

MP 3012

Wisconsin Word Processing Format (Approved 1/92)

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 J.M. Allmendinger Shipwreck (Steambarge)  
other names/site number OZ-0360

2. Location

street & number 2.5 miles SSE of Concordia University, in Lake Michigan N/A not for publication  
city or town Mequon x vicinity  
state Wisconsin code WI county Ozaukee code 089 zip code 53092

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.)

*David J. Leubman*  
Signature of certifying official/Title

8/24/2018  
Date

State Historic Preservation Office - 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

J.M. Allmendinger Shipwreck (Steambarge)

Ozaukee County

Wisconsin

Name of Property

County and State

**4. National Park Service Certification**

- 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]*  
 Signature of the Keeper

10/11/98  
 Date of Action

**5. Classification**

Ownership of Property (check as many boxes as as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		contributing	noncontributing
private	building(s)		
public-local	district		buildings
x public-State	structure	1	sites
public-Federal	x site		structures
	object	1	objects
			total

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

Great Lakes Shipwrecks of Wisconsin

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

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Water-Related

**Current Functions**

(Enter categories from instructions)

LANDSCAPE/Underwater

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Other-Steambarge

**Materials**

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

**Narrative Description**

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

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-ABORIGINAL  
MARITIME HISTORY  
COMMERCE

**Period of Significance**

1883-1895

**Significant Dates**

1895

**Significant Person**

(Complete if Criterion B is marked)

N/A

**Cultural Affiliation**

Euro-American

**Architect/Builder**

Burgoine, Albert

**Narrative Statement of Significance**

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

J.M. Allmendinger Shipwreck (Steambarge)

Ozaukee County

Wisconsin

Name of Property

County and State

**9. Major Bibliographic References**

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

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

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

**Primary location of additional data:**

- X State Historic Preservation Office
  - Other State Agency
  - Federal Agency
  - Local government
  - University
  - Other
- Name of repository:

**10. Geographical Data**

**Acreage of Property** Less than one acre

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

(N43 34.253 / W 08746.962)

1	<u>16T</u>	<u>427373</u>	<u>4785434</u>
	Zone	Easting	Northing

3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing

2	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing

4	<u>                    </u>	<u>                    </u>	<u>                    </u>
	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**

<b>name/title</b>	Victoria Kiefer, Tamara Thomsen and Caitlin Zant	<b>date</b>	10/01/2017
<b>organization</b>	Wisconsin Historical Society	<b>telephone</b>	608-221-5909
<b>street &amp; number</b>	816 State Str.	<b>zip code</b>	53706
<b>city or town</b>	Madison	<b>state</b>	WI

J.M. Allmendinger Shipwreck (Steambarge)  
Name of Property

Ozaukee County  
County and State

Wisconsin

### 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.)

<b>name/title</b>	Jonathan Barry, Executive Secretary	<b>date</b>	10/01/2017
<b>organization</b>	Wisconsin Board of Commissioners of Public Lands	<b>telephone</b>	608-267-2233
<b>street &amp; number</b>	PO Box 8943	<b>zip code</b>	53708-8943
<b>city or town</b>	Madison	<b>state</b>	WI

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

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

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**National Register of Historic Places**  
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Section 7 Page 1

*J. M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Introduction**

The steambarge *J.M. Allmendinger* (site number MI-0488) lies in 12 feet of water on the rocky bottom of Lake Michigan, 2.5 miles south-southeast of Concordia University, in the city of Mequon, Wisconsin. The vessel was built for equal owners John Allmendinger and Samuel Hull as a steambarge for the lumber trade. In November of 1895, the *J.M. Allmendinger* was heading to Milwaukee with a load of lumber when it was caught in a storm. The vessel was knocked off course by strong winds and ran aground north of Fox Point. After receiving a distress call the Milwaukee Lifesaving Station managed to rescue the vessel's crew. The *J.M. Allmendinger* ground high on the rocks; after days of trying to free it, the vessel was abandoned. The location of the *J.M. Allmendinger* site was forgotten until the 1930s when three Milwaukee men used their homemade gear to attempt to salvage the wreck. Wisconsin Historical Society Maritime Archaeologists and volunteers documented the site in August 2017. Although severely broken, the *J.M. Allmendinger* site has already produced archaeological knowledge about steambarques, and has the potential to yield additional information about small screw steamer construction and the lumber industry.

**Vessel Description**

The *J.M. Allmendinger* is a representative of a steambarge vessel type, used in the transportation of lumber. At the time of her registration the *J.M. Allmendinger* was described as a propeller with a plain head and round stern, with one deck and one mast, measuring 104 feet in length, 24.4 feet in beam, and 10 feet depth of hold, and with the capacity to carry 230.64 tons (Bureau of Navigation 1883). Many features of this vessel type were common to steambarques on the Great Lakes. As described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992): steambarques contained schooner-type hulls with a raised forecastle and compact after cabins to house machinery. The *J.M. Allmendinger* generally fits this description, with a forecastle that would have contained the ship's wheel and crew's quarters and an after cabin that housed the 18 x 20 foot engine and a 6.6 x 14.2 foot boiler.

**Site Description**

The wreck of the steambarge *J.M. Allmendinger* lies in 12 feet of water in Lake Michigan on a heading of 221-degrees, 1,035 feet from shore. During an archaeological survey of the site (Phase II survey), archaeologists installed a temporary baseline along the centerline of the vessel from the start of the keel at the bow that extended 96 feet aft to the rudder. The *J.M. Allmendinger* site consists of the lower hull including the keelsons, floors, and planking. The site also includes the vessel's boiler and rudder (see figure 1).

The baseline was established at the end of a large triangular wooden structural member at the bow of the wreck. This structural member begins at a point and extends aft 5.5 feet, 1.4 feet of which is tucked underneath the keelson, and widens to 3.3 feet. The structural member extends another 3.0 feet along the starboard side of the keelson and attaches to a cant frame. Evidence of hand woodcarving is extant

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*J. M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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along this piece. The center has been gouged into a bowl shape and there are notches in the starboard side. The thickness of the structural member could not be fully measured because of its placement in the lakebed. Preliminary measurements indicate that this piece is over 0.7 feet thick. Analysis of the structural member's location, measurements, and worked appearance suggest that this may be the bow's deadwood. The stempost is no longer attached, which makes the identification of this member difficult.

The keelson measures 0.8 feet sided and 1.0 feet molded located between 3.4 feet and 82.2 feet on the baseline. The keelson's 4-degree list to port and 2.2-degree pitch forward suggests that the wreckage was located on fairly level ground when abandoned. Sister keelsons lie on either side of the keelson, both measuring 0.7 feet sided and 1.0 molded. The starboard sister keelson begins at 18.0 feet on the baseline and extends to 81.0 feet. The port side sister keelson begins at 19.8 feet on the baseline and extends beyond 81.0 feet into sediment. At 57.6 feet on the baseline a rider keelson is fastened on top of the keelson. The rider keelson measures 0.8 feet sided and 1.0 feet molded and extends 24.6 feet.

Rising wood is a form of deadwood that is fastened to the top of the keel, extends from the deadwood in the bow to the deadwood in the stern, and is notched to fit the floors for extra support. A piece of rising wood can be seen dislodged from under the keelson between 36.4 to 40.0 feet along the baseline on the port side. This rising wood measures 1.0 feet sided and has the vessel's floors set into it. The only reference to rising timbers is found in English construction methods. The shipwright of the *J.M. Allmendinger* was Albert Burgoine. While little is known about him, the presence of a rising wood suggests European influence on Burgoine's shipbuilding methods.

Frames are located on the wreck on both the starboard and port sides 30.0 feet on the baseline. These are double-frame sets containing room of 0.65 feet and spacing of 1.18 feet. Each frame measures 0.32 feet, while the molded measurements are 0.65 feet at the sister keelson to 0.45 feet at the turn of the bilge. The lengths of the starboard frames vary from 8.2 to 1.5 feet, while the lengths of the port frames vary from 11.0 feet to 1.0 feet. The frames on the port side are visible until 60.2 feet on the baseline. Aft of this, ceiling planking is present. Ceiling planking measures 0.33 feet sided and 0.58 feet molded. The ceiling planking was fastened with bolts 0.05 foot in dimension, with evidence of roves.

Between 82.0 feet and 88.0 feet on the baseline, both the starboard and port sides contain large metal pieces. The starboard piece is broken in two, while the port piece lies intact in the shape of an H with a maximum length of 3.0 feet and maximum width of 1.5 feet. Both of these pieces contain 0.12 threaded bolts with hex nuts. These pieces may be the remnants of the engine mount. The engine was salvaged after wrecking, but interestingly, the hex nuts were returned to the threaded bolts after salvage.

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*J. M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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At 94.0 feet on the baseline, the rudder lies on the starboard side of the wreck. The rudder head lies closest to the baseline while the rudder blade extends perpendicular 8.0 feet. The rudder blade was partially covered with rocks and sand so the thickness and width could not be measured.

Iron sheathing and angle iron are scattered throughout the site, particularly on the port side. The largest metal sheets are located at 32.0 feet and 15.0 feet to the port side of the baseline, and at 40.0 feet and 20.0 feet to the port side of the baseline. At 43 feet on the baseline, a portion of angle iron is notched, but not fastened into the frame set. The angle iron measures 0.02 thick and 0.18 wide. The end of the same frame set is wrapped with metal strapping. Just aft of this frame is a section of angle iron shaped into a 'W'. This too measures 0.02 feet thick and 0.18 feet wide.

Remnants of 1.0 feet wide iron strapping are located in between the keelson structure and ceiling planking at 76 feet on baseline. This strapping may be found on both the port and starboard sides curving upwards, indicating that they were once one solid piece. Similar strapping remnants were found at various points along the entirety of the keelson. These straps may have been used to fasten and strengthen the keelson structure of the vessel.

The boiler is located 35.0 feet southwest of the *J.M. Allmendinger's* bow. The boiler lies on its starboard side on a 314-degree heading. It measures 14.0 feet long and 6.5 feet in diameter and is attached to a steam drum measuring 5.0 feet in length and 3.0 feet in diameter. The face of the boiler contains 55 steam tubes and an open hatchway measuring 2.1 feet wide and 1.1 feet high. The hatch cover is no longer attached to the boiler nor could be located in the vicinity.

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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Summary**

The steambarge *J.M. Allmendinger* (site number MI-0488) lies in 12 feet of water on the rocky bottom of Lake Michigan, 2.5 miles south-southeast of Concordia University, near the city of Mequon, Wisconsin. The vessel's keel, keelson, and floors remain intact on the site along with scattered hull fragments, rudder, and boiler. The *J.M. Allmendinger* was built by shipwright Albert Burgoine and was used primarily in the lumber trade. In November of 1895 the *J.M. Allmendinger* was bound for Milwaukee with a load of lumber when it was caught in a snowstorm. The winds were so strong that vessel was knocked off course and ran aground north of Fox Point. As one of only a few small steambarques in Wisconsin waters, the *J.M. Allmendinger* provides historians and archaeologists the rare chance to study the construction of the vessel, and adaptation for lumber transported through the Great Lakes. The *J.M. Allmendinger* is the only reported example English-influenced keel construction techniques through its builder's use of rising wood on the Great Lakes. The *J.M. Allmendinger* is significant on a statewide level and meets the registration requirements for Criterion D at the state level as a good example of a steambarge vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber transport. The period of significance (1883-1895) begins with the *J.M. Allmendinger's* date of construction and ends with the date it was abandoned and left to sink, the same year its enrollment documents were surrendered.

**Operational History**

The steambarge *J.M. Allmendinger* was constructed in early 1883 under the supervision of Master Builder, Albert Burgoine at the shipyard of her namesake John Allmendinger in Benton Harbor, Michigan. The vessel was built for the equal partnership of Allmendinger and Samuel Hull, a wholesale and retail fruit dealer and packer in Benton Harbor, Michigan. In addition to his shipyard, John Allmendinger operated a sawmill and a dredging business. The *J.M. Allmendinger* was not the first ship built by Burgoine for Samuel Hull; the 70-foot two-masted schooner *Cora* (named for Hull's oldest daughter) was launched in 1879 primarily for use in his fresh produce business (*Benton Harbor Weekly Palladium* 1890, 1892a; Bureau of Navigation 1883; Coolidge 1906; Pender 1915; Polk 1888).

The *J.M. Allmendinger* was enrolled at the Port of Grand Haven, Michigan on 6 June 1883, where she was assigned the Official Number 76411. The ship was described as measuring 104 feet long, 24.4 feet in beam with a 10 feet depth of hold and a capacity of 230.64 tons, of which 166.63 tons was under the tonnage deck, 11.06 tons for the forecabin and 52.95 tons for the freight room. Space making up the boiler and engine rooms above deck, windlass space and the Texas deck was omitted from calculations, so with deductions of 23.60 tons provided under the Act of August 5, 1882, the ship's total net tonnage was calculated at 207.04 tons. The steambarge was described as a propeller with a round stern and plain head, one deck and one mast. Her engine, 18 x 20, and boiler, 6 feet 6 inches by 14 feet 2 inches, was supplied by Anderson & Holman of St. Joseph, Michigan. Captain Charles

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*J.M. Allmendinger* Shipwreck (Steambarge)  
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Morrison became her first Master and Benton Harbor her homeport (Bureau of Navigation 1883; *Marine Record* 1883).

On *J.M. Allmendinger's* first trip, the vessel transported lumber from Ludington, Michigan to Chicago, Illinois. As many as four arrivals were recorded for the vessel in July at Chicago with lumber from the ports of Pierport and Muskegon, Michigan where the vessel arrived, unloaded and cleared light (without cargo) on the same day (*Marine Record* 1883; *Inter Ocean* 1883a, 1883b, 1883c). No records of the ship's movement were found for August or September and it is unclear if the ship remained at Chicago awaiting a cargo during this time period. On 6 October the vessel was reported clearing the port light (*Inter Ocean* 1883d).

During the shipping season, several changes at the *J.M. Allmendinger's* helm took place. At the port of Michigan City, Indiana on 23 October 1883 Captain William Evans took command from Charles Morrison, and on 2 November Captain Morrison returned to the helm. By the end of November, Captain William Bozwell became the ship's new Master at Benton Harbor. The ship likely spent her first winter in Benton Harbor. At the opening of navigation on 1 April 1884, Captain Evans returned to command in lieu of William Boswell (Bureau of Navigation 1883).

The *J.M. Allmendinger* continued to transport cargos of lumber from Muskegon to Chicago during the 1884-season with arrivals recorded on 2 May, 10 May, 6 June, 13 June, 27 June, and 23 August. With the exception of 2 May when the ship departed Chicago with sundries, on all other occasions, the ship arrived, unloaded and cleared light for a return to Muskegon. The steamer reportedly sought shelter from a storm at St. Joseph on 17 September and by 1 October was making late season calls at Michigan City, Indiana (*Chicago Tribune* 1884; *Inter Ocean* 1884a, 1884b, 1884c, 1884d, 1884e; *Milwaukee Sentinel* 1884; *St. Joseph Herald Press* 1884).

*J.M. Allmendinger* overwintered at Benton Harbor and fitted out during the first week of May 1885. Her first trips of the season continued in the lumber trade with one early season trip carrying sundries to Old Mission, Michigan (near Grand Traverse). In June the ship was moved into the iron ore trade between Escanaba and St. Joseph, Michigan. This change corresponded to Samuel Hull's new roll as manager and principal stockholder in the Benton Harbor Chilled Plow Factory. *J.M. Allmendinger* carried a capacity of 300 tons of iron ore and arrivals (with loading and same day departures) were recorded at Escanaba on 8 June, 22 June, 30 June, 6 July, and 16 July 1885. The ship returned to the lumber trade between Muskegon and Chicago in September, delivering shipments on 21 September, 25 September, 28 October and 29 November, arriving, unloading and departing light on each occasion (*Benton Harbor Weekly Palladium* 1890, 1892a; *Inter Ocean* 1885a, 1885b, 1885c, 1885d, 1885e, 1885f; *Plain Dealer* 1885a, 1885b, 1885c; *St. Joseph Herald Press* 1885a, 1885b, 1885c).

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The ship wintered over at St. Joseph and Captain W.E. Stufflebeam took command of the steamer at the onset of the 1886-season. Trips with lumber from Charlevoix, Michigan to Chicago were recorded on 19 June, 25 June, 10 July, and 2 October, each departure from Chicago was light. On 14 October the ship cleared Chicago with sundries for Garden Bay, Michigan (Bureau of Navigation 1883; *Inter Ocean* 1886a, 1886b, 1886c, 1886d, 1886e).

On 1 March 1887 *J.M. Allmendinger* left St. Joseph for Milwaukee marking the first departure from that port for the season. Upon arrival at Milwaukee, the ship's enrollment was surrendered for change in owners. E.B. and M.L. Simpson, lumber merchants in the firm E.B. Simpson & Co. of Milwaukee purchased the steamer, and along with the ship's new Captain, Thomas Richardson, became equal 1/3-shareholders in the vessel. Milwaukee was made *J.M. Allmendinger's* new homeport (Bureau of Navigation 1883, 1887; *St Joseph Herald Press* 1887). She added a trade route for lumber products between Sturgeon Bay and Milwaukee. On 24 May 1887 she loaded piles and was bound for Milwaukee, when she ran aground in Sturgeon Bay. The ship was released by a passing tug with no damage or much delay (*Door County Advocate* 1887; *Inter Ocean* 1887a). On 22 August, the steambarge came through a bad storm en route from Muskegon to Milwaukee. The main boom worked loose and struck the whistle cord, which caused it to sound in distress. 40,000 board feet of lumber was lost from her deck during the storm and the two passengers aboard, Dave Sage and the ship's co-owner, Mark Simpson, both thought their time had come.

“Simpson who was deathly sick, raised upon his elbow and said, “let us pray, Sage; it is our last night upon earth.” Sage in a sad tone replied, “Well Simpson, tell all the folks, I died happy” (*Milwaukee Sentinel* 1887a).

The ship made it through the storm but it was blown to Racine. She departed that city for Milwaukee on the morning of 24 August (*Milwaukee Sentinel* 1887a; *Inter Ocean* 1887b). The incident must have increased the Captain's level of caution to remain out on the water in a gale. On 25 October *J.M. Allmendinger* was reported windbound at Manitowoc, and again on 30 October at Milwaukee (*Duluth Daily News* 1887; *Inter Ocean* 1887c, 1887d). Trips to fetch lumber from Sturgeon Bay for the Milwaukee market continued through November (*Inter Ocean* 1887e; *Milwaukee Sentinel* 1887a, 1887b).

At the opening of the 1888-season the steamer was remeasured. The special surveyor at Milwaukee described the ship as measuring 104 feet long, 24.6 feet in beam with a 9.4 feet depth of hold and a capacity of 183.17 tons, of which 159.00 tons was under tonnage deck and 24.17 tons capacity of enclosures on upper deck. With deductions made under the Act of August 5, 1882 of 58.13 tons, her new net tonnage was determined to be 125.04 tons. Captain Frank Richardson took command (Bureau of Navigation 1888). Throughout the season, the *J.M. Allmendinger* kept a regular movement of

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lumber from Manistee to Milwaukee. By 5 December, the ship was laid up in Milwaukee in winter quarters (*Inter Ocean* 1888a, 1888b, 1888c, 1888d; *Milwaukee Daily Journal* 1888a, 1888b; *Milwaukee Sentinel* 1888).

The *J.M. Allmendinger* was active early in 1889, fetching her first cargo of lumber during the second week in April. Lumber was brought into Milwaukee from Manistee, Frankfort and Ludington throughout the season, always arriving, unloading and clearing light on the same day. During one arrival in port in late July while working her way up the Menomonee River, the tender of the St. Paul Bridge swung the structure against the *J.M. Allmendinger*, breaking fourteen of her stanchions. Repairs were made with little time lost (*Duluth Weekly Tribune* 1889; *Inter Ocean* 1889a, 1889b, 1889c, 1889d, 1889e, 1889f, 1889g; *Milwaukee Daily Journal* 1889a, 1889b, 1889c, 1889d, 1889e, 1889f, 1889g, 1889h).

It is likely the steambarge wintered over at ports on the Michigan side of the lake. On 31 March 1890, the *J.M. Allmendinger* was the first vessel of the season to arrive at Milwaukee with a lumber cargo. The ship arrived with lumber from Manistee three additional times in April. On 4 May *J.M. Allmendinger* was bound from Ludington to Milwaukee when Captain Frank Richardson put in at Whitehall, Michigan to wait out a storm and became stranded in White Lake. Captain Thomas Richardson brought the steamer *Hilton* from Milwaukee with a steam pump and was able to lighter and release the *J.M. Allmendinger* without difficulty (*Green Bay Weekly Gazette* 1890; *Inter Ocean* 1890a; *Milwaukee Daily Journal* 1890a, 1890b, 1890c; *Milwaukee Sentinel* 1890a).

When the vessel arrived back at Milwaukee on 18 May, her enrollment was immediately surrendered. Captain Frank Richardson was removed and replaced with Captain Ephraim Small, and Thomas Richardson's share was split between the Simpsons (Bureau of Navigation 1888, 1890). The ship was put back in service on 26 May and departed Milwaukee for Manistee. She maintained a regular schedule through the first week in December arriving at Milwaukee three or four times each month with lumber and clearing the same day, light for Manistee, Ludington or Cheboygan (*Inter Ocean* 1890b, 1890c, 1890d, 1890e, 1890f, 1890g, 1890h, 1890i, 1890j, 1890k, 1890l, 1890m; *Milwaukee Daily Journal* 1890d, 1890e, 1890f, 1890g, 1890h; *Milwaukee Sentinel* 1890b, 1890c).

Information on shipping schedules for the 1891-season is incomplete. It is not known where the vessel wintered-over; however, on 18 April 1891 she arrived at Milwaukee with a cargo of lumber. Her clearing from the port either went unreported or was delayed. The next known clearing was reported on 10 September 1891 when the ship departed light for Manistee. The vessel arrived back at Milwaukee on 17 September and departed light for Manistee on the same day. The next arrival at Milwaukee was recorded on 24 October delivering lumber from Manistee. The ship unloaded and departed the same day for Manistee (*Milwaukee Sentinel* 1891a, 1891b, 1891c, 1891d).

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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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The *J.M. Allmendinger* departed Manistee at 2PM on 16 November 1891 with a cargo of shingles bound for Milwaukee for her owner, E.B. Simpson. A gale engulfed the vessel while mid-lake and she became encased from stem to stern in ice. The ship lost her deckload of 300,000 shingles and was driven south to Chicago. Captain Small stated to the *Milwaukee Sentinel*:

“It was the toughest trip I ever made, and I consider myself lucky to reach this port in safety. The steambarge *Ida E.*, which left Manistee at the same time I did I fear has had some trouble. I followed her for some time. The last I saw of her last night she was acting badly. She was out of sight this morning.” (*Milwaukee Sentinel* 1891e; *Plain Dealer* 1891).

The *J.M. Allmendinger* was brought to the Sheriffs Manufacturing Company in Milwaukee on 26 November to receive a new propeller following the storm (*Marine Review* 1891).

Before ice was off the lakes and the harbors open for navigation on 4 February 1892, new appointments for Captains of lake steamers were announced. The *Marine Record* reported that Captain Small would take command of the steamer *Arcadia*. Aboard the *J.M. Allmendinger*, Captain James O'Brien, formerly of the steamer *R.A. Seymour*, would replace Small. This change in command was not recorded in the vessel's official documents. The *J.M. Allmendinger* landed two loads of lumber and shingles at Milwaukee from Manistee in April (*Inter Ocean* 1892a, 1892b; *Marine Review* 1892; *Milwaukee Journal* 1892a).

On 15 May 1892 a heavy fog hung over the lake as *J.M. Allmendinger* approached North Point (near Milwaukee). The steamer's speed was slackened and soundings were taken. The weights indicated deep enough water as they made their way toward Milwaukee. Before the lead could be cast again, the ship struck the rock on North Point reef. Initially, *J.M. Allmendinger* was not held fast and the captain began backing her off. As he did this, the boat began to fill with water so he allowed her to remain on the reef and sink in shallow water. Fortunately the wind was favorable and the boat experienced very little pounding. The tugs *Welcome* and *Carl*, a barge with a large pump owned by the Milwaukee Tug Company, and the Lifesaving Station crew was sent to render assistance. By 3AM on 16 May, the steambarge was released and taken to Milwaukee Dry Dock for repair. Cost of raising the ship and the damage caused by the accident was reported at \$1,500. Interestingly, at the time of the accident the Inland Lloyds insurance register placed the vessel's value at \$14,000; however, there was no insurance taken out on the boat (*Milwaukee Journal* 1892b; *Milwaukee Sentinel* 1892a; United State Life-Saving Service 1893).

By early June, the steambarge was back in service. For the remainder of the season the *J.M. Allmendinger* arrived at Milwaukee with lumber products three or four times each month and cleared the same day, light for either Manistee or Ludington. The vessel was kept in service through the end

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*J.M. Allmendinger* Shipwreck (Steambarge)  
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of November 1892 after which she went into winter quarters at Milwaukee (*Chicago Tribune* 1892; *Inter Ocean* 1892c, 1892d, 1892e, 1892f, 1892g, 1892h, 1892i, 1892j, 1892k, 1892l, 1892m, 1892n, 1892o, 1892p; *Milwaukee Sentinel* 1892b; *Plain Dealer* 1892).

After a quick fit-out, the *J.M. Allmendinger* departed Milwaukee on 7 April 1893 for Manistee for her first lumber run of the year. Arrivals at Milwaukee were recorded on 24 June, 1 July, and 21 August with capacity loads of 180,000 board feet of lumber. On 13 September, the steamer arrived with a full cargo of general merchandise; the port of origination was not reported (*Milwaukee Daily Journal* 1893a *Milwaukee Sentinel* 1893a, 1893b, 1893c, 1893d). *J.M. Allmendinger* was forced to shelter from a gale at Ludington on 26 October. She arrived at Milwaukee on 28 October with 165,000 board feet of lumber from Manistee, unloaded and cleared on the same day. Another arrival with 165,000 board feet of lumber from Manistee was reported on 2 November (*Inter Ocean* 1893a; *Milwaukee Daily Journal* 1893b, 1893c).

While bound for Milwaukee with lumber from Manistee, on 11 November 1893 the steamer grounded at Fox Point, twelve miles north of Milwaukee. The steamer *Hilton* came to her assistance but also stranded; the *Hilton* eventually released herself. The tug *Welcome* and a lighter were sent from Milwaukee to free the *J.M. Allmendinger* and the vessel was freed without damage by 11PM (*Inter Ocean* 1893b; *Plain Dealer* 1893).

The *J.M. Allmendinger* arrived into Milwaukee with a load of lumber products on 19 May 1894. Onboard were 100,000 board feet of lumber and 36 cords of wood from Ludington. The ship unloaded and cleared the same day for Manistee. Arrivals with 180,000 board feet lumber from Manistee were recorded on 24 May and 1 June; each time the vessel cleared light on the same day for Manistee (*Milwaukee Daily Journal* 1894a, 1894b, 1894c).

On 9 June 1894, the *J.M. Allmendinger* departed Manistee and when about thirteen miles out in the lake, shortly after midnight, her machinery became disabled. A lookout at the lifesaving station heard her distress signals, and awoke the crew. They engaged the tug *J.L. Wheeler* to render assistance. Upon arriving at the steambarge, they found her crew preparing the small boat to leave for Manistee and procure a tug. The steamer had drifted to within 1 ½ miles of the beach. The *J.M. Allmendinger* was towed to Manistee for repairs (United States Lifesaving Service 1895).

The steamer was repaired in short order and next arrived at Milwaukee on 20 June with 180,000 board feet lumber from Manistee. Another arrival from Manistee was recorded on 25 June. On 4 August the steamer brought in 180,000 board feet of lumber from Sturgeon Bay and cleared light for Ludington. For the remainder of the season, multiple trips for lumber cargos were made between Manistee and Milwaukee through the end of November 1894 (*Janesville Daily Gazette* 1894; *Milwaukee Daily*

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*J.M. Allmendinger* Shipwreck (Steambarge)  
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*Journal* 1894d, 1894e, 1894f, 1894g, 1894h, 1894i, 1894j, 1894k, 1894l, 1894m, 1894n).

The *J.M. Allmendinger* expanded her ports of call for the 1895-season and brought lumber and cordwood to Milwaukee from Sturgeon Bay, Frankfort, Empire, Ludington, and Manistee (*Inter Ocean* 1895; *Milwaukee Daily Journal* 1895a, 1895b, 1895c, 1895d, 1895e, 1895f; *Milwaukee Sentinel* 1895a).

On the morning of 25 November 1895 the *J.M. Allmendinger* loaded lumber at the Pankratz Mill and departed Sturgeon Bay that afternoon bound for Milwaukee. As the vessel approached Milwaukee it experienced a snowstorm accompanied by a strong northerly gale. The winds were so strong that Captain Peterson (who is not recorded in the vessel's enrollment documents) found it difficult to keep the vessel on course and ran up on the rocky shoal on Fox Point around 3AM. The Captain immediately sounded the ship's distress signal. The lifesaving crew left the harbor at 8:30AM in their self-bailing lifeboat and arrived at the wreck around 11AM in tow of the tug *Welcome*. The weather was bitterly cold in the open surfboat for crew. They became coated in ice, which required them to be hosed down with hot water from the tug upon arrival at the scene just so they could move. Within a quarter mile of the scene, the lifeboat was released from the tug and the men rowed toward the wreck. Captain Peterson and eight members of his crew were taken aboard the lifeboat and transferred safely to the tug. The men were then taken back to the Lifesaving Station in Milwaukee. Farmers near Mequon reported that as they awoke that morning, they discovered the *J.M. Allmendinger* high on the rocks, only 500 feet from shore (*Chicago Tribune* 1895; *Door County Advocate* 1895; *Milwaukee Sentinel* 1895b; United State Lifesaving Service 1896).

On 2 December 1895 after days of working to free the ship, the wrecking company ultimately abandoned the vessel. Her lumber cargo was removed, but otherwise her hull was declared a total loss. No insurance was carried on the *J.M. Allmendinger*, but she was valued at \$8,000. The ship's enrollment was surrendered at the Port of Milwaukee on 7 December 1895 (*Door County Advocate* 1896a; *Milwaukee Daily Journal* 1895g; Bureau of Navigation 1890).

The next summer, Captain H.W. Baker, a wrecker from Detroit, arrived in Milwaukee on 17 June 1896 to examine the stranded *J.M. Allmendinger*, to determine if she was in fair enough condition to make another attempt for her release. Over the winter, the vessel's hull seams had unfortunately begun to open up by the movement of ice, sand, and pebbles. From the time of her abandonment until February 1897, the hull and upper works of the vessel remained intact and conveyed the idea to some that the vessel might be rescued at some point. By April 1897 her hull had at last succumb to the beating of the waves and gone to pieces, her timbers lie scattered along lakebed with some scattered up on the beach. According to local residents, the ship disintegrated and collapsed almost overnight (*Door County Advocate* 1896b; *The Advocate* 1897).

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Lake Michigan, Ozaukee County, Wisconsin

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The location of the *J.M. Allmendinger* wreckage was all but forgotten until July of 1934 when three young Milwaukee men, Max Nohl, Jack Browne, and Verne Netzow began working with a raft, homemade diving helmets, and oxygen tanks to recover portions of the wreckage (*Milwaukee Daily Journal* 1934). The twenty-four year old Max Eugene Nohl was enrolled at MIT where he studied mechanical engineering and in 1933 developed the "Hell Below" diving sphere. Nohl went on to set the world's deep diving record to 420 feet of water of water in Lake Michigan on 1 December 1937. Also in 1937 Nohl and Browne, along with John Craig, formed Diving Equipment and Supply Co. (DESCO) of Milwaukee, which remains an innovator in commercial diving technology (Tillman and Parry 2001).

**Archaeological Significance**

The Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describe steam barges as screw-propelled steamers with schooner-type hulls and a single deck with a raised forecastle and compact after cabins to house machinery. The *J.M. Allmendinger* site (site number MI-0488) retains archaeological integrity and presents a rare opportunity to study and learn about Great Lakes lumber steambarge construction. The *J.M. Allmendinger* is one of the few small-sized steam barges found in Wisconsin waters.

The *J.M. Allmendinger* was one of only two vessels built by shipwright Albert Burgoine. The use of rising wood as extra longitudinal support is usually found in English construction methods and has not yet been found in any other vessel in Wisconsin waters. This aspect of the vessel's construction is unusual in American ship construction; further analysis of the hull construction may further inform our understanding of the work of the shipwright Albert Burgoine, his methodology, and the small construction variations that occur in primitive shipbuilding facilities.

The *J.M. Allmendinger* meets the registration requirements for Criterion D at the state level as a good example of a Great Lakes steambarge vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes transport of iron ore and lumber. Many opportunities remain for future archaeological research on the *J.M. Allmendinger*. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, the use of metal support systems and types of cargo that was carried. Additional information from the site may significantly add to our understanding of the construction of Great Lakes steam barges.

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Bureau of Navigation 1888

Permanent Enrollment 123

Milwaukee on 17 April 1888

Bureau of Navigation 1890

Permanent Enrollment 105

Milwaukee on 18 May 1890.

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- 1883c *Inter Ocean*. July 28.
- 1883d *Inter Ocean*. October 7.
- 1884a *Inter Ocean*. May 2.
- 1884b *Inter Ocean*. May 10.
- 1884c *Inter Ocean*. June 6.
- 1884d *Inter Ocean*. June 13.
- 1884e *Inter Ocean*. August 23.
- 1885a *Inter Ocean*. May 25.
- 1885b *Inter Ocean*. July 7.
- 1885c *Inter Ocean*. September 21.
- 1885d *Inter Ocean*. September 25.
- 1885e *Inter Ocean*. October 28.
- 1885f *Inter Ocean*. November 19.
- 1886a *Inter Ocean*. June 19.
- 1886b *Inter Ocean*. June 25.
- 1886c *Inter Ocean*. July 11.
- 1886d *Inter Ocean*. October 3.
- 1886e *Inter Ocean*. November 14.
- 1887a *Inter Ocean*. July 30.
- 1887b *Inter Ocean*. August 24.
- 1887c *Inter Ocean*. October 7.

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1887d *Inter Ocean*. October 26.  
1887e *Inter Ocean*. November 21.  
1888a *Inter Ocean*. May 21.  
1888b *Inter Ocean*. August 31.  
1888c *Inter Ocean*. September 3.  
1888d *Inter Ocean*. September 24.  
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1889b *Inter Ocean*. August 11.  
1889c *Inter Ocean*. August 14.  
1889d *Inter Ocean*. September 7.  
1889e *Inter Ocean*. September 13.  
1889f *Inter Ocean*. October 5.  
1889g *Inter Ocean*. November 19.  
1890a *Inter Ocean*. May 17.  
1890b *Inter Ocean*. July 18.  
1890c *Inter Ocean*. August 2.  
1890d *Inter Ocean*. August 8.  
1890e *Inter Ocean*. September 12.  
1890f *Inter Ocean*. September 18.  
1890g *Inter Ocean*. September 21.  
1890h *Inter Ocean*. September 24.  
1890i *Inter Ocean*. September 26.  
1890j *Inter Ocean*. October 4.  
1890k *Inter Ocean*. October 21.  
1890l *Inter Ocean*. October 29.  
1890m *Inter Ocean*. November 21.  
1892a *Inter Ocean*. April 07.  
1892b *Inter Ocean*. April 10.  
1892c *Inter Ocean*. June 5.  
1892d *Inter Ocean*. July 1.  
1892e *Inter Ocean*. July 9.  
1892f *Inter Ocean*. July 15.  
1892g *Inter Ocean*. July 31.  
1892h *Inter Ocean*. August 12.  
1892i *Inter Ocean*. August 14.  
1892j *Inter Ocean*. August 27.  
1892k *Inter Ocean*. September 02.  
1892l *Inter Ocean*. September 10.

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1892m *Inter Ocean*. September 13.  
1892n *Inter Ocean*. September 18.  
1892o *Inter Ocean*. October 3.  
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1889f *Milwaukee Daily Journal*. September 23.  
1889g *Milwaukee Daily Journal*. October 9.  
1889h *Milwaukee Daily Journal*. October 14.  
1890a *Milwaukee Daily Journal*. April 07.  
1890b *Milwaukee Daily Journal*. April 11.  
1890c *Milwaukee Daily Journal*. April 28.  
1890d *Milwaukee Daily Journal*. May 26.  
1890e *Milwaukee Daily Journal*. June 13.  
1890f *Milwaukee Daily Journal*. June 23.  
1890g *Milwaukee Daily Journal*. June 25.  
1890h *Milwaukee Daily Journal*. September 24.  
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Lake Michigan, Ozaukee County, Wisconsin

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1893b *Milwaukee Daily Journal*. October 28.  
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1894b *Milwaukee Daily Journal*. May 24.  
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1894f *Milwaukee Daily Journal*. July 30.  
1894g *Milwaukee Daily Journal*. August 4.  
1894h *Milwaukee Daily Journal*. August 26.  
1894i *Milwaukee Daily Journal*. September 1.  
1894j *Milwaukee Daily Journal*. September 29.  
1894k *Milwaukee Daily Journal*. October 9.  
1894l *Milwaukee Daily Journal*. October 20.  
1894m *Milwaukee Daily Journal*. November 6.  
1894n *Milwaukee Daily Journal*. November 17.  
1895a *Milwaukee Daily Journal*. June 15.  
1895b *Milwaukee Daily Journal*. August 4.  
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1895d *Milwaukee Daily Journal*. August 31.  
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1891c *Milwaukee Sentinel*. September 17.  
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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Verbal Boundary Description:**

The boundary for the *J.M. Allmendinger* site is marked by a less than one acre (0.72) circle with a radius of 100 feet, centered on the NAD 1893 UTM coordinates 427373 Easting, 4785434 Northing, Zone 16T.

**Boundary Justification:**

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

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*J.M. Allmendinger* Shipwreck (Steambarge)  
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**Photo #1 of 4**

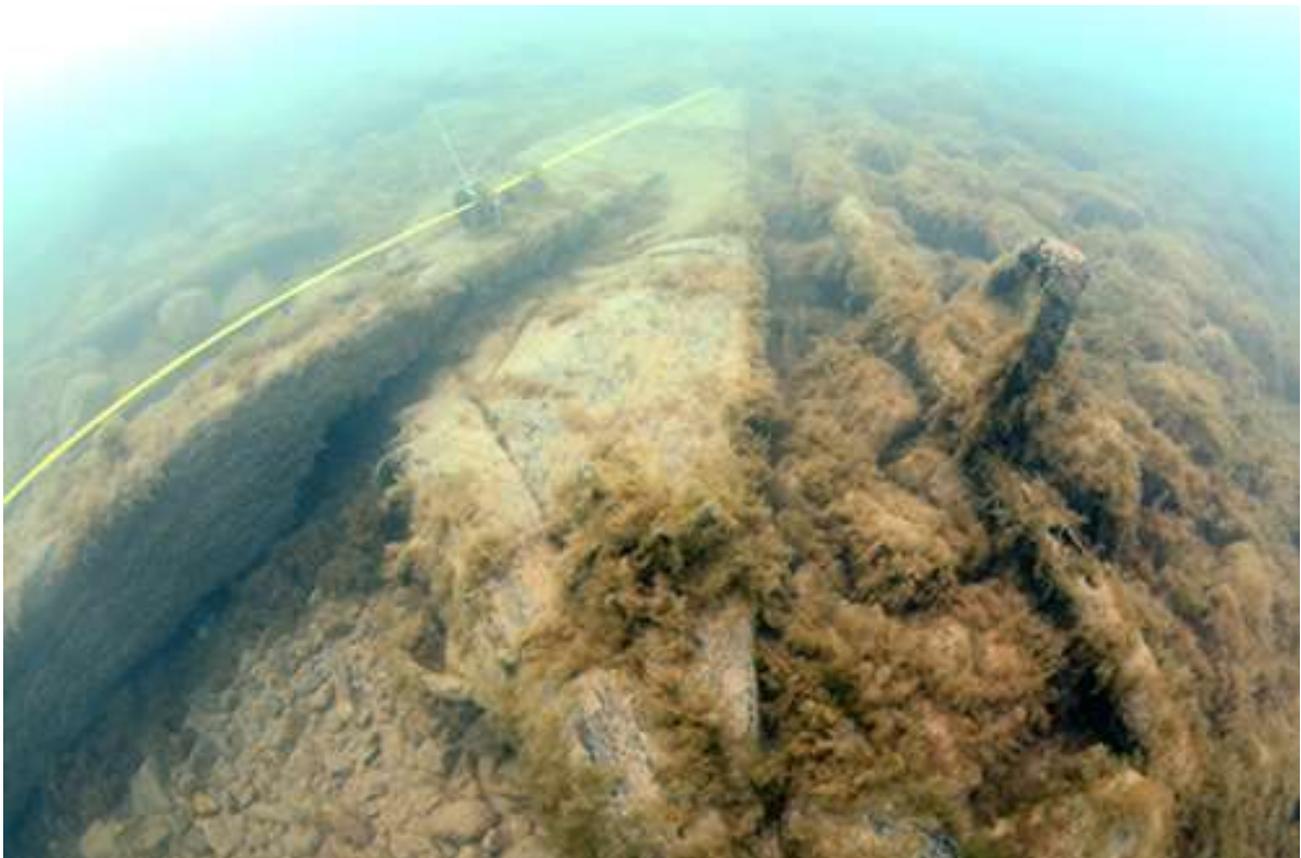
*J.M. Allmendinger* Shipwreck (Steambarge)  
Ozaukee County, Wisconsin

Location of original digital files: State Historic Preservation Office, Wisconsin Historical Society

Photographer: Tamara Thomsen

Date of Photograph: August 2017

Bow deadwood and keelson looking forward.



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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Photo #2 of 4**

*J.M. Allmendinger* Shipwreck (Steambarge)

Ozaukee County, Wisconsin

Location of original digital files: State Historic Preservation Office, Wisconsin Historical Society

Photographer: Tamara Thomsen

Date of Photograph: August 2017

Metal Strapping around keelson structure, looking forward.



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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Photo #3 of 4**

*J.M. Allmendinger* Shipwreck (Steambarge)

Ozaukee County, Wisconsin

Location of original digital files: State Historic Preservation Office, Wisconsin Historical Society

Photographer: Tamara Thomsen

Date of Photograph: August 2017

Engine or machine mount, aft looking starboard.



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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Photo #4 of 4**

*J.M. Allmendinger* Shipwreck (Steambarge)

Ozaukee County, Wisconsin

Location of original digital files: State Historic Preservation Office, Wisconsin Historical Society

Photographer: Tamara Thomsen

Date of Photograph: August 2017

Boiler and steam drum.



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

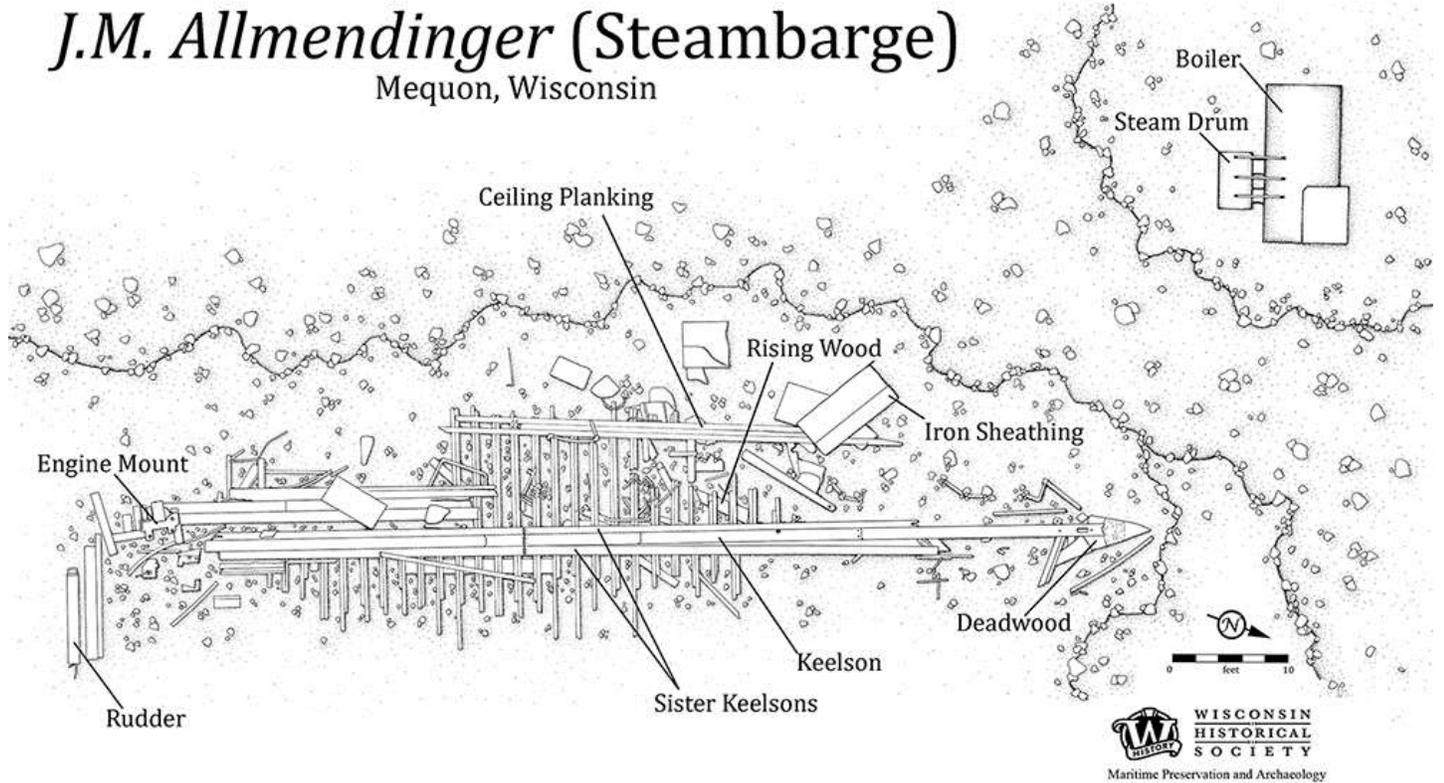
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Lake Michigan, Ozaukee County, Wisconsin

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**Figure #1 of 3**

*J.M. Allmendinger* Shipwreck (Steambarge)  
Site plan of the *J.M. Allmendinger*



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National Park Service

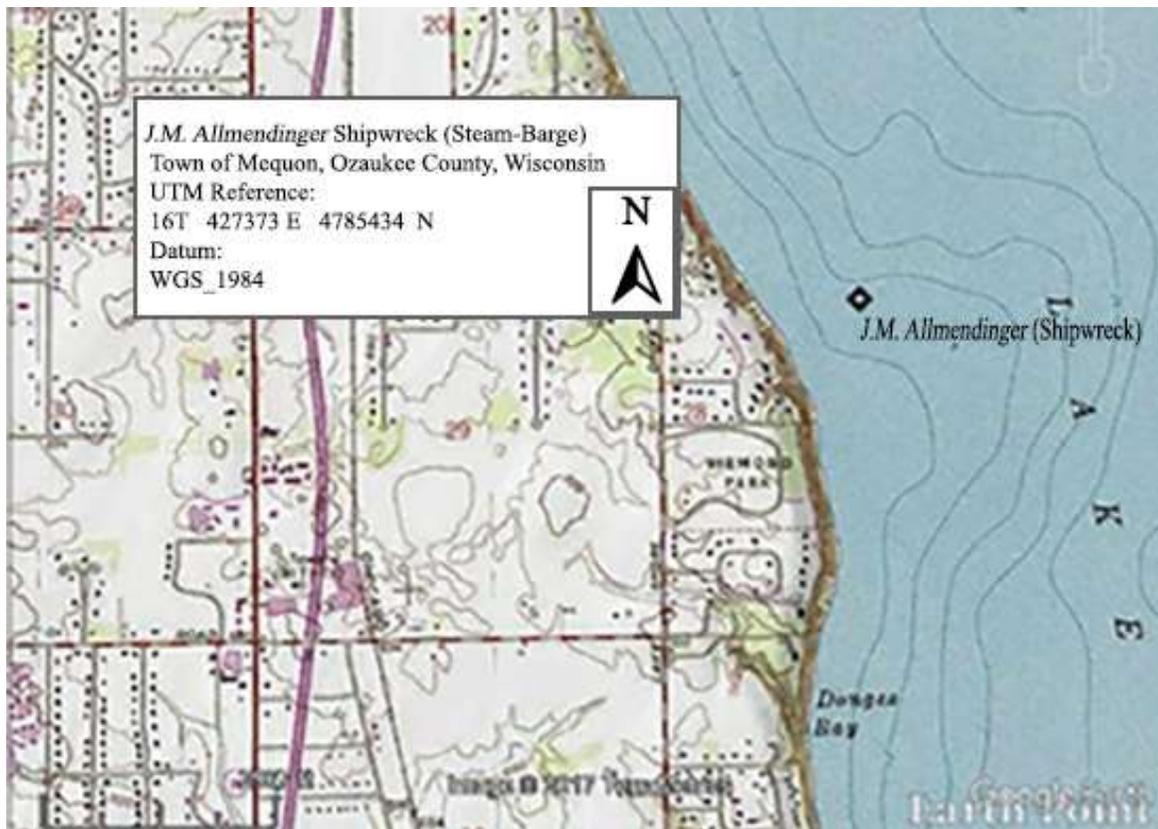
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*J.M. Allmendinger* Shipwreck (Steambarge)  
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**Figure #2 of 3**

*J.M. Allmendinger* Shipwreck (Steambarge)  
Location of the *J.M. Allmendinger*



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*J.M. Allmendinger* Shipwreck (Steambarge)  
Lake Michigan, Ozaukee County, Wisconsin

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**Figure #3 of 3**

*J.M. Allmendinger* Shipwreck (Steambarge)

Ozaukee County, Wisconsin

Photographer: Unknown

Original photo courtesy of Bowling Green State University

Date of Photograph: Unknown

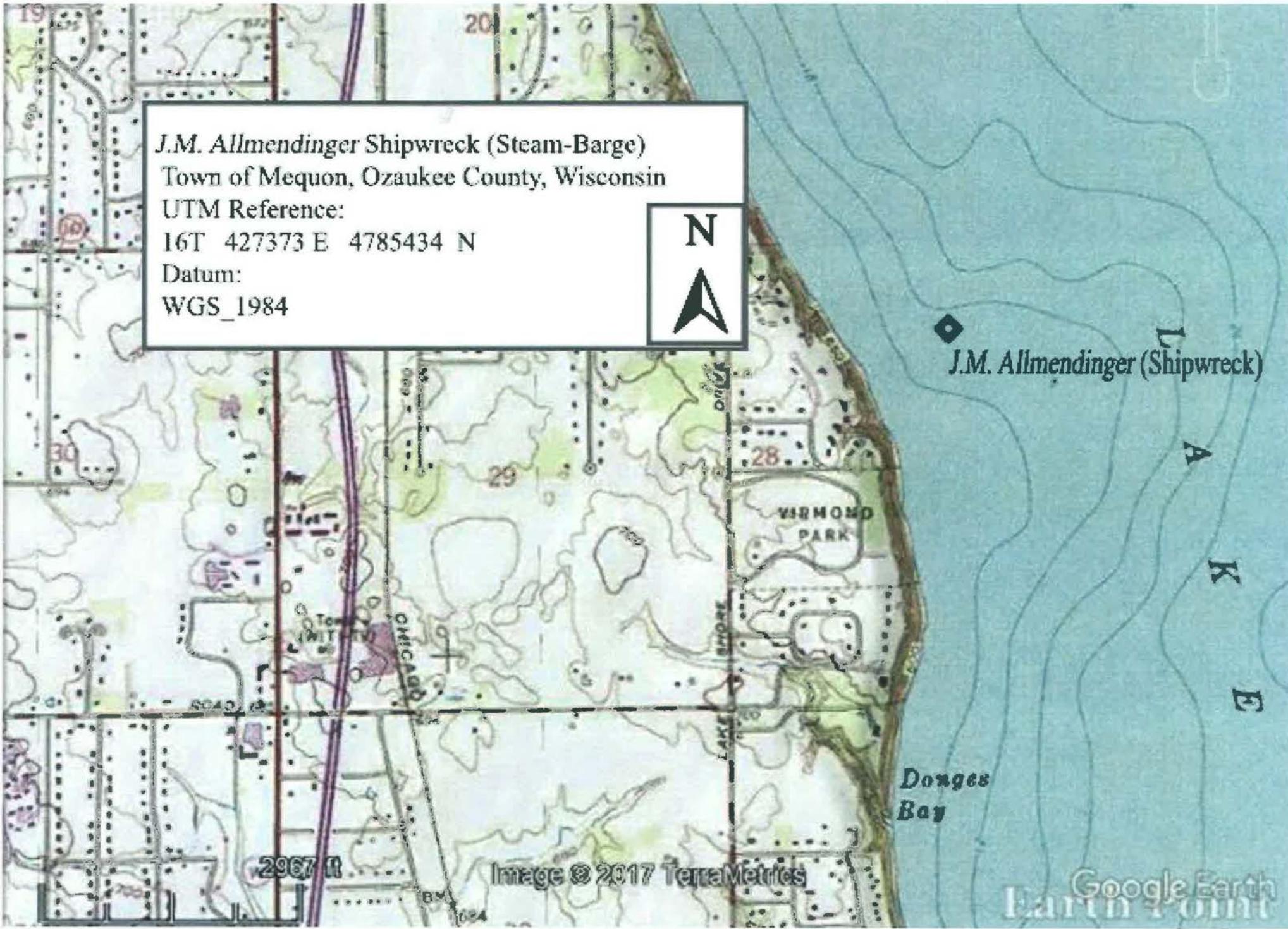
*J.M. Allmendinger* at dock



*J.M. Allmendinger* Shipwreck (Steam-Barge)  
Town of Mequon, Ozaukee County, Wisconsin  
UTM Reference:  
16T 427373 E 4785434 N  
Datum:  
WGS\_1984

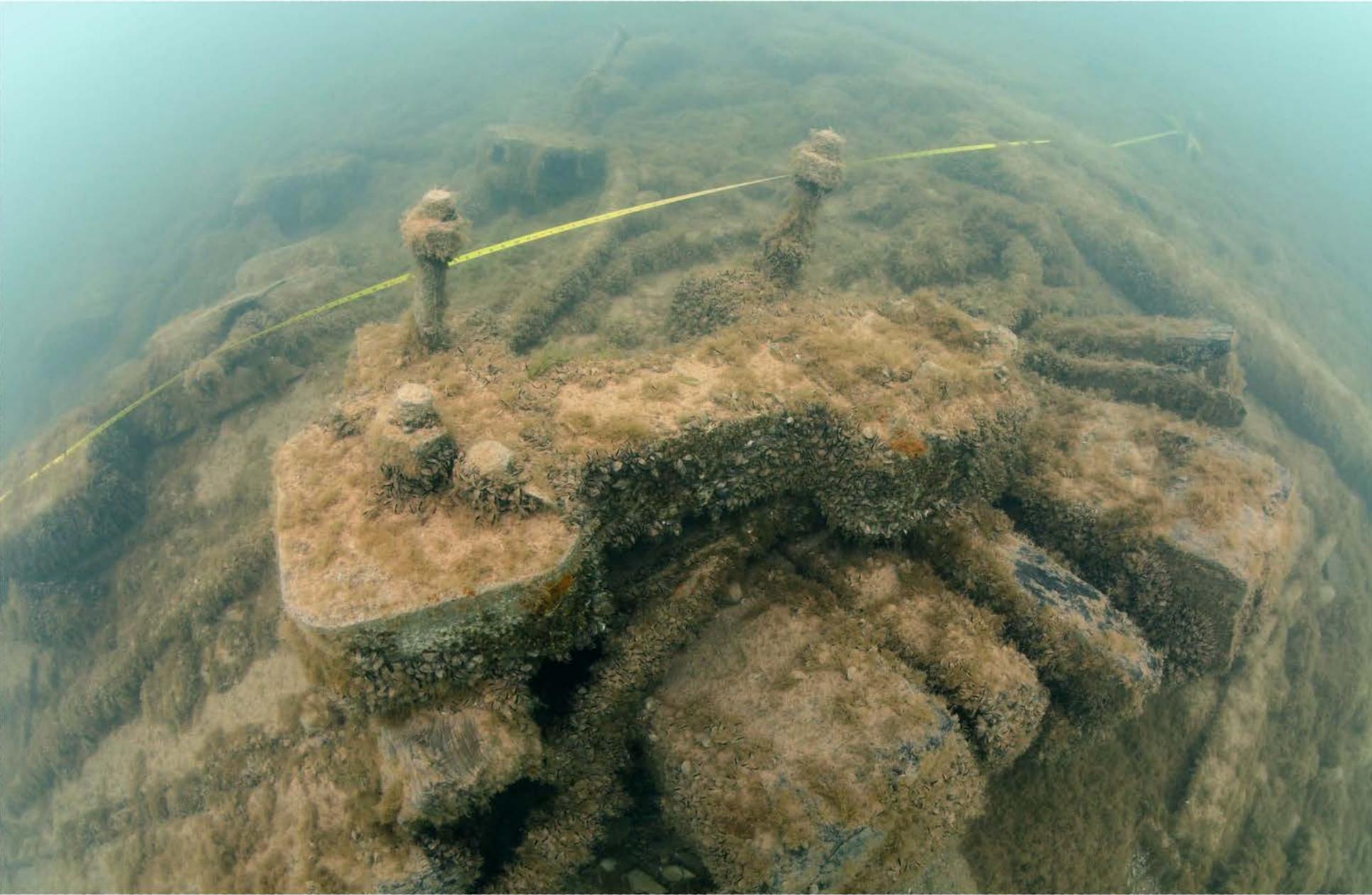


◆ *J.M. Allmendinger* (Shipwreck)











UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 8/27/2018      Date of Pending List: 10/10/2018 4:23:18 PM      Date of 16th Day: 10/1/2018      Date of 45th Day: 10/11/2018      Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- |                                           |                                          |                                             |
|-------------------------------------------|------------------------------------------|---------------------------------------------|
| <input type="checkbox"/> Appeal           | <input type="checkbox"/> PDIL            | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request     | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver           | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission     | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|                                           | <input type="checkbox"/> CLG             |                                             |

Accept       Return       Reject      10/11/2018 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Julie Ernstein  Discipline Archeologist

Telephone (202)354-2217 Date 10/4/18

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

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

GLENN GROTHMAN  
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

COMMITTEE ON THE BUDGET

COMMITTEE ON  
OVERSIGHT AND GOVERNMENT REFORM



RECEIVED  
MAY 10 2018

24 WEST PIONEER ROAD  
FOND DU LAC, WI 54935  
(920) 907-0624

1217 LONGWORTH BUILDING  
WASHINGTON, DC 20515  
(202) 225-2476

GROTHMAN.HOUSE.GOV

UNITED STATES  
HOUSE OF REPRESENTATIVES

May 7, 2018

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



Wisconsin Historic Preservation Review Board:

I am writing in support of the *J.M. Allmendinger* Shipwreck nomination to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The steam barge, located in Mequon, is part of the Sixth Congressional District which I represent.

The *J.M. Allmendinger* was built in 1883 by shipwright Albert Burgoine, and it was used primarily in the lumber trade. The ship wrecked in 1895 when it was caught in a snowstorm, loaded with lumber. The storm winds took the ship off course, where it finally ran aground north of Fox Point and was destroyed. This shipwreck is valuable for study because, as one of only a few small steam barges in Wisconsin waters, the *J.M. Allmendinger* provides historians and archaeologists the rare chance to study the construction of the vessel, and adaptation for lumber transported through the Great Lakes. Furthermore, this vessel is the only reported example of English-influenced keel construction techniques on the Great Lakes. Additional information from the site may significantly add to the understanding of the construction of Great Lakes steam barges. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, the use of metal support systems, and types of cargo that was carried.

Please give all due and fair consideration consistent with current federal and state laws and agency regulations. Keep me apprised of your efforts and findings by contacting my District Director, Alan Ott, at 24 West Pioneer Road Fond du Lac, WI 54935 or by calling (920) 907-0624. Thank you for your consideration.

Sincerely,

Glenn Grothman  
Member of Congress



W I S C O N S I N  
H I S T O R I C A L  
S O C I E T Y



TO: Keeper  
National Register of Historic Places

FROM: Peggy Veregin  
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Twenty-fourth day of August 2018, for the nomination of the J.M. Allmendinger Shipwreck (Steam-Barge) to the National Register of Historic Places:

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

COMMENTS:

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