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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 *Island City Shipwreck (Schooner)*  
other names/site number

2. Location

street & number	9 miles southeast of Port Washington in Lake Michigan	N/A	not for publication
city or town	Mequon	X	vicinity
state Wisconsin	code WI	county Ozaukee	code 089
			zip code 53074

3. State/Federal Agency Certification

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

Signature of certifying official/Title

Date

*James D. Aigner*  
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

Island City Shipwreck (Schooner)

Ozaukee County

Wisconsin

Name of Property

County and State

**4. National Park Service Certification**

I hereby certify that the property is:

☐ entered in the National Register.☐ See continuation sheet.☐ determined eligible for the

National Register.

☐ See continuation sheet.☐ determined not eligible for the

National Register.

☐ See continuation sheet.☐ removed from the National

Register.

☐ other, (explain.)

Signature of the Keeper

Date of Action

**5. Classification****Ownership of Property**  
(check as many boxes as  
as apply)

private

public-local

X public-State

public-Federal

**Category of Property**  
(Check only one box)

building(s)

district

structure

X

site

object

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

contributing

noncontributing

1

buildings

sites

structures

objects

1

0 total

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

Great Lakes Shipwrecks of Wisconsin

**Number of contributing resources  
previously listed in the National Register**

0

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

TRANSPORTATION / Water-Related

**Current Functions**

(Enter categories from instructions)

LANDSCAPE/ underwater

**7. Description****Architectural Classification**

(Enter categories from instructions)

OTHER – Two-masted Schooner

**Materials**

(Enter categories from instructions)

Foundation N/A

walls N/A

roof N/A

other N/A

**Narrative Description**

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

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

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**Summary**

Located west of Mequon and nine miles southeast of Port Washington, Wisconsin, in Lake Michigan the schooner *Island City* lies in 135 feet of water, somewhat broken up, but with nearly all hull structure and rigging present. The small lakeshoring schooner was constructed by shipwright Peter Perry on Harsens Island, Michigan, in 1859. The *Island City* worked as a lakeshoring vessel on Lake St. Clair primarily carrying produce and merchandise between small unimproved ports and Detroit, Michigan. Her final years of operation were spent on Lake Michigan during the lumber industry boom. While enroute from Ludington, Michigan, to Milwaukee, Wisconsin, the *Island City* encountered a storm, sprung a leak, and sank south of Port Washington, Wisconsin. Today, the *Island City* is representative of a relatively undocumented vessel type and trade, Great Lakes lakeshoring schooner, and provides historians and archaeologists the rare chance to study this little-documented vessel class. Once common on the Great Lakes, 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 construction and operation was largely undocumented during the nineteenth century, however, and today the lakeshoring schooner is one of the least understood vessel classes to have sailed the Great Lakes.

**Site Description**

The *Island City* lies on the lakebed on a heading of 090 degrees. The outer wooden hull of the vessel is mostly intact on the portside; however, the first 30 feet of port side of the vessel has separated at the bow and fallen outward and much of the interior of the vessels has broken up and floated away. The hull is 82 feet in length and 16.8 feet in beam, leans 22 degrees to starboard and 2 degrees towards the bow. The bowsprit is extant 6.6 feet long and square in cross section 0.6 feet thick by 0.7 feet wide. During the sinking event the bowsprit was unstepped from the samson post and now sits just forward of the stempost in the sand.

The *Island City*'s stem post is still intact sitting at 30 degrees to the keel. The stempost is 0.45 feet sided, 0.47 feet molded, and has a bobstay attached. The stem is joined to the keel with a curved scarph; this joint is supported by a stem iron on the forward edge of the stem post which extends 1.4 feet from the base and is 0.47 feet wide. Attached to the aft side of the stem post is the apron which is 0.53 feet sided and 0.47 feet molded. On the starboard side of the stem post, the outer hull is intact up to the top rail; however, on the portside, only the lower four outer hull strakes are still attached to the stempost. Above this point the hull on the portside has split open for 30 feet aft of the bow and now sits approximately 7.0 feet from its original position.

During the survey no anchors were found nor anchor chain or hawse pipes. However catheads are extant on both sides of the vessel 4.9 feet aft of the bow. Both catheads rise 2.7 feet above the deck and extend 1.3 feet outside the rail to terminate in a square cross section 0.6 feet by 0.6 feet. Both catheads

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have an iron framing strap 0.25 wide on the facing edge to stop the anchor chain from rubbing against the wooden catheads.

The samson post has collapsed from its original position and now lies prone on top of the silt and broken planking inside the hull. The post itself is 8.2 feet long 0.75 feet by 0.75 feet at its fore end and 0.95 feet by 0.95 feet at its aft end. No windlass is extant.

The main rail is intact along much of the starboard side, but it is missing almost entirely along the port side, except for a small section toward the bow. Where extant, the top rail is 0.75 feet wide, 0.23 feet thick, and rises 1.83 feet above the covering board amidships. The rail is supported by bulwark stanchions 0.37 sided, 0.45 feet molded, by 1.6 feet high, and spaced 1.88 feet between stanchions. The inner bulwark planking is found directly beneath the rail 0.6 feet tall and 0.15 feet thick. The bulwark was built without outer planking and water would have been free to wash off the deck through the large gap between the inner planking and the covering board. The covering board itself is 0.13 feet thick by 1.2 feet wide. There are two mooring bitts extant 9.8 feet aft of the bow. Each bit is 0.55 feet thick, 0.4 wide, and rises 2.7 feet above deck level.

The top strake just below the covering board acts as rubbing strake and is thicker than other outer hull planking. It is 0.2 feet thicker at the top, 0.32 feet wide, and 0.28 feet thicker at the bottom of the strake. It is not possible to distinguish if a lower rubbing strake is present as much of the outer hull is buried in silt. However, where extant the outer hull planks are in excellent condition. At midships, the outer hull planking below the sheer measures 0.5 feet, 0.55 feet, 0.5 feet, 0.45 feet, 0.5 feet, 0.5 feet, 0.55 feet and 0.5 feet.

The deck was completely removed during the sinking event. However, a small section is still extant sitting off the starboard side. These planks measure 0.35 feet, 0.35 feet, and 0.4 feet wide by 0.2 feet thick. The deck planking would have sat atop of the deck beams, a small number of which are still extant. These beams varied between 0.3 feet thick by 0.5 feet wide and 0.4 feet thick and 0.45 feet wide by 16.8 feet wide and were spaced at intervals of 1.15 feet. The vessel was built with a single hold, which was constructed without hanging knees to allow the accommodation of dimensional lumber. Instead of being supported by hanging knees, the deck beams were socketed into holes cut into the deck beam shelf which is 0.75 feet high and 0.25 inches thick, and then sandwiched underneath the covering board. The deck beam is then butted up against the outer hull planking and fastened to the adjacent bulwark stanchion. Ceiling planking is still extant in a number of places and measures 0.75 feet, 0.65 feet, 0.65 feet, 0.65 feet, 0.60 feet, 0.72 feet, 0.81 feet, and 0.82 feet before disappearing into the silt. The vessel was double framed with each futtock 0.25 feet wide by 0.35 feet thick with a spacing of 1.15 feet between frames. From historic sources we know that in 1877 the *Island City* was lengthened from 54 feet to 81 feet. This lengthening is evidenced amidships where the usual pattern of



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framing described above is replaced by frames which are 0.3 wide with spacing ranging from 0.15 feet to 0.8 feet. No deck stanchions are extant and there is no hogging arch.

During the sinking event, both the foremast and mainmast were separated from the hull and now lie on the sand off to the starboard side. The masts' original location within the hull is evidenced by the presence of both the fore and aft chainplates. The forward edge of the foremast chainplates is located 17.0 feet aft of the bow and is made up of three chains with associated dead eyes on both the starboard and portside. Each chain is 3.3 feet in overall height by 0.3 feet in width and the spacing between the chains is 1.8 feet and 1.4 feet respectively. The mainmast chainplates are only extant on the starboard side. The port side chains having been lost with the port stern quarter bulwark during the sinking event or may have been pulled from the wreck in fishing nets. The forward edge of the starboard mainmast chainplates are located 51.2 feet aft of the bow and is made up of three chains 3.3 feet high by 0.3 feet wide. The spacing between the first chain and the second is 1.4 feet, and from second to third is 2.1 feet.

The *Island City* carried a single centerboard located on the vessel's centerline. The centerboard trunk itself is 20.85 feet long, and is located 27.85 feet aft of the bow. The centerboard trunk is 1.1 feet wide and rises 4.9 feet above the silt with each board 1.0 feet wide by 0.25 feet thick. The centerboard itself is stowed as the fore and aft eyes are still visible.

The center of the rudder post is located 81.0 feet aft of the bow. The rudder post is 0.7 feet in diameter and rises 7.5 feet above the sand. The rudder is turned to starboard. The rudder measures 3.4 feet tall, and extends 2.3 feet aft of the rudder post at its widest part. The blade is constructed from five vertical timbers attached to the rudder post. No preventers are extant. The sternpost sits at 10 degrees to the keel. It is 0.8 feet sided by 0.6 feet molded and is curved to fit the rudder post.

The transom has come apart from the hull and now lies flat on the sand 6 feet aft of the sternpost. The extant piece of transom is 11.6 feet wide with ceiling planking, frames, outer hull planking and cleats still present. The ceiling planking on the transom measures 0.3 feet, 0.3 feet, 0.3 feet, 0.3 feet, 0.4 feet, and is 0.1 feet thick. Six frames are still extant on the transom all of which are 0.3 feet wide by 0.5 feet thick. The first two frames on the starboard side of the transom have supports 0.1 feet wide by 0.3 feet thick. The sixth frame on the far port side of the transom is strengthened by supports on both sides. The spacing between frames measures 1.5 feet, 1.4 feet, 1.1 feet, 1.4 feet, and 1.5 feet. The outer hull planking on the transom measures 0.7 feet wide by 0.2 feet thick. Two fairleads are also extant on top of the transom rail 2.8 feet on center from the either edge of the transom. These fairleads are 1.4 feet wide and made up of two iron pieces, spaced 0.3 feet apart and are 0.2 feet thick. Just under the transom rail are two cleats also 2.8 feet from either side of the edge of the transom. These cleats are 1.4 feet in length and extend 0.2 feet out from the transom. In the center of the transom is an iron bar 1.9

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feet long, and 0.3 feet by 0.3 feet wide which was part of the steering mechanism. An iron block and eye are also extant associated with the iron bar. These are located 2.8 feet from the port edge and 1.2 feet up from the base of the extant transom piece. The transom piece has a slight camber of 0.4 feet from the outside to the middle.

A topmast lies 21 feet forward of the bow and measures 24.1 feet long before disappearing into the silt. The end of the mast furthest from the wreck is square and measures 0.45 feet by 0.45 feet. The mast then tapers and is 0.7 feet midway along its length. The end of the foremast nearest the wreck has an iron band 0.2 feet wide around it. The foremast rests 23 feet from the hull off the starboard side of the vessel. The mast is 43.1 feet long with the 7.0 feet closest to the wreck square measuring 0.5 feet by 0.5 feet and then tapering towards the middle which is 0.7 feet in diameter. The mainmast lays 24.0 feet off the starboard side amidships and is 21.3 feet long before disappearing into the sand. The end closest to the wreck is squared 0.9 feet by 0.9 feet, and has a tenon 0.2 feet long by 0.15 feet wide and 0.9 feet thick. The mainmast also has three iron eye bolts 0.3 feet wide, and has a metal band 0.2 feet wide at the end furthest from the wreck. A boom from one of the masts is extant 8.0 feet off the starboard forward quarter measuring 26.0 feet long with jaws 1.2 feet wide. Just aft of the transom is a spar 23.1 feet long. The end of the spar closest to the wreck is 0.4 feet in diameter and taper to 0.3 feet at the furthest away end. One top is still extant however the cross tree is no longer present, and only the trestle tree remains. The trestle tree is made up of two arms, the first is 1.1 feet long by 0.2 feet thick, and 0.3 feet wide, and the second 1.9 feet long by 0.2 feet thick, and 0.3 wide. The arms are connected by a brace 0.8 feet wide.

**Summary Paragraph**

Located nine miles southeast of Port Washington, Wisconsin, in Lake Michigan the schooner *Island City* lies in 135 feet of water, somewhat broken up, but with nearly all hull structure and rigging present. Little historical documentation exists on small trading schooner construction and operation. Much of our understanding of this type of vessel lies on the lakebed and comes from archaeological data recovered from wreck sites like the *Island City*. Despite the fact the hull was lengthened, she retained all of her early hull construction qualities and features as well as identical rigging. The *Island City* meets the registration requirements for Criterion 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). Due to the wreck's remote location and because she was encased in fishing nets, increasing the risk of entanglement to divers at an advanced depth, the *Island City* remained lightly visited by divers in her early years when looting was prevalent and only recently has had an increase in visitation. The *Island City* has produced a wealth of archaeological knowledge on canal schooner construction and use, and it will continue to produce important archaeological data.

Island City Shipwreck (Schooner)

Ozaukee County

Wisconsin

Name of Property

County and State

## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

Property is:

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

### Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY / HISTORIC – NON-ABORIGINAL  
MARITIME HISTORY  
COMMERCE

### Period of Significance

1859-1894

### Significant Dates

1859

### Significant Person

(Complete if Criterion B is marked)

N/A

### Cultural Affiliation

Euro-American

### Architect/Builder

Perry, Peter

### Narrative Statement of Significance

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

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

**Summary**

Resting in 135 feet of water west of Mequon and nine miles southeast of Port Washington, Ozaukee County, Wisconsin, the schooner *Island City* represents an example of one of the least understood vessel classes, the small trading schooner. The *Island City* led a long, 35 year career changing owners, Masters, and homeports many times over and providing many immigrants the opportunity to establish themselves in the maritime field. Built in 1859 at Harsens Island, Michigan, rebuilt and lengthened at Chicago in 1865, and foundered during a Lake Michigan gale in 1894, the *Island City* provides historians and archaeologists the opportunity to study 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 small hinterland ports and larger cities. Their operation and use was largely undocumented and examples in the archaeological record are few, making trading schooners one of the least understood vessel classes to have sailed the Great Lakes.

**The Trading Schooners Role in Intra-lake Commerce**

Discussion of Wisconsin's maritime heritage is difficult without including the eastern Great Lakes of Huron, Erie, and Ontario. Many of Wisconsin's commodities were shipped beyond lakes Michigan and Superior to eastern Great Lakes ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse economic universe. Separating Wisconsin from the eastern Great Lakes frequently results in a fragmented understanding of Wisconsin's maritime heritage as a whole. There is evidence, however, that a more localized maritime trade developed that was confined to individual lakes. For Lake Michigan, this intra-lake trade or lakeshoring trade connected communities in Wisconsin, Illinois, Indiana, and Michigan in a discrete local economy, transporting cargo from one Lake Michigan port to another where it could be sold for profit. While only a fraction of Great Lakes tonnage, this trade was the lifeblood of many smaller communities, one in which the scow schooner played a vital role. Worked in no small part by immigrant sailors, Lake Michigan's lakeshoring trade was an entry point for many immigrants into Great Lakes maritime commerce, not only as sailors, but also as vessel owners and masters (Hirthe and Hirthe 1986; Gjerset 1928).

A simple, yet comprehensive, definition of lakeshoring is difficult. Contemporary authors of Great Lakes maritime commerce frequently glossed over sailing vessels, devoting most of their efforts to the new steam technology that it was thought would make sail technology quickly obsolete. Defining lakeshoring today is an even greater challenge, as sail's role changed dramatically during the nineteenth century. The beginning of the nineteenth century found a wilderness frontier, 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 small lake schooner survived this entire period



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despite increasing pressure from larger vessels, both sail and steam. Given that these small vessels were still sailing into the twentieth century suggests they were one of the most hardy and adaptable vessel types on the lake. This adaptability required these vessels to quickly change routes and cargoes, making a simple description of their trade difficult. As more information is uncovered on this maritime subculture, particularly from archaeological sites such as the *Island City*, it will become easier to explain the trading schooner's role in lakeshoring.

Despite its survival into the twentieth century, maritime authors often neglected lakeshoring. These small vessels set no records for the fastest passage, or for the largest tonnage carried. They were not the products of fierce competition between wealthy or powerful men. Typically well-used vessels, they were owned and sailed by common men supporting local economies. If lost, even with all hands, they were soon forgotten. They operated alongside the more glamorous sail and steam vessels, but always in their shadows. This lack of recognition does not make the historian's job an easy one. What we know of these vessels is far from complete. Overlooked and underappreciated, much of how they operated is lost to us today. What little we know comes from occasional newspaper articles and the archaeological record. These bits and pieces are all we have to reconstruct the life and times of the small trading schooners that were vital to many Wisconsin communities.

**Service History**

The *Island City* was built in 1859 as a two-masted schooner by Peter Perry at his remote hinterland shipyard on Harsens Island, Michigan. The vessel was had one deck, a square stern and no figurehead. She was owned equally by Peter Perry and John Babbitt, and Peter Perry was her first Master. The *Island City* measured 54 feet 6 inches in length, 16 feet 10 inches in beam, and 5 feet 11 inches in depth of hold with a tonnage of 46 55/95ths. She was enrolled at the Port of Detroit on 15 August 1859 (Bureau of Navigation 1859).

Her managing owner, Peter Perry, was born in Canada in 1824. At the time he built the *Island City* he was 35 years of age and lived on Harsens Island in the Township of Clay, St. Clair County, Michigan, with his wife Jane and their three children (United States Census Bureau 1860d). His partner, John Babbitt, was a 30 year-old New York-born ship carpenter. In 1860, Babbitt reported \$1,200 in real estate and \$300 personal assets (United States Census Bureau 1860e).

During the *Island City*'s tenure on Lake St. Clair, the ship carried fresh farm products from unimproved ports along Lake St. Clair to the markets of Detroit. According to the enrollment documents, Perry and Babbitt maintained ownership of the vessel for the duration of the 1859 and 1860 shipping seasons. However, one source indicates that the *Island City* may have been purchased near the close of the 1860 season by Captain Riley M. Burrington, suggesting that he sailed the *Island City* for

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the remainder of that season (Mansfield 1899b). Her enrollment documents do not indicate this sale, but it is possible the transaction went unregistered.

Captain Burrington was a well-known seaman, born at Painted Post, New York, on 22 December 1838 into a sailing family. Captain Burrington took to the sea at the early age of ten, finding employment in different capacities on various ships. He became a Master of his first ship, side-wheel tug *Undine* at the age of seventeen. He worked aboard or captained the steamer *Columbia*, the steamer *Sam Ward*, the steamer *Magnet*, the propeller *Buckeye*, and *James Eagle* before coming to purchase the schooner *Island City* and sailing her in late 1860 (Mansfield 1899b).

On 26 April 1861, the *Island City*'s enrollment was surrendered at the Port of Detroit for change of owners. Her new owners were Roswell Green, Daniel Green, and Henry S. Austin, each 1/3 owners of the vessel. Her homeport was changed to New Baltimore, Michigan, and Roswell Green took command (Bureau of Navigation 1861a). Both Roswell and Daniel Green were farmers residing in Macomb County, Michigan. Roswell, born about 1833 in New York, lived with his wife and three children in the Town of Chesterfield, Michigan, and was reported to own \$800 in real estate and \$200 in personal assets (United States Census Bureau 1860b). Daniel Green, Roswell's father, was 58 years-old, born in New Hampshire, and lived in the Town of Lenox, Michigan, with his wife Almira and four children. He reported \$1,500 in real estate, and \$540 in personal assets (United States Census Bureau 1860c). No information on the third owner, Henry S. Austin was located.

On 19 July 1861, Roswell Green bought out his partners and became sole owner of the schooner *Island City* (Bureau of Navigation 1861b). Four days later, the *Island City*'s enrollment was surrendered again on 23 July 1861 at the Port of Cleveland for another change in owners. J. M. Titue, managing owner, registered a new enrollment listing himself as 2/3 owner and E. A. Cuyler as 1/3 owner of the vessel. The *Island City*'s homeport was changed to Cleveland, Ohio, and J. M. Titue became her new Master (Bureau of Navigation 1861c). At some point during the fall of 1861, Captain O. Sheffield took command of the vessel, but this change in Masters is not listed in the enrollment documents (Thomas 1864).

The Titue-Cuyler partnership lasted only one year and *Island City*'s enrollment was surrendered on 22 July 1862 for a change in owners and district. A new enrollment was entered at the Port of Detroit that listed D. W. Gooding of East Saginaw, Michigan, as 2/3 owner, and W. L. Kellogg as 1/3 owner of the schooner. Her homeport was changed to East Saginaw, Michigan, and J. E. Day became her new Master (Bureau of Navigation 1862). Little is known of the vessel's use during her time with Gooding and Kellogg. Of note, however, the *Island City* was the first vessel through the St. Clair River in the spring of 1863 (Mansfield 1899a).

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On 29 July 1863, a temporary enrollment numbered 5 was taken out at the Port of Chicago for another change in owners and district. This enrollment has not been located, so additional information is unavailable. The temporary enrollment was surrendered and replaced with a permanent enrollment on 8 April 1864 where William A. Parker and James M. Plumsted were listed as equal  $\frac{1}{2}$  owners of the *Island City*. Her homeport was changed to Chicago, Illinois, and Herman Thompson became her new Master (Bureau of Navigation 1864). Little is known about William A. Parker. His partner, James M. Plumsted was a 46 year-old master planer that worked in Chicago's lumber industry. Originally from New York, he lived in the 5<sup>th</sup> Ward of Chicago with his wife, Mary, and their two sons. By 1860, he had accrued \$5000 in personal assets (United State Census Bureau 1860a).

On 11 April 1865 Parker and Plumsted surrendered the *Island City*'s enrollment to have the vessel readmeasured in conformity with the Congressional Act of 6 May 1864. Her new measurements were 54  $\frac{13}{10}$  feet long, 16 feet in beam, 5  $\frac{65}{100}$  feet depth of hold, with a capacity of 31  $\frac{52}{100}$  tons which was divided out to a capacity under the tonnage deck of 30  $\frac{27}{100}$  tons and a capacity of enclosures on the upper deck of 1  $\frac{25}{100}$  tons. She was described as having one deck and two-masts, and for the first time a plain head. Richard H. Ames became her new Master (Bureau of Navigation 1865a).

On 21 October 1865 the *Island City* was reregistered at the Port of Chicago, her enrollment document indicating the vessel had been rebuilt and enlarged. The rebuild occurred at Chicago in the yard of Thos. E. Miller, Master Builder. The schooner was now described as having one deck, 2 masts, a square stern, and a plain head. Her new measurements were 80  $\frac{9}{10}$  feet in length, 17  $\frac{9}{10}$  feet wide with 6 feet depth of hold. This increased her capacity to 59  $\frac{24}{100}$  total tons with 53  $\frac{84}{100}$  tons capacity under tonnage deck, and 5  $\frac{40}{100}$  tons capacity of enclosures on her upper deck (Bureau of Navigation 1865b).

In August of 1866, while bound from Green Bay to Chicago, the *Island City* collided with brig *Fashion* off Chicago. There are differing reports to the cost of the damage to the *Island City*, which varied between \$80 and \$200; the *Island City*'s owners did not report the damage to their insurers (*Buffalo Commercial Advertiser* 1867; United States Life Saving Service 1874). Sometime in May 1867, the schooner went ashore at Calumet, Michigan. She was able to get off the beach with only slight damage (*Detroit Free Press* 1867).

The *Island City*'s enrollment was surrendered on 28 February 1868 at the Port of Milwaukee for a change of owners and district. Her new enrollment indicated that Henry Roth, Nicholas Stone, and John Pfeiler, all of Sheboygan, Wisconsin, each became  $\frac{1}{3}$  owners of the *Island City*. Her homeport



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*Island City* Shipwreck (Schooner)  
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was changed to Sheboygan, Wisconsin, and Nicholas Stone became her new Master (Bureau of Navigation 1868a). Henry Roth was 43 year-old builder from Schwartzberg, Germany, who resided in the 4th Ward of the City of Sheboygan with his wife Henriette and their nine children. By 1870, he had \$4,500 in real estate, and \$200 in personal assets (United States Census Bureau 1870c). Nicholas Stone was a 41 year-old sailor from Denmark who lived in the 1<sup>st</sup> Ward of the City of Sheboygan with his wife Mary and their two daughters, and by 1870 had accrued \$2,000 in real estate and \$2,000 in personal assets (United States Census Bureau 1870a). John Pheiler was a 44 year-old provision dealer from Bavaria who also lived in the 1<sup>st</sup> Ward of the City of Sheboygan his wife Dorothea, and their four children (United States Census Bureau 1870a).

By June 1868, Henry Roth sold his share in the vessel to Richard Nommensen. Nommensen was a 27 year-old master planer from Denmark with \$2,000 in personal estate who resided in the 2nd Ward of the City of Sheboygan (United States Census Bureau 1870b). The *Island City*'s new enrollment was filed at the Port of Milwaukee on 5 June 1868 to register this change in owners. On 30 June 1868, the *Island City* was assigned the official number 12084, which was handwritten into the margin of her current enrollment (Bureau of Navigation 1868b). By April 1869, Richard Nommensen arranged the sale of his share in the *Island City* to John Pheiler. A new enrollment was registered at the Port of Milwaukee on 7 April 1869 that indicated Pheiler now owned 2/3 of the vessel with Stone owning the remaining 1/3 (Bureau of Navigation 1869).

The *Island City*'s enrollment was surrendered on 16 February 1870 for yet another change in ownership. The new enrollment indicated that Peter Werner of Centerville, Wisconsin, and Nicholas Stone of Sheboygan, Wisconsin, each owned equal halves. Her homeport remained at Sheboygan and Nicholas Stone remained her Master (Bureau of Navigation 1870). Peter Werner was a 31 year-old general retail dealer from Prussia. He lived in Centerville with his wife Christine, their four children, his parents, and two domestic servants. By 1870, he owned \$3,600 in real estate and \$3,600 in personal assets (United States Census Bureau 1870c).

While entering Sheboygan Harbor around 2:00 AM on Tuesday, 12 April 1870, the *Island City* ran up on sunken cribs at the end of the harbor piers. The cribs had been constantly sinking and washing out due to the loose sand that comprised the lakebed in that area. The *Island City* remained stranded outside the harbor until daylight the following morning when a tug was able to pull her off and tow her inside the harbor for repairs (*Manitowoc Pilot* 1870).

On the evening of 16 September 1873, the *Island City* was loading at the Centerville pier in Manitowoc County. A storm began building over the lake and because of the unprotected nature of the pier it was decided that the schooner should head for Sheboygan for refuge. When two miles out of Sheboygan,



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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

the wind changed direction and the *Island City* turned and ran for Manitowoc. While enroute to Manitowoc, lightning struck the ship's foremast and ran down the mast and struck John Gunderson, a sailor standing on deck, killing him instantly. The *Island City* arrived in Manitowoc on the morning of 17 September 1873. Immediately upon her arrival, a coroner's inquest was held over the body which was then taken into Sheboygan on 18 September by a team of horses (*Detroit Free Press* 1873; *Manitowoc Pilot* 1873).

At the start of the 1874 season, the Board of Lake Underwriters valued the *Island City* at \$2,000 and gave her a B1 insurance rating (Board of Lake Underwriters 1874). On 27 February 1874, Peter Werner bought out his partner to become the *Island City*'s sole owner. Her homeport remained at Sheboygan, and Captain Anders Gunderson became her new Master (Bureau of Navigation 1874). It is uncertain if there was any relation between Anders Gunderson and the sailor, John Gunderson, who was killed during the 1873 season.

The *Island City*'s enrollment was surrendered on 10 April 1877 for a rebuild and tonnage change. The ship was rebuilt at Sheboygan early in 1877, and when she was reenrolled at the Port of Milwaukee, her documents described her as 81 5/10 feet in length, 17 9/10 feet in beam, 6 5/10 feet in depth of hold. Her capacity was 54 92/100 total tons, of which 52 75/100 were under the tonnage deck and 2 17/100 were within the enclosures on her upper deck (Bureau of Navigation 1877).

On Tuesday, 3 September 1878, while off Little Point Sable the schooner *J. P. Ward* of Milwaukee filled with water and rolled over. She was loaded with elm lumber from Manistee, Michigan, and was bound for Chicago when the accident occurred. The entire crew was forced into the vessel's yawl to row eighteen miles to shore. A tug was sent on Wednesday, 4 September from White Lake, Michigan, to search for the *J. P. Ward*, but she was not found. On Thursday, 5 September 1878, Captain Gunderson of the *Island City* reported to authorities at Cheboygan, Michigan, that he had located the vessel floating ten miles off White Lake; she was deserted and waterlogged with her spars broken off. Captain Gunderson sailed the *Island City* up to the wrecked *J. P. Ward* and rescued the ship's dog, which upon first sight was mistaken for a man (*Detroit Free Press* 1878).

On 17 March 1879, the *Island City*'s enrollment was surrendered at the Port of Milwaukee for a change in owners. A new enrollment was issued the same day indicating that Peter Werner sold a 1/4 share of the vessel to Captain Anders Gunderson (Bureau of Navigation 1879). Late that season, after loading wood at the Centerville pier, the *Island City* received considerable damage after colliding with the schooner *Rainbow* while outbound from the pier. The extent of the damage received by the *Island City* is unknown (*Manitowoc Pilot* 1879).

On 8 March 1880, Peter Werner sold his share of the vessel. Anders Gunderson and John Miller

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Section 8 Page 7

*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

became equal owners of the *Island City*, and Captain Gunderson remained in command (Bureau of Navigation 1880). John Miller was a 33 year-old widowed Norwegian sailor who lived with his 7 year-old son, Benton, in the 3<sup>rd</sup> Ward of the City of Sheboygan (United States Census Bureau 1880a). The partnership of Gunderson and Miller lasted two seasons.

Captain Gunderson sold his half of the vessel to A. Kilson of Sheboygan on 9 March 1882, and Kilson became the *Island City*'s new Master (Bureau of Navigation 1882). On 6 June 1882, the *Island City* became the first vessel to load lumber at the new mill in Whitefish Bay, Wisconsin, consigned to Ahnapee (Algoma), Wisconsin (*Door County Advocate* 1882). In 1884, the *Island City* sustained a partial loss to a cargo of railroad ties which were aboard the schooner. The schooner was forced to put in to Sheboygan to wait out a storm (Hall 1884).

By the spring of 1885, John Miller had relocated to the Town of Church in Benson County, Dakota Territory. Captain Kilson decided to sell his share of the vessel to Henry C. Kane of Sheboygan, and he along with John Miller became equal partners in the vessel. Captain Kane took command of the *Island City* on 16 April 1885 (Bureau of Navigation 1885). Henry Kane was a 37 year-old Irish-born sailor residing in the 5<sup>th</sup> Ward of the City of Sheboygan (United States Census Bureau 1880b).

By the spring of 1886, the Miller-Kane partnership had dissolved. The *Island City*'s enrollment was surrendered at the Port of Milwaukee on 13 March 1886 for a change in owners. A new enrollment was entered the same day that indicated Henry C. Kane owned  $\frac{3}{4}$  of the vessel and Anton Graff of Sheboygan owned the remaining  $\frac{1}{4}$  share. Captain Kane remained as the vessel's Master (Bureau of Navigation 1886).

On 27 August 1887, the *Island City*'s enrollment was again surrendered for a change in owners. Her new enrollment showed Henry Kane and Dennis Minahan to be equal owners of the *Island City* with Captain Kane continuing as Master (Bureau of Navigation 1887). Dennis Minahan was a 27 year-old cane chair factory worker living in Sheboygan at the time of his purchase of a portion of the *Island City* - likely the first vessel in which he owned (United States Census Bureau 1880b). On 15 October 1887, the *Island City* was chartered to carry lumber from Menominee, Michigan, to Sheboygan for Charles B. Freyberg under private terms (*Door County Advocate* 1887).

On 30 March 1888, a new enrollment for the *Island City* was entered at the Port of Milwaukee for a change in owners. Charles Froehlich of Sheboygan became sole owner of the vessel. Captain Henry Kane remained on as Master (Bureau of Navigation 1888a). Charles Froehlich was 35 years-old and the owner of a brick yard in Sheboygan (United States Census Bureau 1880b). His ownership of the vessel did not last long, on 18 April 1888 that enrollment was surrendered for a change in owners. The new

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

owners were listed as Dennis Minahan and A. Hiebing of Sheboygan, each owning equal ½ shares in the vessel. Captain Hiebing became the *Island City*'s new Master (Bureau of Navigation 1888b).

Little is known about the *Island City*'s shipping history for the next several years. On 3 November 1892, A. Hiebing bought out his partner to become sole owner and Master of the vessel (Bureau of Navigation 1892). Captain Hiebing did not hold on to the *Island City* for long, as on 6 December 1892, her enrollment was surrendered at the Port of Grand Haven, Michigan, for a change in owner, homeport and Master (Bureau of Navigation 1892). Her new enrollment indicated that 35 year-old Herman Ludwig of Ludington, Michigan, and 22 year-old Captain William R. Wood of South Haven, Michigan, were now partners in ownership of the *Island City*. Her new homeport became Ludington, Michigan, and Captain Wood became her new Master (*Milwaukee Sentinel* 1894a). Herman M. Ludwig was born in May 1857 in Park, Michigan. In the early 1880s he moved to South Haven, Michigan, with his brother Daniel where they became sailors. Soon after, more Ludwig brothers (Lancaster, Franklin, John, and Van Beethoven) arrived at South Haven to take up maritime careers (United States Census Bureau 1880c; 1880d). The *Island City* was not the only vessel that Herman Ludwig owned; he was sole owner and Master of the scow schooner *Tennie and Laura* (NRHP, 2008) which he originally purchased with his brother Van Beethoven Ludwig in 1888 (Meverden and Thomsen 2006).

On the morning of Saturday, 7 April 1894, the *Island City* cleared Ludington, Michigan, under the command of Captain William Wood with a load of hardwood bound for Milwaukee. Aboard was his young crew, William Marsh of St. Joseph, Michigan, and Joseph Rouse of Benoit, Michigan. The seas were calm and winds fair up until Sunday afternoon when an easterly gale arose while they were fourteen miles off Milwaukee harbor. The *Island City* began laboring and taking on water. The crew worked continually at the pumps, but the water kept rising in the hold. At 9:00 PM the storm increased in strength and by 10:00 PM water was pouring into the hold so fast it could not be controlled. By 11:00 PM the *Island City* was in danger of capsizing and the yawl boat was prepared for launching. Captain Wood was overseeing the launch of the yawl, and as soon the yawl was released from the davits it was carried away by the seas and pulled Captain Wood into the water. Captain Wood managed to drag himself into the yawl, and once safely inside he called back to his crew members who were left aboard the *Island City*, but he received no response. There were no oars inside the yawl when it broke free, and Captain Wood drifted helplessly away from the foundering *Island City*. Fortunately, there was a bucket aboard the yawl and Captain Wood bailed water from the boat until delirium overcame him and he passed out. At sunrise he was within sight of shore and by 1:00 PM on Monday he finally drifting ashore near Mequon, Wisconsin. Captain Wood was so weak that he crawled ashore, making his way to higher ground until he came to a fence. The fence was the last thing he remembered, and on Wednesday, 11 September he awoke in the house of a farmer named Henry Johnson. By the morning



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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

of 12 September, Captain Wood had recovered enough to take a train into Milwaukee to report the loss of the *Island City* and the two men left aboard (*Milwaukee Sentinel* 1894a; 1894b; *St. Joseph Saturday Herald* 1894; United States Life Saving Service 1894a; 1894b; 1894c).

The fish tug *Barney Catos* located the spars of a schooner protruding from the water about 12 miles northeast of Milwaukee on 12 April 1894. It was assumed by contemporary news reports that the spars belonged to the *Island City* (Mansfield 1899a; *Milwaukee Sentinel* 1894c; United States Life Saving Service 1894a; 1894b; 1894c). The *Island City* was valued at \$700 at the time of her loss (*Milwaukee Sentinel* 1894a).

**Archaeological Significance**

The *Island City* meets the registration requirements for Criterion D at the state level, as established in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). Small trading schooners like the *Island City* were a vital commercial link between hinterland communities and larger city and regional markets around Lake Michigan during the nineteenth century, connecting the small lakeshore communities both economically and culturally with the Upper Midwest region as a whole. Trading schooners frequently served the businesses and industries of the communities in which their owners lived, carrying locally-produced goods and materials to markets around Lake Michigan, returning with supplies, goods, and news from the larger cities. For many smaller, remote Lake Michigan communities, trading schooners were a primary means of commercial transportation and connection with larger markets until late into the nineteenth century.

Small trading schooners like the *Island City* also served as a springboard for many immigrants to earn a living and increase their wealth in the growing American industrial economy. For many immigrants, vessels of this class provided an opportunity to break out of the local labor market to become vessel Masters and owners. Trading schooners like the *Island City* frequently changed ownership during their careers, often moving from one small Lake Michigan port to another as they were sold and traded – occasionally several times a season. This pattern of changing ownership is common in vessels of this class, but the economic and cultural rational behind this pattern is poorly understood today, and only through the study of other similar vessels will the reason for this practice become clear.

The trading schooner's operation and use was largely undocumented during their time and today examples in the archaeological record are few, making trading schooners one of the least understood vessel classes to have sailed the Great Lakes and archaeological examples like the *Island City* particularly important in understanding this little-known vessel class. The *Island City* retains excellent archaeological integrity. No historical record of the construction methods of these vessels exists today, making archaeological examples particularly significant. Information gathered from the *Island City* site



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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

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has increased our understanding of lakeshoring or trading schooner construction and use on the Great Lakes. The *Island City* site retains vast potential to yield even further insight into this vessel type in future years.

Name of Property

County and State

## 9. Major Bibliographic References

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

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

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

**Primary location of additional data:**

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

Name of repository:

## 10. Geographical Data

**Acreage of Property** Less than one acre

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

1	16	0431325	4787814
	Zone	Easting	Northing

2	Zone	Easting	Northing
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3	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, Matt Carter, and Keith Meverden		
organization	Wisconsin Historical Society		
street & number	816 State Street		
city or town	Madison	state	W

date 11/16/10  
telephone 608.221.5909  
zip code 53706

**United States Department of the Interior**  
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**Continuation Sheet**

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

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Board of Lake Underwriters

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1867 *Buffalo Commercial Advertiser*, 26 February.

Bureau of Navigation

1859 *Island City* Permanent Certificate of Enrollment No.69, Port of Detroit, Michigan, Record Group 41, U.S. National Archives. Washington D.C.

1861a *Island City* Permanent Certificate of Enrollment No.32, Port of Detroit, Michigan, Record Group 41, U.S. National Archives. Washington D.C.

1861b *Island City* Permanent Certificate of Enrollment No.74, Port of Detroit, Michigan, Record Group 41, U.S. National Archives. Washington D.C.

1861c *Island City* Permanent Certificate of Enrollment No.62, Port of Cleveland, Ohio, Record Group 41, U.S. National Archives. Washington D.C.

1862 *Island City* Permanent Certificate of Enrollment No.124, Port of Detroit, Michigan, Record Group 41, U.S. National Archives. Washington D.C.

1864 *Island City* Permanent Certificate of Enrollment No.88, Port of Detroit, Michigan, Record Group 41, U.S. National Archives. Washington D.C.

1865a *Island City* Permanent Certificate of Enrollment No.170, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1865b *Island City* Permanent Certificate of Enrollment No.556, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1868a *Island City* Permanent Certificate of Enrollment No.213, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

1868b *Island City* Permanent Certificate of Enrollment No.147, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1869 *Island City* Permanent Certificate of Enrollment No.63, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1870 *Island City* Permanent Certificate of Enrollment No.48, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1874 *Island City* Permanent Certificate of Enrollment No.71, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1877 *Island City* Permanent Certificate of Enrollment No.47, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1879 *Island City* Permanent Certificate of Enrollment No.57, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1880 *Island City* Permanent Certificate of Enrollment No.57, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1882 *Island City* Permanent Certificate of Enrollment No.88, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1885 *Island City* Permanent Certificate of Enrollment No.49, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1886 *Island City* Permanent Certificate of Enrollment No.36, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1887 *Island City* Permanent Certificate of Enrollment No.24, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.

1888a *Island City* Permanent Certificate of Enrollment No.103, Port of Milwaukee, Wisconsin, Record Group 41, U.S. National Archives. Washington D.C.



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Section 9 Page 3

*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

1888b *Island City* Permanent Certificate of Enrollment No.129, Port of Milwaukee, Wisconsin,  
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1870 *Manitowoc Pilot*, 21 April.

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**United States Department of the Interior**  
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*Island City Shipwreck (Schooner)*  
Ozaukee County, Wisconsin

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Chicago, IL.

Meverden, Keith N. and Tamara L. Thomsen

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History, Wisconsin Historical Society, Madison, WI.

Milwaukee Sentinel 12 April 1894

1894a *Milwaukee Sentinel*, 12 April.

1894b *Milwaukee Sentinel*, 13 April.

1894c *Milwaukee Sentinel*, 15 April.

St. Joseph Saturday Herald (St. Joseph, Michigan)

1894 *St. Joseph Saturday Herald*, 14 April.

Thomas, Robert

1864 *Register of the Ships of the Lakes and St. Lawrence*. Wheeler, Matthews & Warren  
Printing House, Buffalo, NY.

United States Census Bureau

1860a 5<sup>th</sup> Ward of the City of Chicago, Cook County, Illinois. U.S. Department of the Interior,  
Government Printing Office. Washington D.C.

1860b Town of Chesterfield, Malcomb County, Michigan. U.S. Department of the Interior,  
Government Printing Office. Washington D.C.

1860c Town of Lenox, Malcomb County, Michigan. U.S. Department of the Interior,  
Government Printing Office. Washington D.C.

1860d Township of Clay, St. Claire County, Michigan. U.S. Department of the Interior,  
Government Printing Office. Washington D.C.

1860e Village of Allegan, Allegan County, Michigan. U.S. Department of the Interior,  
Government Printing Office. Washington D.C.

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*Island City Shipwreck (Schooner)*  
Ozaukee County, Wisconsin

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1870a 1<sup>st</sup> Ward of the City of Sheboygan, Sheboygan County, Wisconsin. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1870b 4<sup>th</sup> Ward of the City of Sheboygan, Sheboygan County, Wisconsin. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1870c Town of Centerville, Manitowoc County, Wisconsin. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1880a 3<sup>rd</sup> Ward of the City of Sheboygan, Sheboygan County, Wisconsin. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1880b 5<sup>th</sup> Ward of the City of Sheboygan, Sheboygan County, Wisconsin. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1880c Town of Bethany, Gratiot County, Michigan. U.S. Department of the Interior, Government Printing Office. Washington D.C.

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1894c *United States Life Saving Service Report*, May 7.

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Continuation Sheet

Section 10 Page 1

*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

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**Verbal Boundary Description**

The boundary for the *Island City* site is marked by a circle with a radius of 275 feet, centered on the UTM coordinates 0431325 Easting, 4787814 Northing, Zone 16.

**Boundary Justification**

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



Island City Shipwreck (Schooner)

Ozaukee County

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

**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 Reduction Projects, (1024-0018), Washington, DC 20503.

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

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*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin

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**Photo #1 of 1**

*Island City* Shipwreck (Schooner)  
Ozaukee County, Wisconsin  
Photographer Tamara Thomsen  
2 September 2010  
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 ISLAND CITY (schooner) Shipwreck  
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS  
NAME:

STATE & COUNTY: WISCONSIN, Ozaukee

DATE RECEIVED: 9/30/11 DATE OF PENDING LIST: 10/26/11  
DATE OF 16TH DAY: 11/10/11 DATE OF 45TH DAY: 11/15/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000810

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 11-10-11 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.





990108459 <WI\_Ozau..001.jpg> 4/4

Walgreens 04805 <> 11/11/10

"Island City" Shipwreck (Schooner)

Ozaukee County, Wisconsin

Photographer: Tamara Thomsen

31 August 2010

CD on file with Wisconsin Historical Society

View of bow looking aft.

Photo 1 of 1











