

478

RECEIVED 2280

JUN 12 2015

United States Department of Interior  
National Park Service

Nat. Register of Historic Places  
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 Jacksonport Wharf Archaeological District (Boundary Increase and Additional Documentation)  
other names/site number

2. Location

street & number	Lake Michigan, in vicinity of Lakeside Park off of Highway V	N/A	not for publication
city or town	Town of Jacksonport	X	vicinity
state Wisconsin	code WI county Door	code 029	zip code 54235

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.)



6/8/2015  
Date

Signature of certifying official/Title

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  
( See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Jacksonport Wharf Archaeological District (Boundary Increase and Additional Documentation)

Door 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:)

*Edson H. Beall*

*7-27-15*

*[Signature]*

Signature of the Keeper

Date of Action

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

private  
public-local  
 public-State  
public-Federal

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

building(s)  
 District  
Structure  
Site  
Object

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

contributing      noncontributing  
                         buildings  
1                        sites  
                         structures  
                         objects  
1                        0 total

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

N/A

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

6

**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)  
N/A

**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.)

Jacksonport Wharf Archaeological District (Boundary Increase and Additional Documentation)

Door 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:**

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

Name of repository:

### 10. Geographical Data

**Acreage of Property:** 12 acres

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

1	<u>16</u>	<u>485,842</u>	<u>4,981,059</u>
	Zone	Easting	Northing

3	<u>16</u>	<u>485,685</u>	<u>4,980,813</u>
	Zone	Easting	Northing

2	<u>16</u>	<u>485,887</u>	<u>4,981,023</u>
	Zone	Easting	Northing

4	<u>16</u>	<u>485,581</u>	<u>4,980,477</u>
	Zone	Easting	Northing

X 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 and Caitlin Zant	date	07/22/2014
organization	Wisconsin Historical Society	telephone	608.221.5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 7 Page 1

---

**Introduction**

The Jacksonport Wharf Archaeological District is located in Lake Michigan from the high water mark to approximately 200 yards offshore in the Town of Jacksonport, Door County, Wisconsin. During the heyday of Wisconsin's lumber industry, Jacksonport's business and community life centered around three large piers: Hibbard's Pier (1868- circa 1900), LaMere's Pier (1880- circa 1920), and Reynolds' Pier (1869- 1890). One schooner, tentatively identified as the *Annie Dall* (1848-1898), lies north of Hibbard's Pier. Two others, the *Cecelia* (1868- 1885) and the *Perry Hannah* (1859- 1880), lie along the remnants of Reynolds' Pier, the southernmost pier of the district.

Archaeological surveys of the District's three historic pier structures, three shipwreck sites, and a number of associated artifacts referenced above, were conducted in September 2004 and June 2010. The district was listed in the National Register of Historic Places on 28 February 2012. Within the nomination, it was noted that much of the district lies in a dynamic surf-zone environment with varying degrees of sand movement from year to year.

On 24 May 2014, individuals removed a previously undocumented rudder that had washed ashore at Lakeside Park in the vicinity of Reynolds' Pier. The rudder was reclaimed and on 5 June 2014, archaeologists from the Wisconsin Historical Society were called to the site to return the rudder to what was believed to be its original location on the disarticulated shipwrecks *Perry Hannah* and *Cecelia*, associated with Reynolds' Pier. In returning the artifact to the water, a large portion of an undocumented section of hull was located. Archaeologists surveyed the newly uncovered hull section (referred to in this nomination as the pound boat) and documented the rudder.

Due to water level changes, the shoreline has significantly changed since our previous surveys, claiming large portions of the beach and dune line and exposing a previously undocumented pound boat (contributing), used for fishing, located between the pilings of LaMere's Pier. Archaeologists surveyed the pound boat and recorded changes to the shoreline and ordinary high water mark that define the western boundary of the Archaeological District. As a result of these changes, this nomination documents the boundary increase, the resources within the new boundary area and new information on resources within the district.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 7 Page 2

---

**Additional Site Description:**

*Hull associated with one of two previously documented wrecks:*

A fragment of a sailing vessel's starboard side hull is located in 3 to 5 feet of water, 150 feet west of the remains of the *Perry Hannah* and the *Cecelia*. The two vessels lie immediately south of Reynolds' Pier, and are embedded in the lake bed and covered with sand. Because so little of the vessels are uncovered, it remains difficult to attribute a name to either vessel based on structural features and likewise difficult to assign the hull fragment to either vessel. But because of the hull fragment's location and proximity, it is likely from one of these two shipwrecks.

The hull fragment is 32.4 feet long by 8.9 feet wide and is lying with outer hull facing down, intact from the first futtock up to the bulwark. The hull fragment is lying on a bearing of 290 degrees.

Outer hull planking varied in width from 0.6 feet to 0.7 feet near the turn of the bilge, and 0.35 feet to 0.4 feet on the vertical hull structure, and measured 0.15 feet thick. Twelve outer hull planks remain extant. The outer hull planking fastened in place with iron drift pins through the frames.

The hull fragment is double framed. Individual futtocks measure 0.35 feet and 0.4 feet molded and 0.35 feet sided, and are 4.9 feet and 6.7 feet tall. Frame room is 0.7 feet, and frames are spaced 1.0 feet. Six frames are regularly configured as described above. Spaced 0.3 feet between the sixth and seventh, and between the eighth and ninth frames, a reinforcing single futtock is added, perhaps as a repair. Ten frames are extant on this hull fragment overall. The reinforcing futtocks measure 3.4 feet tall, 0.5 feet molded and 0.35 feet sided.

A section of the bulwarks remains fastened atop the hull structure. The bulwark stanchions measure 3.8 feet tall and are 0.5 feet molded by 0.3 feet sided. Bulwark stanchions are fastened to the aft edge of every other frame. Five bulwark stations are extant and spaced 3.2 feet on center.

No remnants of the railing, deck shelf, or ceiling planking are extant.

*Previously undocumented rudder:*

The remains of the previously undocumented rudder that washed ashore at Lakeside Park in the vicinity of Reynolds' Pier now lie adjacent to the inshore crib of Reynold's Pier, in the vicinity of the *Perry Hannah* and the *Cecelia*. The rudder measures 8.1 feet long, 1.0 feet thick, and 3.8 feet wide at its widest point. The rudder tapers to 1.2 feet wide near the top where the timbers have been broken. The rudder is made up of four timbers, two of which measure 1.0 feet wide. The timber at the bottom of the rudder measures 0.6 feet wide, while the inner timber measures 1.6 feet wide at its widest point,

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 7 Page 3

---

and 0.5 feet wide near the broken section. At the top of the rudder, the remains of a circular hole is extant, measuring 0.5 feet in diameter. The top half of this component is no longer extant. On the forward facing side of the rudder is a small iron eye, located 2.1 feet from the rudder's bottom, measuring 0.3 feet in diameter.

*Newly uncovered pound boat:*

The remains of a newly uncovered pound boat lie on the beach between pilings of the LeMere's Pier. As defined in the Multiple Properties Document "Great Lakes Shipwrecks of Wisconsin" (Cooper 1992), a pound boat is an open boat used in the placement of (and subsequently the lifting of) fishing nets into an impoundment. Pound boats are characterized by a pilot house placed forward, a long open afterdeck and a very low bulwark. Early pound boats were basic large wooden skiffs with propulsion by oar, sail, or later by internal combustion engines. The pound boat exposed among the pilings at Le Mere's Fishing Pier was of open hull design with remnants of steering gears and fasteners used with an internal combustion engine. Although no bulwarks remain extant on site, the extant lower hull and deck features are consistent with those of known pound boat designs.

The vessel sits on a heading of 203 degrees, lying on the beach parallel to the dune line. Remnants of her lower hull frame structure remain intact on an 8 degree list to port. Due to the extent of the ship still covered by sand, it is likely that much of her lower hull structure remains intact. At the time of survey, 0.2 to 0.5 feet of structure were visible above the sand. Because the vessel rests in a dynamic surf zone, sand is constantly covering and uncovering the additional structure. Between her initial survey on 5 June 2014 and a follow-up site visit on 16 July 2014, many new areas of the wreck were exposed while the shifting sand obscured previously uncovered areas. As the site rests in a dynamic environment, no invasive zebra or quagga mussels have colonized her hull allowing for detailed observations.

A baseline was attached to the keelson and stretched 25.2 feet along the centerline of the vessel to the remains of the vessel's stern. All measurements for the survey were taken from this baseline. The overall length of the fishing pound boat is 25.2 feet, while the vessel's beam, measured at her widest point was 7.7 feet. Given that there were an innumerable amount of fishing boats used in this area throughout history, it is difficult to identify this particular pound boat. Because of its location between pilings of the LeMere's Pier, it is likely that this vessel was associated with the profitable fishing industry that occurred in Jacksonport. At various points of high water levels, the pound boat has been exposed, and in an effort to safely maintain the beach, property owners adjacent to the vessel have removed machinery parts and structural components of the vessel, placing them on top of the nearby dune.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 7 Page 4

---

No stempost remains extant on the pound boat, and only fragments of the vessel's keelson were uncovered at the time of the initial survey. There is a 1.2 foot wide gap between the extant port stringer and the end of the keelson. The exposed sections of keelson measure 0.68 and 0.5 feet long and 0.1 feet wide. The starboard hull structure near the bow was also covered by sand at the time of the initial survey, but sections could be seen during the follow up visit, demonstrating that much of the vessel still remains buried beneath the beach. The outer hull planking measures 0.4 feet wide and 0.1 feet thick. Only one section of the outer hull planking is visible amidships on the starboard side.

No frames or ceiling planking were extant at the time of survey though it is likely evidence of these components still lie beneath the sand. An extant stringer, measuring 0.4 feet wide and running the length of the vessel, is notched for frames. From these measurements, it is possible to determine that the vessel had frames measuring 0.1 feet sided, with a room of 0.15 feet, and space of 0.8 feet. At 5 feet forward of the stern, there is a larger notch on the port and starboard sides, measuring 0.01 feet sided and 1.0 feet molded. Without extant ceiling planking and frames, it was not possible to determine the fastening pattern on the vessel.

Two longitudinal support beams, measuring 0.4 feet wide, are extant on the vessel visible above the sand 11.6 feet aft of the bow and extend 11.8 feet to the stern. Two deck beams are also extant, stretching athwartship. The foremost beam is an uncut timber, located 11.4 feet aft of the bow and measures 0.6 feet wide, 7.2 feet long, and 4.5 feet thick. Though this is the foremost beam, it is located amidships, marking the vessel's widest point. The aft deck beam is a cut timber, and is located 16.4 feet from the bow, measuring 0.4 feet wide, 6.3 feet long, and 0.5 feet thick. Both beams are fastened to the stringers and longitudinal supports with drift pins measuring 0.05 feet in diameter with roves measuring 0.15 feet in diameter. Additional support timbers, each 1.9 feet long, extend between the longitudinal supports. Two support timbers measuring 0.2 feet wide, rest between the main deck beams at 12 and 16 feet from the bow, one just aft of the foremost support and the other just forward of the aft support. The third support is located further aft, just forward of the extant machinery at 18.9 feet from the bow, and measures 0.1 feet wide.

Though most of the vessel's deck planking is not extant, two planks remain on the starboard side 8.5 feet aft of the bow. These deck planks measure 0.4 feet wide and 0.1 feet thick, and 1.1 feet long before extending into the sand. An additional disarticulated deck plank is located near the port side hull, measuring 0.8 feet wide, 0.1 feet thick, and 3.8 feet long before extending beneath the aft support timber and into the sand. The plank is notched at the stern end, with the notch measuring 0.3 feet sided and 0.2 feet molded.

As with the stem post, no sternpost remains extant on the site. There is a 0.5 foot gap between the ends

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 7 Page 5

---

of the stringers indicating that the stern post was 0.5 feet wide. A board, possibly the shaft log, is located just forward of this gap, measuring 0.5 feet wide and 0.8 feet long, sitting 0.4 feet forward from the extent of the stringers. On either side of the shaft log, additional timbers measuring 0.4 feet wide and 1.6 feet long, extend to the longitudinal support beams.

Although much of the machinery associated with the pound boat has been removed over time, pieces of the mechanical equipment are still extant within the ship. A set of gears measuring 0.05 feet thick and 0.9 feet wide, and steering equipment measuring 0.45 feet long and 0.2 feet wide, are extant between the longitudinal support beams 19.7 feet from the bow. The steering equipment is attached to the gears by a cylindrical shaft measuring 0.3 feet long and 0.15 feet wide. This shaft, likely the propeller shaft, extends forward 7.9 feet where it extends beneath the foremost deck beam and into the sand. Just forward of the aft deck beam, the shaft has a bulbous section measuring 0.25 feet wide and 0.15 feet long. A disarticulated circular piece of iron is located near the gears on the starboard side of the vessel, lying on top of the sand. This iron piece measures 0.9 feet in diameter and has a circular inset with a diameter of 0.6 feet. Within this inset are two small circular holes, each 0.05 feet in diameter. It is not known what this circular object is associated with, but it is likely a part of the ships mechanical equipment.

There are also pieces of disarticulated machinery associated with the pound boat located onshore. These pieces of machinery include the vessel's rudder and steering quadrant. Both pieces were removed from the water by the adjacent landowner during periods in which they were protruding from the sand, causing a public safety hazard. The pound boat's iron rudder measures 1.75 feet long, 1.5 feet wide, and 0.15 feet thick. This is attached to a shaft measuring 5.4 feet long and 0.15 feet in diameter. Near the top, where the shaft has been broken, is a section measuring 0.1 feet wide and 0.3 feet in diameter. An iron plate is located just above the rudder, measuring 0.35 feet square, and 0.15 feet thick. A triangular rudder shoe is also extant, measuring 0.7 feet wide and 0.6 feet long. Near the rudder, lies the pound boat's disarticulated steering quadrant. The quadrant measures 1.5 feet long, 1.7 feet wide at its widest point, 0.4 feet wide at its narrowest, and is 0.12 feet thick.

It is likely that many other components of the pound boat's hull structure and machinery remain extant on the site. At the time of the survey, it was estimated that up to one foot of sand was still located within the vessel, covering the entirety of the lower section of the vessel's bilge. Evidence of additional structural components and hull planking were visible, still mostly buried in the sand during the follow up visit to the site. Because of the dynamic nature of this area, the potential for more hull structure and machinery to become uncovered within the main hull section remains very high. Other artifacts within the debris field of the wreck are uncovering as sand shifts in the area, making the expansion of the boundary area pertinent in the protection of the integrity of the site.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 8 Page 1

---

**Significance**

The Jacksonport Wharf Archaeological District is significant as it contains the archaeological record of the interface between terrestrial and maritime components of the nineteenth-century lumbering and fishing trades. Few locations in Wisconsin have remained undeveloped since the turn of the twentieth century, making intact sites like the Jacksonport Wharf exceedingly rare. The Jacksonport Wharf's period of significance spans the heyday of the Lake Michigan region's lumber trade. Two of the piers were used into the twentieth century and witnessed a transitional period from a bustling lumber community to adaptive reuse as commercial fishing piers. Lumber schooners like the *Cecelia*, *Perry Hannah*, and *Annie Dall* were vital components in Wisconsin's nineteenth-century lumber trade. The recently documented starboard hull section and rudder have furthered our understanding of shipbuilding methodology employed on these early vessels that frequented these unimproved ports. The recently documented pound boat is the first vessel of this type surveyed in Wisconsin. Little is known of construction techniques used for these vessels making this resource particularly significant. These vessels and others provided essential economic and cultural links between Wisconsin's small communities and larger regional markets. In addition to the contributing historic sites, many of the piers' and ships' artifacts remain buried beneath the shifting sands, ensuring vast potential for the Jacksonport Wharf district to yield additional significant archaeological information in years to come.

Documented in 2004 and 2010 by Wisconsin Historical Society archaeologists, the Jacksonport Wharf Archaeological District was listed on the National Register of Historic Places in 2012 at the local level with areas of significance in archaeology, maritime history, and commerce. During the heyday of Wisconsin's lumber industry, Jacksonport's business and community life centered around three Lake Michigan piers: Hibbard's Pier, LaMere's Pier and Reynolds' Pier. Each pier had its own general store as well as two or three fish shanties on either side. Each shanty also had its own small dock that extended a short distance into the lake (no identifiable elements of the docks remain) (Reynolds 1960:11). LaMere's Pier and Reynolds' Pier were used into the twentieth century and witnessed a transitional period from a bustling lumber community to adaptive reuse as commercial fishing piers.

On 24 May 2014, a previously undocumented rudder washed ashore at Lakeside Park in the vicinity of Reynolds' Pier. It was illegally removed from the water and taken from the park to a private residence. The rudder was subsequently reclaimed via search warrant by the local Department of Natural Resources Marine Warden.

On 5 June 2014, archaeologists from the Wisconsin Historical Society were called to the Jacksonport Wharf Archaeological District to return the rudder to what was believed to be its original location

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 8 Page 2

---

within the district boundaries near Reynolds' Pier. In returning the rudder to the water, a 33-foot undocumented hull fragment was located. Archaeologists surveyed the newly uncovered hull section and documented the rudder. Although two schooners, the *Cecelia* and the *Perry Hannah*, lie amongst the remains of Reynolds' Pier it was difficult to determine, based on the dimensions and spacing of diagnostic timbers, to which vessel the hull piece and rudder belonged. The hull section remains within the boundaries of district and is attributed to one of the two previously designated contributing elements, the shipwrecks *Cecelia* or the *Perry Hannah*.

The remains of the three piers that defined the early Jacksonport community continue to remain visible on the lakebed, along with remains of three of the schooners that once connected Jacksonport with the southern Lake Michigan port cities. But due to water level changes in Lake Michigan, the shoreline has significantly changed since the previous surveys, claiming large portions of the beach and cleaving of the lakeshore dunes. These changes exposed a previously undocumented pound boat (contributing), used for fishing, located between the pilings of LaMere's Pier (previously designated contributing element). Archaeologists surveyed the pound boat and recorded changes to the shoreline and high water mark that define the western boundary of the Archaeological District. Given that there were innumerable amounts of fishing boats used in this area throughout history, we were unable to identify this particular pound boat.

#### Pound Boats

Open style pound boats were historically used for pound net fishing, a method whereby upright nets are staked in the water creating a rectangular enclosure or pound from which escape of the fish is impossible. As these vessels served as small personal work boats, typically created by the owner in a workshop rather than a shipyard, no ship plans exist for this vessel type. As further defined in the Multiple Properties Document "Great Lakes Shipwrecks of Wisconsin" (Cooper 1992), a pound boat is an open boat used in the placement of (and subsequently the lifting of) fishing nets into an impoundment. Pound boats are characterized by a pilot house placed forward, a long open afterdeck and a very low bulwark. Early pound boats were basic large wooden skiffs with propulsion by oar, sail, or later by internal combustion engines. The pound boat exposed among the pilings at Le Mere's Fishing Pier was of open hull design with remnants of steering gears and fasteners used with an internal combustion engine. Although no bulwarks remain extant on site, the extant lower hull and deck features are consistent with those of known pound boat designs. By comparing the wreckage to known pound boat designs, this boat was positively identified, the first time a pound boat of any style has been archaeologically recorded in Wisconsin. The rarity of pound boat wrecks makes archaeological examples such as this particularly significant.

Information gathered from the Jacksonport Wharf Archaeological District has produced a wealth of

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 8 Page 3

---

archaeological knowledge and has increased our understanding of the interface between terrestrial and maritime components of the nineteenth-century lumber and fishing trades. All pier structures and shipwrecks are contributing; the pound boat is being added as contributing element. The period of significance begins in 1868 with the construction of the first pier and ends in 1938 when an ice shove damaged the piers beyond repair, likely the time period when the pound boat was abandoned at her dock.

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

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

Jacksonport Wharf Archaeological District  
(Boundary expansion and additional information)  
Town of Jacksonport, Door County, Wisconsin

Section 9 Page 1

---

**REFERENCES**

Cooper, David and Paul Kriesa,

1989 Great Lakes Shipwrecks of Wisconsin. National Park Service, National Register of Historic Places Multiple Property Documentation Form. Unpublished manuscript on file, Division of Historic Preservation, Wisconsin Historical Society, Madison.

Reynolds, Lucille W.

1960 The Jacksonport Story, In *The Peninsula*, No.5, pp. 1-17, Door County Historical Society, Sturgeon Bay, WI.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section 10 Page 1

---

**Verbal Boundary Description:**

The information below corrects the original acreage, describes the additional area added, and provides a description of the combined new total acreage.

*Original Acreage Correction*

The total acreage reported in the original nomination is incorrect. The original nomination states that the boundary encompasses approximately 185.0 acres; the correct number of acres in the original boundary is 38 acres. This area is represented in the unshaded polygon on the map.

*Additional Acreage*

The area being added to this district is 12 acres. This area is represented in the shaded polygon on the map. This new area is located within the following UTM points:

- |    |    |          |            |
|----|----|----------|------------|
| 1. | 16 | 485,842E | 4,981,059N |
| 2. | 16 | 485,887E | 4,981,023N |
| 3. | 16 | 485,685E | 4,980,813N |
| 4. | 16 | 485,581E | 4,980,477N |
| 5. | 16 | 485,500E | 4,980,500N |
| 6. | 16 | 485,617E | 4,980,852N |

*New Total Acreage (combining original and new acreage)*

The new acreage now encompasses a total of 50 acres.

The total boundary now encompasses approximately 50.0 acres offshore of the Town of Jacksonport. The boundary approximates a rectangle that follows the shoreline and trends in a northeast-southwest direction. The boundary's western border is the normal Lake Michigan ordinary high water mark between boundary points 1, 6 and 5. The eastern boundary is a line between boundary points 7 and 8. The boundary is entirely offshore of the Town of Jacksonport.

Boundary points 7 and 8 are:

- |    |    |          |            |
|----|----|----------|------------|
| 7. | 16 | 486,098E | 4,980,887N |
| 8. | 16 | 485,768  | 4,980,427N |

**Boundary Justification:**

This boundary expansion encompasses newly uncovered resources, which are important to archaeological knowledge and our understanding of nineteenth-century lumber and fishing trades in the area.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section **10** Page **2**

---

The boundary for the total new acreage was drawn to encompass the three historic pier structures and three historic shipwreck sites, including the associated artifact field that has been spread by wind and wave action. Some site components are mobile and move about the site depending on the sea and surf direction.

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section **photos** Page **1**

---

Location of Original Digital Files:

Wisconsin Historical Society, Historic  
Preservation Division. 816 State Street,  
Madison, WI 53706

**Photo #1 of 3**

Door County, Wisconsin  
Photographer: Tamara Thomsen  
June 2014  
Pound boat

**Photo #2 of 3**

Jacksonport Wharf Archaeological District  
Door County, Wisconsin  
Photographer: Tamara Thomsen  
June 2014  
Rudder

**Photo #3 of 3**

Jacksonport Wharf Archaeological District  
Door County, Wisconsin  
Photographer: Tamara Thomsen  
June 2014  
Starboard side hull fragment

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

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

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section **figures** Page 1

---

**List of Figures:**

**Figure #1 of 3**

USGS Map of Jacksonport Wharf Archaeological District Expansion  
Door County, Wisconsin

**Figure #2 of 3**

Jacksonport Wharf District, Map of Archaeological Resources  
Door County, Wisconsin

**Figure #3 of 3**

Pound boat at LeMere's Pier  
Door County, Wisconsin

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

**National Register of Historic Places**  
Continuation Sheet

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section figures Page 2

---

**Figure #1 of 3**

USGS Map of Jacksonport Wharf  
Door County, Wisconsin



Jacksonport Wharf Archaeological District (Boundary expansion and additional documentation)  
Town of Jacksonport, Door County, WI

USGS Map, 2013  
Jacksonport Quadrangle  
Wisconsin-Door County

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

**National Register of Historic Places**  
Continuation Sheet

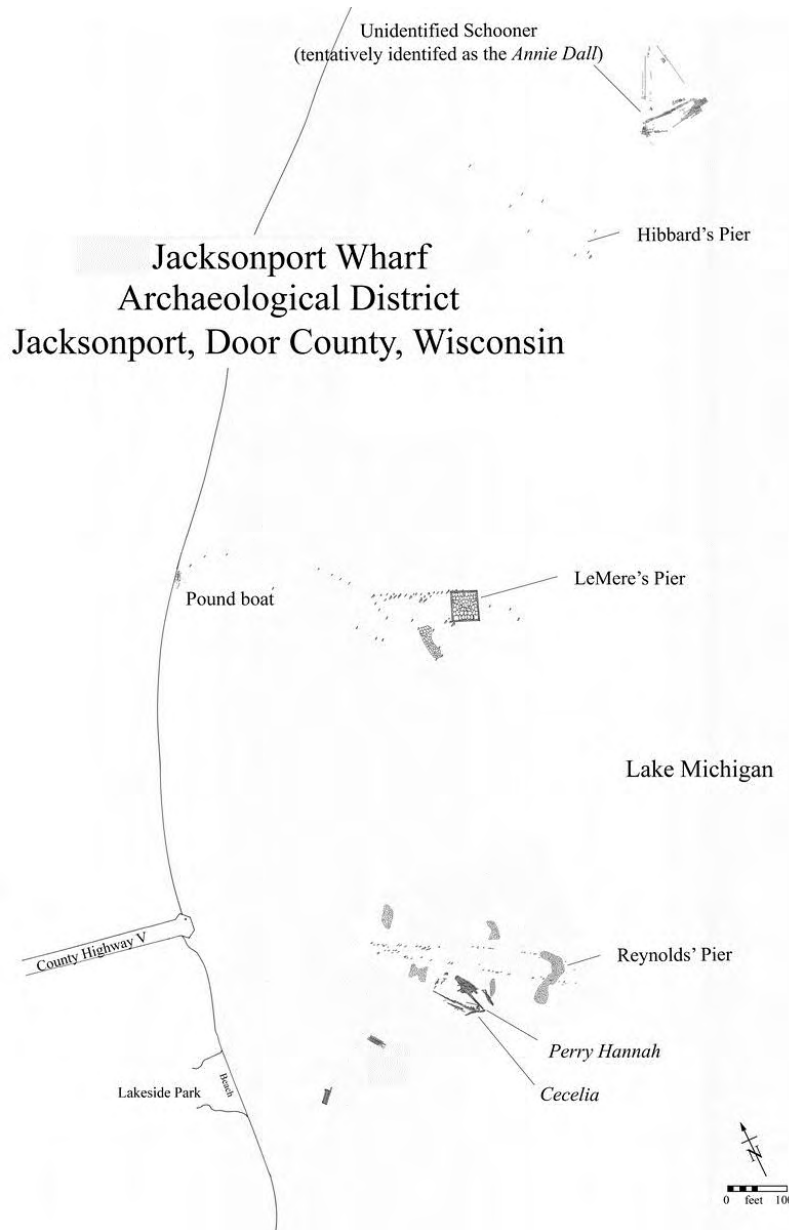
Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section figures Page 3

---

7.5-Minute Series

Figure 2: Map of Archaeological Resources



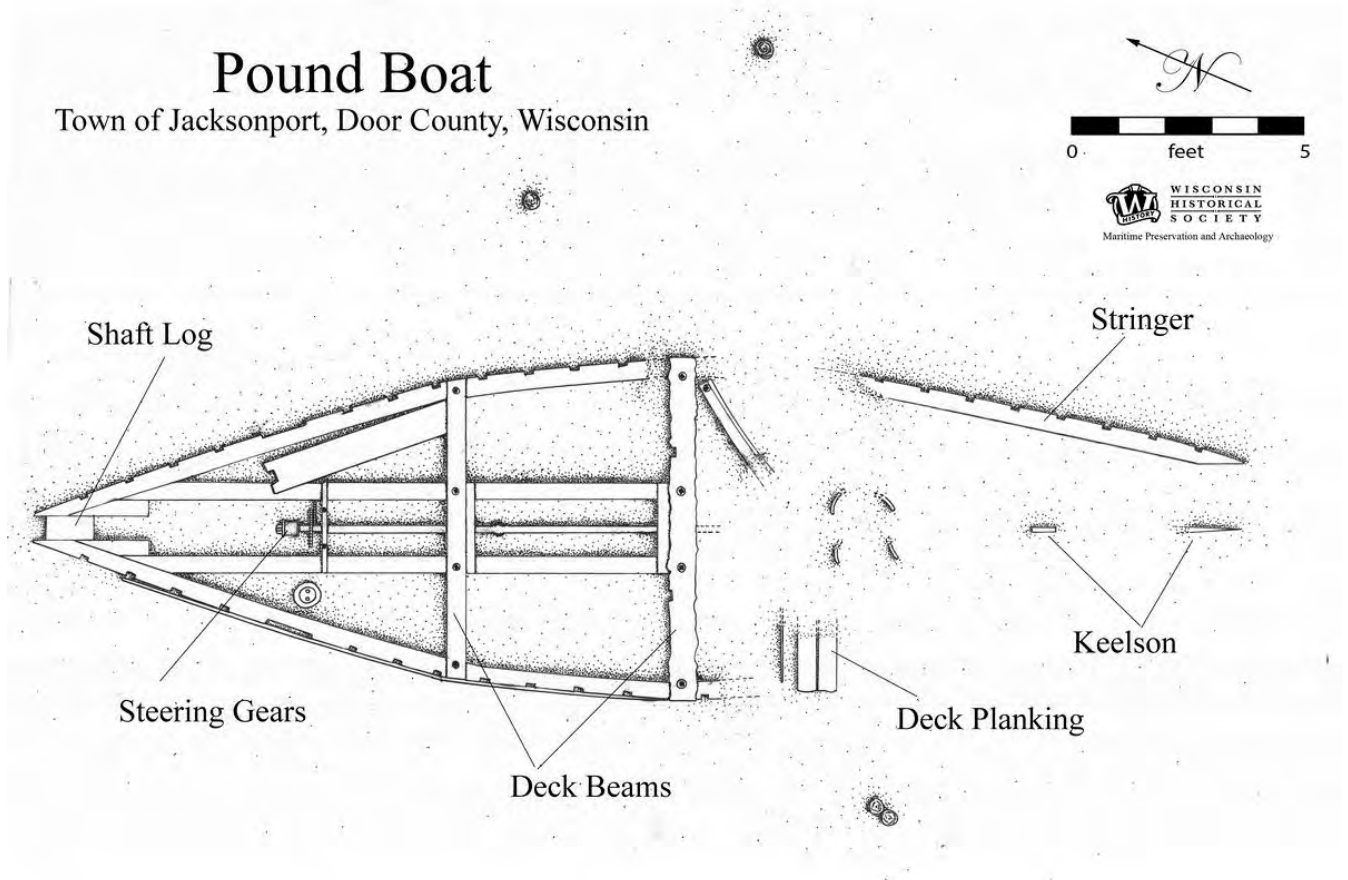
United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Jacksonport Wharf Archaeological District  
(Boundary Increase and Additional Documentation)  
Town of Jacksonport, Door County, Wisconsin

Section figures Page 4

Figure 3: Pound Boat



UTM correction  
12/10/77  
19/241310/2043833

741525



56405

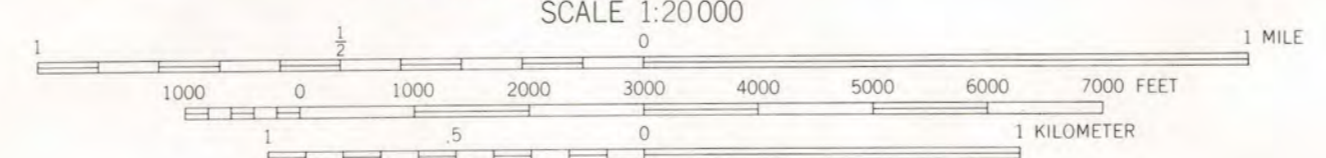
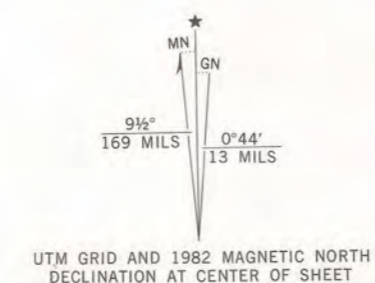
Mapped, edited, and published by the Geological Survey  
Control by USGS and NOS/NOAA

Topography by photogrammetric methods from aerial photographs  
taken 1941 and planetable surveys 1940 and 1943. Revised 1964  
Selected hydrographic data compiled from NOS chart 903 (1964)  
This information is not intended for navigational purposes

Polyconic projection. Puerto Rico Datum, 1940 adjustment  
2000-meter grid ticks based on Puerto Rico coordinate system  
1000-meter Universal Transverse Mercator grid, zone 19

Red tint indicates areas in which only landmark buildings are shown  
Barrio and municipality boundaries by the Puerto Rico Planning Board  
Kilometric reference distances shown in red

Revisions shown in purple and woodland compiled from aerial  
photographs taken 1977 and other sources. This information  
not field checked. Map edited 1982

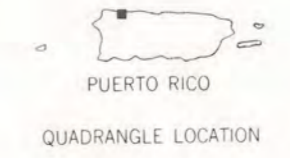


CONTOUR INTERVAL 10 METERS  
DASHED LINES REPRESENT 5-METER CONTOURS  
DOTTED LINES REPRESENT 3-METER CONTOURS  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.3 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA, 22092  
AND DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS, SAN JUAN, P. R. 00910  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Insular Route	



00219

ARECIBO, P. R.  
N1822.5-W6637.5/7.5

1964  
PHOTO-REVISED 1982  
DMA 1223 II SW—SERIES E835

RESIDENCIA AREU  
CALLE GONZALO MARIJ #61.







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Jacksonport Wharf Archaeological District (Boundary Increase and Additional Documentation)

MULTIPLE NAME:

STATE & COUNTY: WISCONSIN, Door

DATE RECEIVED: 6/12/15      DATE OF PENDING LIST: 7/07/15  
DATE OF 16TH DAY: 7/22/15      DATE OF 45TH DAY: 7/28/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000478

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    7-27-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

Additional Documentation Approved

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.



WISCONSIN  
HISTORICAL  
SOCIETY

RECEIVED 2280

JUN 12 2015

Nat. Register of Historic Places  
National Park Service

TO: Keeper  
National Register of Historic Places

FROM: Peggy Veregin

SUBJECT: National Register Nomination – Digital Submittal

The following materials are submitted on this 5th day of June 2015,  
for the nomination of the Jacksonport Wharf Archaeological District (Boundary  
Increase and Additional Documentation) to the National Register of Historic Places:

1 Nomination cover page with original SHPO signature

           Piece(s) of correspondence

Disk One:

1 PDF of NRHP nomination

           Optional PDF of correspondence

           Optional GIS files

Disk Two:

1 CD with electronic images (TIFF files)

           Other \_\_\_\_\_

COMMENTS:

           Please insure that this nomination is reviewed

           This property has been certified under 36 CFR 67

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

           Other: \_\_\_\_\_