gallinipper* Permanent Certificate of Enrollment No.53, Port of Chicago, Chicago Customs District, Record Group 41, U.S. National Archives. Washington D.C.

Burton Historical Collection Detroit Public Library [BHCDPL]  
1835 Port of Mackinac Customs House Manifests, 11 July.  
1836a Port of Mackinac Customs House Manifests, 28 April.  
1836b Port of Mackinac Customs House Manifests, 28 October.

Cleveland Daily Herald  
1840 *Cleveland Daily Herald*, 6 October.

Cleveland Daily Herald & Gazette  
1839a *Cleveland Daily Herald & Gazette*, 8 May.  
1839b *Cleveland Daily Herald & Gazette*, 25 May.

Cleveland Weekly Herald  
1847 *Cleveland Weekly Herald*, 13 January.

Cooper, David J. and Paul P. Kriesa  
1992 Great Lake Shipwrecks of Wisconsin. National Park Service National Register of Historic Places Multiple Property Documentation Form. Division of Historic Preservation – Public History. Wisconsin Historical Society. Madison, Wisconsin.

Crary, L.P - Publisher  
1832 *Directory for the City of Buffalo*. Steele & Faxon Printer, Buffalo, New York.

Daily National Pilot (Buffalo, NY)  
1845 *Daily National Pilot*, 7 July.  
1846a *Daily National Pilot*, 20 March.  
1846b *Daily National Pilot*, 19 May.

Detroit Daily Advertiser  
1844 *Detroit Daily Advertiser*, 4 April.

Detroit Free Press  
1844 *Detroit Free Press*, 6 April.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section 9 Page 4

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

Draper, L.C. - Editor

1876 *John T. De La Ronde Personal Narrative*. Collections of the State Historical Society of Wisconsin. Democratic Printing Co., Madison, Wisconsin.

Gough, Barry

2006 *Through Water, Ice and Fire: The Schooner Nancy of the War of 1812*. Dundurn Press Ltd., Toronto, Ontario.

Hubbard, Gurdon

1911 *The Autobiography of Gurdon Saltonstall Hubbard*. The Lakeside Press, RR Donnelley & Sons Co. Chicago, Illinois.

Kellogg, Louise

1918 *Historical Fragments*. Wisconsin Magazine of History 1917-1918. State Historical Society of Wisconsin, Madison, Wisconsin.

Manitowoc Herald

1851a *Manitowoc Herald*, 7 July.  
1851b *Manitowoc Herald*, 12 July.  
1851c *Manitowoc Herald*, 21 July.

Mansfield, J.B.

1899a *History of the Great Lakes*. Volume I. Chicago: J.H. Beers & Co.  
1899b *History of the Great Lakes*. Volume II. Chicago: J.H. Beers & Co.

Martin, Deborah

1913 *History of Brown County, Wisconsin*. S.J. Clarke Publishing, Chicago, Illinois.

Martin, Patrick E.

1985 *Mill Creek Site and Pattern Recognition in Historical Archaeology*- Archaeological Completion Report Series, Number 10, Mackinac Island State Park Commission, Mackinac Island, Michigan.

Milwaukee Sentinel

1846 *Milwaukee Sentinel*, 11 May.  
1851a *Milwaukee Sentinel*, 9 July.  
1851b *Milwaukee Sentinel*, 16 July.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 5

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

Schoolcraft, Henry

1851 *Personal Memoirs of a Residence of Thirty Years with the Indian Tribes on the American Frontiers: With Brief Notices of Passing Events, Facts and Opinions, A.D. 1812 to A.D. 1842.* Lippincott, Grambo & Co., Philadelphia, Pennsylvania.

Smith, H. Perry - Editor

1884 *History of the City of Buffalo and Erie County.* D. Mason & Co. Publishers, Syracuse, NY.

Stephenson, Isaac

1915 *Recollection of a Long Life, 1829-1915.* Privately Printed, Chicago, Illinois.

Toronto Globe

1848 *Toronto Globe*, 13 September.

Walker, Augustus

1902 "Early Days on the Lakes, with an Account of the Cholera Visitation of 1832." In *Publications of the Buffalo Historical Society.* Buffalo, NY.

Watrous, Lieut. Col. Jerome A. - Editor

1909 *Memoirs of Milwaukee County.* Western Historical Association, Madison, Wisconsin.

Wright, George

1916 *A Standard History of Lorain County Ohio.* Lewis Publishing, Chicago, Illinois.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
Continuation Sheet

Section 10 Page 1

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

**Verbal Boundary Description**

The area included in the site is a circle with a 200 foot diameter centered on the UTM coordinates 0461099 Easting, 4862398 Northing, Zone 16.

**Boundary Justification**

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

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	date
organization	telephone
street&number	zip code
city or town	state WI

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

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



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section photos Page 1

*Gallinipper* Shipwreck (Schooner)  
Lake Michigan, Manitowoc County, Wisconsin

---

**Photo #1 of 1**

*Gallinipper* Shipwreck (Schooner)  
Manitowoc County, Wisconsin  
Photographer Tamara Thomsen  
20 August 2009  
View of bow looking aft

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY GALLINIPPER Shipwreck (Schooner)  
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS  
NAME:

STATE & COUNTY: WISCONSIN, Manitowoc

DATE RECEIVED: 11/12/10 DATE OF PENDING LIST: 12/13/10  
DATE OF 16TH DAY: 12/28/10 DATE OF 45TH DAY: 12/28/10  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001091

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 12-29-10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

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



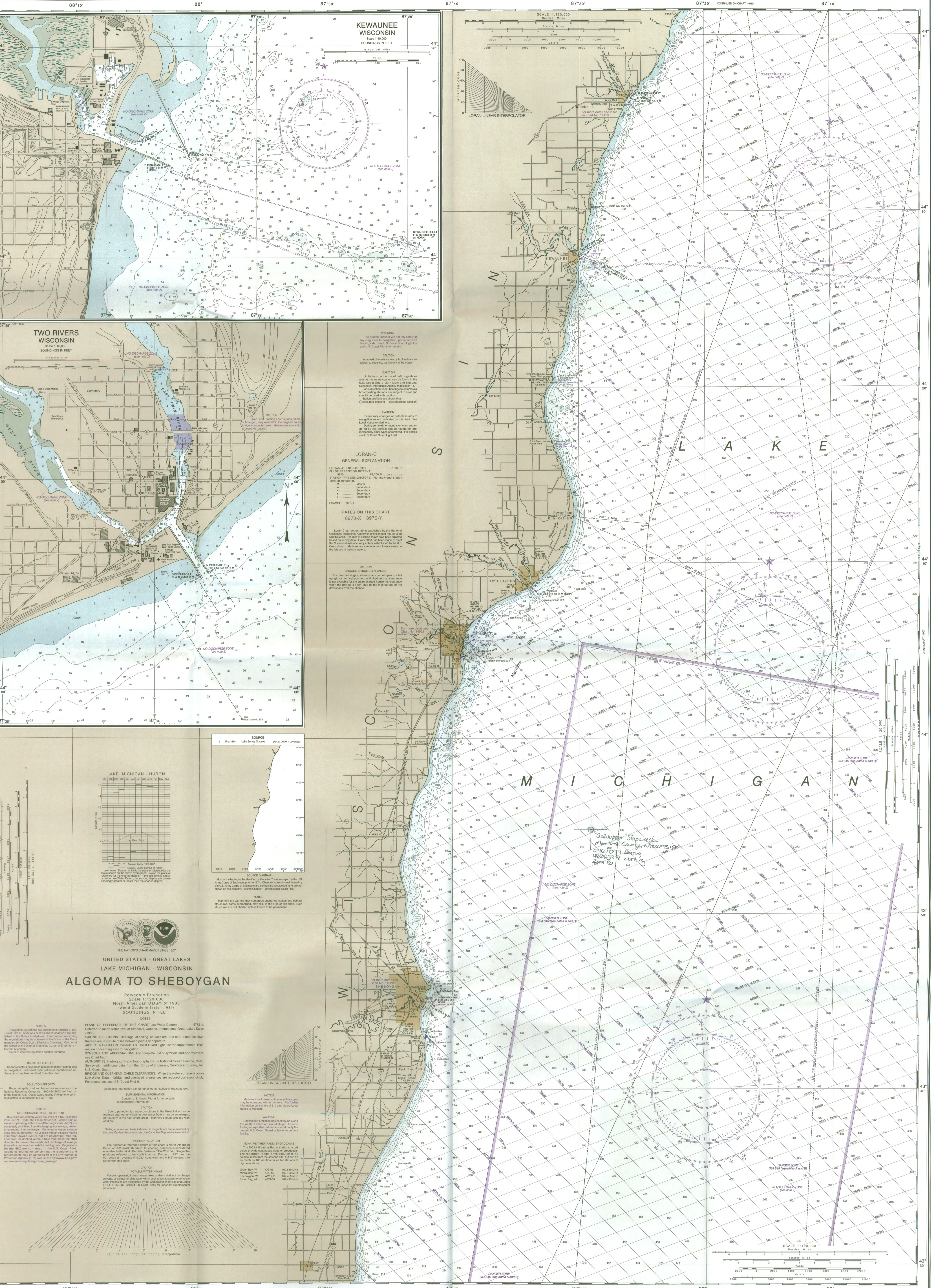
Gallinipper Shipwreck (Schooner)

Town of Centerville, Manitowoc County, WI

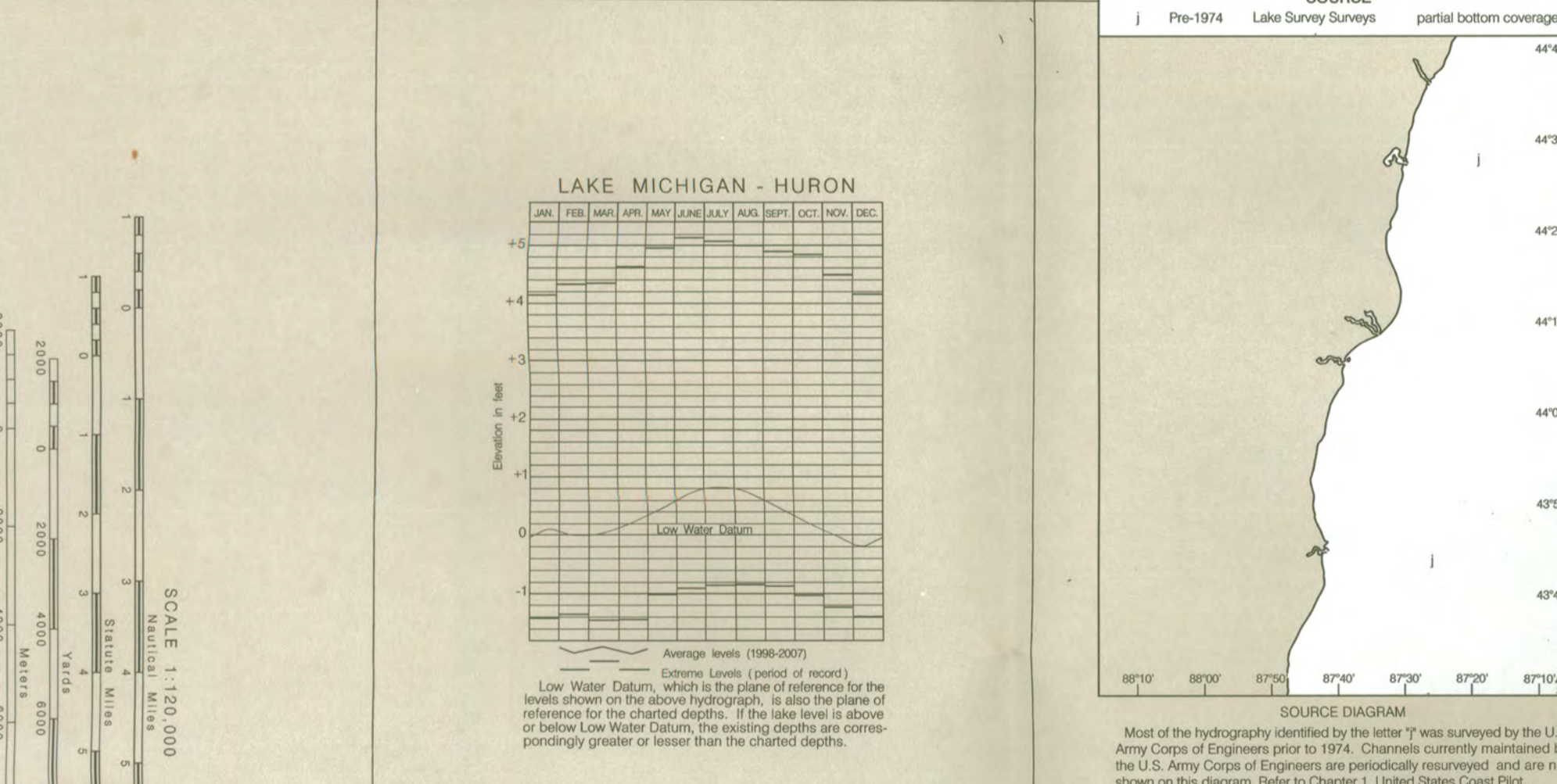
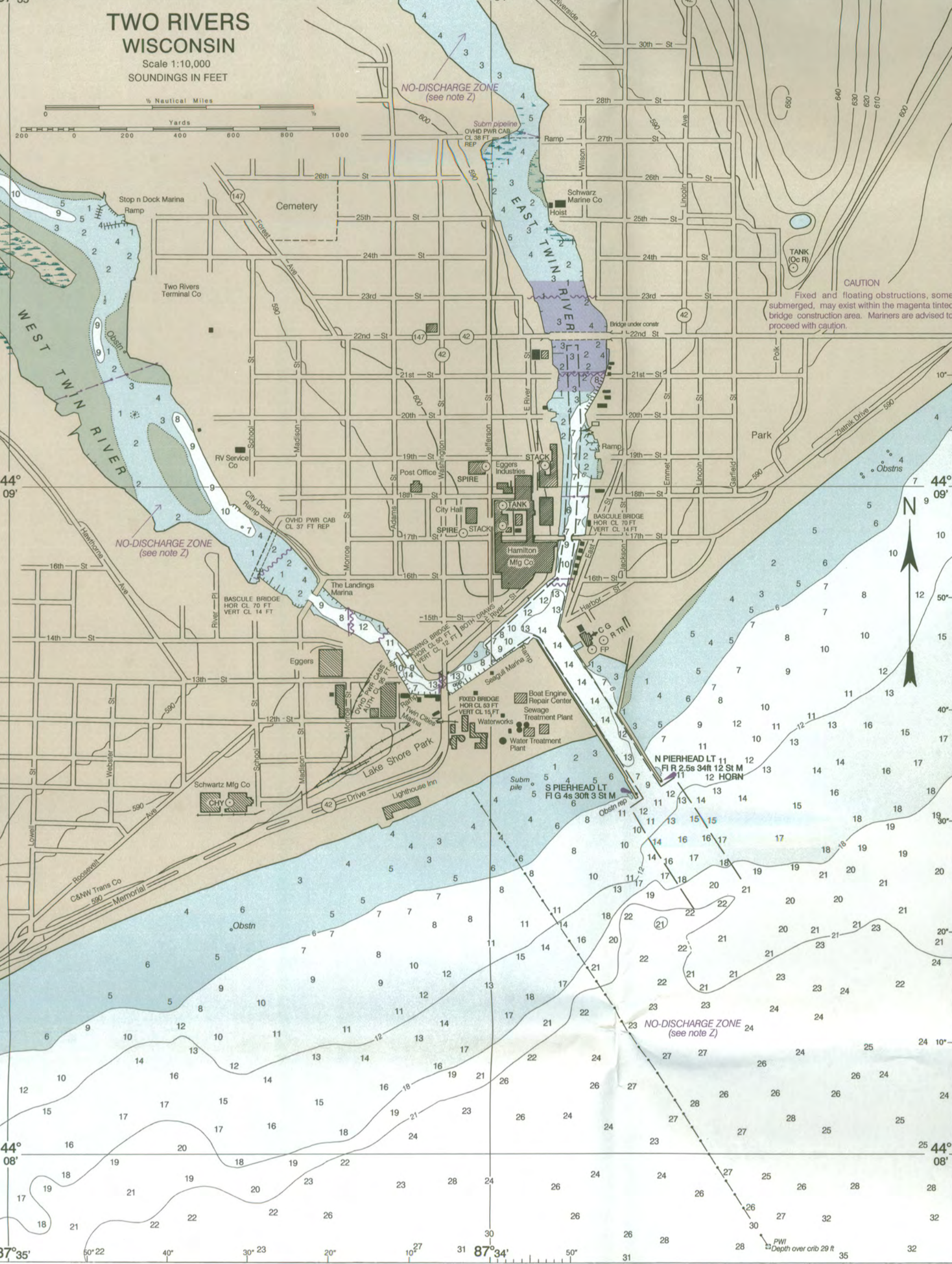
Photo 1 of 1

990105686 <wiscons..001.jpg> 2/4

Walgreens 04805 <> 03/10/10



PRINT ON DEMAND CHARTS  
The material shown on this chart was prepared by NOAA for release to the public. The National Oceanic and Atmospheric Administration (NOAA) is not responsible for the accuracy or completeness of the information shown on this chart. NOAA does not assume any liability for any damage or loss resulting from the use of this chart. For more information on NOAA products and services, visit us at [www.noaa.gov](http://www.noaa.gov).



**ALGOA TO SHEBOYGAN**  
Polyconic Projection  
Scale 1:120,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

**NOTES**  
1. Negatives recorded in this chart are Chapter 2, U.S. Coast Pilot 6. Additions or corrections to Chapter 2 are published in the Notices to Mariners. Information concerning the use of this chart is contained in the Notices to Mariners. The U.S. Coast Guard District in Cleveland, Ohio, or at the Hydrographic Office, Department of Defense, Washington, D.C., or the U.S. Coast Guard Hydrographic Office in San Francisco, California, will supply additional copies of this chart. For more information on NOAA products and services, visit us at [www.noaa.gov](http://www.noaa.gov).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification numbers are shown in the appropriate section of the chart.

**ROLLATION REPORTS**  
Reports of rolls of aid and hazardous substances to the National Response Center via 1-800-844-6882, or free, or to the nearest U.S. Coast Guard facility responsible for environmental response are requested.

**NO DISCHARGE ZONE** (See Note 2)  
This chart falls within the limits of a No Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within an NDZ are prohibited from discharging any oil, oil fuel, or any other liquid substance into the water. The U.S. Coast Guard will enforce this regulation. For information concerning the regulations and requirements, visit us at [www.uscg.gov](http://www.uscg.gov).

**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum) ..... 573.5  
Referenced to mean water level at Algona, Quebec, International Great Lakes Datum (1985).

**SOUNDING DIRECTIONS** Bearings at sailing courses are true and distances given are in statute miles between points of departure.

**ADD TO NAVIGATION** Consult U.S. Coast Guard Light List for supplementary information concerning aids to navigation.

**SYMBOLS AND ABBREVIATIONS** For complete list of symbols and abbreviations, see Chart No. 1.

**AUTHORITIES** Hydrography and hydrography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard. Additional data from the U.S. Coast Guard District in Cleveland, Ohio, and the U.S. Coast Guard Hydrographic Office in San Francisco, California.

**EDITORIAL INFORMATION** Contact U.S. Coast Pilot 6 for reprint or correction information.

**NOTE** Mariners should exercise caution and allow for a safety margin in the use of this chart. For further information, consult the U.S. Coast Pilot 6.

**NOA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous marine broadcasting, national radio from the antenna site, but can be up to 100 miles from the antenna for stations at high elevations.

**CANADIAN WATER INTAKE**  
The horizontal reference station of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the Mean Sea Level datum of 1929. Geographic positions referred to the North American Datum of 1929 must be corrected for an average of 1.17 meters (3.84 feet) and a 3.2 arc second error.

**CAUTION** PORTABLE WATER INTAKE  
Vessels carrying drinking water or other water for consumption should avoid drawing water from the intake of a power plant or other industrial facility.

**LORAN-C**  
GENERAL EXPLANATION

**LORAN-C FREQUENCY** 100MHz  
**PULSE REpetition INTERVAL** 1/500  
**STATION TYPE DESIGNATIONS** (See individual station descriptions)  
M Master  
S Secondary  
X Tertiary  
N Unidirectional  
W Unidirectional (see Note 2)

**RATES ON THIS CHART** 8970-X 8970-Y

**CAUTION** For accurate clearance, vessels should not open to a full width or vertical position. Vessels should not open to a full width or vertical position when the bridge is in the area, as the horizontal clearance may be affected by the motion of the ship.

**CAUTION** Temporary changes or defects in aids to navigation are indicated on this chart. See Local Notice to Mariners. Changes should be noted and when applicable, used for other purposes. For details see U.S. Coast Pilot 6.

**SCALE** 1:120,000  
Vertical Scale  
Horizontal Scale

**GENERAL EXPLANATION**  
For accurate clearance, vessels should not open to a full width or vertical position. Vessels should not open to a full width or vertical position when the bridge is in the area, as the horizontal clearance may be affected by the motion of the ship.

**CAUTION** Temporary changes or defects in aids to navigation are indicated on this chart. See Local Notice to Mariners. Changes should be noted and when applicable, used for other purposes. For details see U.S. Coast Pilot 6.

**CAUTION** For accurate clearance, vessels should not open to a full width or vertical position. Vessels should not open to a full width or vertical position when the bridge is in the area, as the horizontal clearance may be affected by the motion of the ship.

**CAUTION** Temporary changes or defects in aids to navigation are indicated on this chart. See Local Notice to Mariners. Changes should be noted and when applicable, used for other purposes. For details see U.S. Coast Pilot 6.

**NOTE** Mariners should exercise caution and allow for a safety margin in the use of this chart. For further information, consult the U.S. Coast Pilot 6.

**NOA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous marine broadcasting, national radio from the antenna site, but can be up to 100 miles from the antenna for stations at high elevations.

**CANADIAN WATER INTAKE**  
The horizontal reference station of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the Mean Sea Level datum of 1929. Geographic positions referred to the North American Datum of 1929 must be corrected for an average of 1.17 meters (3.84 feet) and a 3.2 arc second error.

**CAUTION** PORTABLE WATER INTAKE  
Vessels carrying drinking water or other water for consumption should avoid drawing water from the intake of a power plant or other industrial facility.





WISCONSIN  
HISTORICAL  
SOCIETY



**TO: Keeper  
National Register of Historic Places**

**FROM: Daina Penkiunas**

**SUBJECT: National Register Nomination**

The following materials are submitted on this 10th day of November 2010,  
for nomination of the Gallinipper Shipwreck (Schooner) to the National Register of  
Historic Places:

1 Original National Register of Historic Places nomination form

         Multiple Property Nomination form

1 CD with electronic images

1 Photograph(s)

1 Original USGS/NOAA map(s)

         Sketch map(s)/figure(s)/exhibit(s)

         Piece(s) of correspondence

         Other \_\_\_\_\_

**COMMENTS:**

         Please insure that this nomination is reviewed

         This property has been certified under 36 CFR 67

         The enclosed owner objection(s) do \_\_\_\_\_ do not \_\_\_\_\_  
constitute a majority of property owners.

         Other: \_\_\_\_\_