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Nat. Register of Historic Places
National Park Service

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 *Success* Shipwreck (Scow Schooner)
other names/site number 47DR493

2. Location

street & number 0.13 miles southwest of Whitefish Dunes State Park, in Lake Michigan — N/A **not for publication**
city or town Town of Sevastopol — 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 X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally X statewide _ locally. (_ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date 8/18/2015

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

Success Shipwreck (Scow Schooner)	Door	Wisconsin
Name of Property	County and State	

4. National Park Service Certification

I hereby certify that the property is:
X 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 — 10-5-15

Signature of the Keeper — Date of Action

5. Classification

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

	private
	public-local
X	public-State
	public-Federal

Category of Property (Check only one box)

	building(s)
	district
	structure
X	Site
	object

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

contributing	noncontributing	
		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.)
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-Schooner

Materials
(Enter categories from instructions)
foundation N/A
walls N/A
roof N/A
other N/A

Narrative Description

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

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.

X 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

1875-1896

Significant Dates

1875

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Johnson, Julius

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

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.)

	Zone	Easting	Northing
1	16T	0483993	4973689
2			
3			
4			

☐ 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	Caitlin Zant and Tamara Thomsen				
organization	Wisconsin Historical Society			**date**	1/5/2015
street & number	816 State Street			**telephone**	608-221-5909
city or town	Madison	**state**	WI	**zip code**	53706

Summary
Partially covered by sand in Whitefish Bay, 500 feet south of Whitefish Dunes State Park, Town of Sevastopol, Wisconsin, the scow schooner *Success* lies in 8 feet of water in Lake Michigan. Nearly all hull structure, artifacts, and some rigging implements, remain intact on the site beneath the shifting sand. The vessel was owned by Norwegian immigrants to Wisconsin and operated primarily in the Lake Michigan lumber trade over her entire career. While loading cargo at the lumber pier in Whitefish Bay, she was caught in a gale and was pushed ashore where she was declared a total loss. Today, the vessel remains where she was pushed aground, retaining a high level of structural integrity. The *Success* is an excellent example of a scow schooner built in Wisconsin, and provides historians and archaeologists the rare chance to study and document this unique vessel type. The *Success* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing vessel type as described in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992). The *Success* site has been monitored by Wisconsin Historical Society archaeologists since 2004, but was only documented in 2014 when enough of the wreckage was exposed due to sand movement. Given its recent uncovering, the *Success* remains lightly visited by divers. Large portions of the lower hull and associated debris field are covered by shifting sands, protecting many associated artifacts from looting and damage from divers and kayakers visiting the site. The *Success* site has already produced a wealth of archaeological knowledge on scow schooner construction and use, and as shifting sands continue to uncover undocumented hull sections and artifacts, it will continue to produce important archaeological data.

Site Description
The *Success,* constructed in 1875, is representative of a subclass of sailing vessels which transported bulk cargo and general merchandise within its hull. As an integral part of the railroad transportation system, many features of this vessel type were common to all scow schooners on the Great Lakes. As mentioned in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), scow schooners were schooner rigged, with a flat bottom, boxy hull, and flat or only slightly curved bow. Scows were usually outfitted with two to three masts, and were generally crudely built. Great Lakes scow schooners were single decked and had only a small cabin structure above the deck.

At the time of her registration, the *Success* was described as a wooden scow schooner with one deck and three masts, a gross tonnage of 151.8 tons, a net tonnage of 144.2 tons, length of 103.6 feet, breadth of 26.4 feet, and depth of 7 feet (Bureau of Navigation 1875).

The scow schooner *Success* lies in 8 feet of water on a heading of 212-degrees, 500 feet south of the southern edge of Whitefish Dunes State Park, Town of Sevastopol, Wisconsin. Located by local divers, the *Success* was documented by Wisconsin Historical Society archaeologists and the Department of Natural Resources Marine Conservation Warden for Door County in August 2014. The remains of the

vessel rest upright on the lakebed with a large portion of the aft section still covered by sand. The sand moves about the site from year to year, covering and uncovering different hull structures, rigging, and machinery. Overall, the site exhibits excellent preservation with major hull sections intact, including the lower section of the centerboard and centerboard trunk. No hull structure above the bilge remains extant, though various artifacts remain beneath the sand. Due to the lack of mussels on most of the vessel, it is evident that the *Success* has been largely covered by sand until recently. The vessel has retained remarkable structural integrity, lying on a 2-degree list to port. The vessel's integrity, along with the presence of rigging and operational implements, offers a wealth of information for archaeologists and researchers.

The *Success* measures 103.0 feet in overall length, and 26.0 feet in beam. A temporary baseline was established on the hull to which all hull measurements were referenced. The baseline started at the aft edge of the sternpost, passed over the top of the centerboard trunk, and extended forward where it ended at the stem post.

The lower portion of the vessel's bow remains intact and features fore-and-aft (also called longitudinal) planking on its bow ramp that curves upward from the bottom, with each plank measuring 1.0 feet wide. This is unlike most other scow schooners of the Great Lakes, which feature cross-planked bow ramps. While it is difficult to determine why the vessel was built using this unique construction technique, this type of planking was a distinctive feature of many San Francisco built scow schooners, dating back to the 1860s. In depth research of the *Success*' builder, Julius Johnson, revealed no connections to San Francisco or any of the city's shipbuilders, indicating that the design of the *Success*' fore-and-aft planking developed independently in the Great Lakes region just over a decade after their development in San Francisco Bay. Longitudinal planking is unusual in ships from the Great Lakes region which suggests that this construction technique may have been experimental. Because no other known Great Lakes scow schooner has this type of longitudinally-planked bottom we currently do not have archaeological evidence that this construction technique was adopted in the construction of other similar ships. Prior to this discovery, the archaeological and historical record had no mention of this construction variant; therefore, the *Success* expands our understanding of regional scow schooner development.

Although it is not known why the *Success* was built with a fore-and-aft planked bottom, it is possible that this was an experimental technique used to strengthen the vessel because of its length. At 103.0 feet long, the *Success* was one of the larger scow schooners to sail on Lake Michigan, with most other scows measuring only 50.0 to 85.0 feet long. According to the Board of Lake Underwriters rules for construction in 1866, scow schooners built with fore-and-aft planking were considered stronger and more durable than scows with cross-planked bottoms, awarding the longitudinally-planked vessels higher insurance ratings (Board of Lake Underwriters 1866). While this may have been the case, the

construction and labor costs for fore-and-aft planked vessels were considerably higher than cross-planked vessels, possibly explaining the lack of other examples in the Great Lakes region.

The stem post is extant, protruding 0.5 feet from the sand at the center of the ramp. The upper reaches of the stem post are crushed, likely a result of ice floes and the shallow nature of the wreck. The vessel is also broken at this point. The starboard and port sides of the bow are not connected to the stem post. Archaeologists were unable to determine if this break extends to the ceiling planking and frames as they were covered by sand at the time of the survey.

Four ceiling planks are visible on the port side of the bow ramp, while on the starboard side of the bow ramp, only two remain. These measure 0.4 feet wide and 0.02 feet thick and extend toward the centerline of the vessel. The bow ramp has a slight V-shape to it, with the stem post extending 2.0 feet beyond the forward edge of the vessel's hull.

As typical in scow schooners, the vessel's keel and keelson structure lies within the bilge, allowing the vessel to draw a much shallower draft, and facilitated the *Success*' work in shallow waters close to shore. Although the keel is obscured by sand, the keelson measures 1.5 feet wide and protrudes 1.0 foot out of the sand. The vessel was also equipped with a rider keelson and two sister keelsons. The sister keelsons measure 1.2 feet wide while the rider keelson is made up of two timbers measuring 0.7 feet wide each. This structure is through bolted with bolts measuring 0.1 feet in diameter. The mainmast step is cut into the rider keelson, just aft of the centerboard trunk. The step measures 1.4 feet long and 0.6 feet wide. Aft of the step are two additional rectangular notches in the rider keelson, measuring 0.3 feet wide and 0.7 feet long, and 0.6 feet square. These notches would have been associated with the vessel's deck stanchions, which are no longer visibly extant. The foremast step, located forward of the centerboard trunk, remains obscured by the shifting sand throughout the bow of the vessel.

The vessel's centerboard trunk measures 2.0 feet wide and extends 24.0 feet in length, beginning 45.0 feet forward of the sternpost. Four planks of the centerboard trunk extend from the top of the rider keelson; these measure 1.0 feet wide and 0.5 feet thick. The boards are attached with through bolts 0.1 feet in diameter measuring 0.75 feet apart on center, as is the centerboard fragment. Only the lower section of the centerboard remains extant within the trunk, measuring 0.4 feet thick. Due to the amount of sand cover, it is difficult to determine if the centerboard was extended at the time of the vessel's wrecking. On both the port and starboard side of the trunk, the centerboard pivot pin measures 0.4 feet in overall diameter, tapering to a diameter of 0.25 feet, and extending 0.35 feet out from each side. This would have allowed the deployment of the centerboard while in use.

Aft of the bow ramp, sand still covers much of the intact planking that makes up the floor. The planks measure 1.1 feet wide and still cover the floor of the ship, bow to stern, beneath the sand. On the

starboard side of the vessel, the side, and some of the ceiling planking are no longer present, revealing the vessel's floors. The floors are composed of two timbers, each measuring 0.4 feet wide and 0.4 feet thick, and are spaced 1.45 feet apart. The ceiling planking is attached to each floor timber with bolts measuring 0.1 feet in diameter. Because of the intact nature of the *Success*' bilge, it is unclear how the floors were attached to the keel and keelson structure. Research on similarly built scow schooners of San Francisco reveal that the keel was likely notched for the floors, which would have run across the entire beam of the vessel, save for where the centerboard was located, in which case the floors would have been wedged into square boxes cut partway into the keel (Olmstead 1988).

The lower sections of the port side of the vessel remain standing upright still connected to the bottom of the hull with a 90-degree chine. The sides of the vessel are comprised of longitudinal outer hull planking measuring 0.3 feet thick and 1.0 foot wide. The outer hull planks are edge fastened, although a few planks are joined by plain scarfs.

Unlike traditional scow schooners of the Great Lakes, the *Success* was not built with a series of king posts spaced throughout the length of the ship, but was instead constructed in a manner more closely resembling schooner construction. The *Success* had double frames with futtocks measuring 0.55 feet wide and 0.45 feet wide, and measuring 0.45 feet thick. Although many of the futtocks of each frame have been broken or damaged, evidence of their fasteners and their placement is preserved along the interior of the hull planking, where the planking is grooved to fit the timber. The frames are spaced irregularly along the side of the hull. A 25-foot long section of the ceiling planking on the port side remains 57.0 feet from the sternpost. This planking measures 0.4 feet wide, 0.1 thicker than the outer hull planking, a method of construction common throughout the Great Lakes region. The hull structure is through-bolted and peened from the interior of the ceiling planking. The ceiling planking itself is through-bolted on end, using a series of bolts measuring 0.1 feet in diameter, and roves measuring 0.2 feet in diameter. These measure 1.8 feet apart on center.

Although difficult to discern due to the amount of accumulated sand, the frames appear to be attached to a chine log that runs the length of the vessel. These frames, as well as the floors, are likely pocketed into the chine log, a common method of construction for scow schooners. With this combination of features, the *Success* appears to be somewhat of a cross between gunnel-built (the method typically seen on smaller scows) and traditionally framed vessels which were pocketed but not to a chine log.

Just aft of the mainmast step, the exposed sections of the *Success* extend beneath a layer of sand. Although most of the aft section of the vessel remains buried, 45.0 feet aft of the rider keelson, the vessel's deadwood and sternpost rise 4.0 feet out of the sand. The section measures 5.8 feet in overall length and 0.7 feet wide. Three timbers of the deadwood are visible, measuring 1.0 feet thick and 0.7 feet wide. The sternpost remains intact, attached to the deadwood and measures 4.0 feet tall, 1.0 feet thick and 0.7 feet wide. Two iron preventers remain attached to the sternpost, measuring 0.65 feet

wide and 0.55 feet thick. These would have been used to keep the rudder from swinging too far to port or starboard while the *Success* was underway. The vessel's rudder was not located on site, though much sand has built up around the stern structure, probably covering many more pieces of the vessel.

Despite the amount of sand that remained within the vessel's hull at the time of the survey, various artifacts and remnants of the vessel's wire rigging remain present on the site. Extensive lengths of wire rigging are draped across the upright port side of the hull, revealing that much of the rigging was not salvaged at the time of the vessel's wrecking. A few lengths of the wire rigging are located on the starboard side as well. Numerous other rigging implements were visible. A well-preserved iron hook, still attached to a length of rigging by an iron thimble, is located just port of the centerboard trunk. Additionally, three dead eyes, in excellent condition, remain on the starboard side of the vessel, though none remain attached to the wire rigging.

Various other artifacts associated with the vessel's operation also remain within the bow of the *Success*. On the port side, near the confluence of the bow ramp and the side of the hull, a single, disarticulated leg of a cast iron stove protrudes from the sand, measuring 0.6 feet long and 0.4 feet wide. Hand fanning sand away from the leg revealed that it is no longer attached to a stove. It is unknown if the stove was recovered upon salvage of the vessel, or if it was removed later.

Just aft of this stove leg, 22 feet aft of the bow, the vessel's capstan is lying on its side. The capstan measures 2.1 feet in diameter at its base and extends 2.6 feet in overall length. Red paint adorns parts of the capstan. The capstan drum measures 1.2 feet long and measures 0.9 feet in diameter. The drum cap measures 0.6 feet tall and 1.3 feet in diameter, while the base of the drum measures 0.3 feet thick and 1.3 feet in diameter. The lever holes in the drum cap, into which timbers would have been inserted to turn the capstan, measure 0.25 feet in diameter. This structure rests on a base measuring 1.6 feet in diameter and 0.2 feet thick. Below this, the base of the capstan measures 0.2 feet thick and has a paul rim at its base measuring 2.1 feet in diameter and 0.1 feet thick. Along this rim, eyelets measuring 0.2 feet in diameter are extant and were used to anchor the capstan to the deck of the ship. One of the bolts used to fasten the capstan to the deck remains, measuring 0.1 feet in diameter and 0.4 feet long. Embossed across the drum cap are the words: "Union Power, Patented November 21, 1881", indicating that this was not the vessel's original capstan, since the vessel was built six years earlier.

Lying just beneath the sand on the starboard side, 1.4 feet from the centerline of the vessel, the cast iron bilge pump was located lying on its side. This pump is a two-cylinder force pump with a central holding chamber. This pump measures 2.0 feet wide and would have stood 2.5 feet above the deck. The central holding chamber measures 0.8 feet wide and 1.2 feet tall, with each cylinder measuring 0.55 feet in diameter and 1.5 feet tall. Embossed across the central holding chamber is the word "BADGER". The base of the force pump is embossed with the words: "B.W. Felthousen, Milwaukee, Wis.". B.W. Felthousen, a Milwaukee inventor of the late nineteenth century held patents for boiler

water feeds, steam traps, and most notably, force pumps. The word, "BADGER", refers to Badger Iron Works, also of Milwaukee, where the pump was forged.

Summary
Located 500 feet south of the southern boundary of Whitefish Dunes State Park, in the Town of Sevastopol, Wisconsin, the scow schooner *Success* (47-DR493) lies in 8 feet of water in Lake Michigan, partially covered by sand. Nearly all hull structure, artifacts, and some rigging implements, remain intact on the site. Julius Johnson, a Norwegian foreman and spar maker at Hanson & Scove Shipyard, built *Success* privately in Manitowoc, Wisconsin, for other Norwegian immigrants entering the Great Lakes maritime trade. She operated primarily in the Lake Michigan lumber trade her entire career. While loading cargo at the lumber pier in Whitefish Bay, she was caught in a gale and was pushed ashore north of the pier. Today, the *Success* is the only known example of a scow schooner in the Great Lakes with fore-and-aft bottom hull planking, and provides historians and archaeologists the rare chance to study and document this vessel type. The *Success* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing 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 trade. The period of significance (1875-1896) begins with the *Success'* date of construction and ends with the date of sinking.

The Scow Schooner
Scow schooners were vital to many small communities around Lake Michigan, connecting them with regional markets through the lakeshoring trade. As vessel size grew throughout the nineteenth century, so too did their draft (the depth to which a hull is immersed), making stops at small lakeshore communities with shallow harbors difficult or impossible. The flat-bottomed scows, however, were well-suited to shallow harbors. Inexpensive transportation, the scow schooner was the life-blood of many lakeshore communities and immigrant families, providing an entry point for many into the Great Lakes maritime trades as sailors, masters, and vessels owners.

Scows were used in large numbers throughout North America, wherever there was a need for low-cost, shoal-draft transportation. Scows saw use along the Atlantic Coast from the Maritime Provinces to Mexico, the Great Lakes, the Gulf Coast, San Francisco Bay, and on nearly every river large enough for small craft (Chapelle 1951; Merchant Vessels of the United States 1885; Merriman 1997). Despite its proliferation, or perhaps as a result of it, it is difficult to trace the scow's introduction to the New World. It is also unknown when the term "scow" came into popular usage, but it was likely derived from the Dutch term "schouw", indicating a square-ended hull possessing a flat, or nearly flat, bottom. The first recorded use of the term appears well into the eighteenth century (Chapelle 1951). Flat-bottomed craft were numerous for several reasons. One was that vessels with flat bottoms and sides were easily constructed by people with limited shipwright skills working under primitive conditions. Flat surfaces and angular corners did not require the advanced woodworking skills necessary to construct vessels with round hulls and fine lines. An equally important reason was that flat-bottomed

craft easily navigated shallow water with little difficulty. If they ran aground, they were easier to refloat and less likely to sustain damage. They were also a very stable craft able to carry large cargoes relative to their size.

Little recorded information has been discovered for colonial era flat-bottomed craft. Considering that planked canoes and scows were the easiest boats to build with the least skill, scows were numerous in the New World by 1670. Nearly every community used the scow or some other form of flat-bottomed boat (Chapelle 1951). There were several variants of flat bottom boats common to the New World, but differentiation in lineage is often blurred, as there were more similarities than differences between vessel types. The scow-type hull appeared under several names, including punt, flat, radeau, periaugua, gondalow, and gondolo. Sloop-rigged scows were common as early as 1725, and by the time of the American Revolution the scow rig expanded to schooners and occasionally square-riggers (Chapelle 1951). Prior to the war of 1812, few commercial craft sailed the western Great Lakes. Following the war, the scow schooner made its appearance alongside conventional sailing craft and expanded onto the western lakes (Inches and Partlow 1964). The Great Lakes scow schooner's earliest record appears in the mid-1820s, with reports of several scows on Lake Ontario and New York's Finger Lakes, as well as the 60-ton *Bolivar* constructed at Erie, Pennsylvania in 1825. By the 1840s, scows were common throughout the Great Lakes, surviving into the twentieth century and the last days of lake sail (Labadie and Herdendorf 2004; Martin 1991).

Other North American regions mirrored the scow's Great Lakes expansion, including the Atlantic coast, Gulf coast, and San Francisco Bay. The scow expanded all the way to the Pacific Islands, and if imitation is the highest form of flattery, much can be said by the fact that New Zealand scows were descendants of those of the Great Lakes. New Zealand's first scow was built in 1873 and named *Lake Erie*, followed by the *Lake Superior* in 1875, and the *Lake St. Claire* and *Lake Michigan* in 1876 (McGregor 1982; Hawkins 1987). Even today, the "Jon boat" is common on shallow waters throughout the United States. Built of aluminum, the Jon boat's lines are nearly identical to those of early colonial flat bottom craft.

The term "scow" refers to hull form rather than the rig type, resulting in the terms "scow schooner" or "scow sloop" to describe these vessels. Despite a wide range of regional variation, the scow is defined as a vessel with a flat bottom, vertical sides, and a hard chine. They more closely resembled a barge than conventional sailing craft. Conventional sailing vessels had rounded bottoms and sides with a relatively gentle curve at the turn of the bilge, where the hull bottom and sides met. As in other regions, there was wide variation in Great Lakes construction techniques, and the term "scow" was used to describe a variety of vessels. One of the clearest contemporary definitions is found in Merchant Vessels of the United States (1885):

> Scows are built with flat bottoms and square bilges, but some of them have the ordinary schooner bow....The distinctive line between the scow and the regular-built schooner is, in the case of some larger vessels, quite obscure but would seem to be determined by the shape of the bilge, the scow having in all cases the angular bilge instead of the curve (futtock) bilge of the ordinary vessel.

As the above definition points out, there was occasional difficulty in distinguishing conventional craft from scows. This problem was not limited to Great Lakes vessels. A dispute arose in New Zealand's Auckland Anniversary Day scow race in 1884. Scow captains refused to race until the *Vixen*, a round-bilged vessel over which there was some dispute whether or not she was indeed a scow, withdrew from the competition (Hawkins 1987). Despite occasional disputes over identification, several traits are characteristic of scows and can be used to differentiate them from conventional vessels. These traits are most easily understood when viewed in cross section. Scows are boxy vessels with a flat bottom and vertical sides, connected by a hard chine, or a nearly ninety-degree angle where the bottom meets the side. Conventional sailing vessels, whether flat-floored or with deadrise[1], possessed a soft chine, or a smooth, rounded edge where the bottom and sides meet.

Scow construction varied from hull to hull as well as from region to region. This variation included obvious features such as sheer lines, transoms, and bows, in addition to less obvious features like cross or diagonal planking and longitudinal framing. Several bow variations are visible in historic photographs, including the square butt-end bow with little or no forward projection of the stempost, the pointed flat-iron bow that produced a finer entry (similar to conventional craft), and the rounded spoonbill, swim-headed, or barrel-shaped ends (Labadie and Herdendorf 2004).

Martin (1991) categorizes scows into three distinct types: (1) full scow with angular bilge along its entire length, (2) half scow with angular bilge along only part of its length with the bow and stern being similar to that of a conventional hull, and (3) a less clearly defined category for hulls not clearly exhibiting an angular bilge, but flat-bottomed enough to be considered scows by contemporaries. Martin supports this classification with evidence from insurance registers that list both "scow" and "half scow" hulls as well as vessels with a "scow stern" or "scow bottom" (Martin 1991) This model illustrates the large variation within the scow vessel type, but may be too simplified. Problems arise when attempting to define a vessel with a bow or stern "similar" to a conventional hull. The flat-iron bow, while having a fine entry not unlike a conventional vessel, remains an obvious scow with an angular joint where the bow meets the hull side. More historical and archaeological research is needed to determine the extent of variation within the scow vessel type, and how dissimilar from conventional hulls they needed to be for consideration as a scow. This may be a daunting task, as contemporaries

[1] Due to the shallow nature of many Great Lake harbors, as well as the Welland Canal locks, wooden vessels developed flat floors as they increased in size. Flat floors, or a flat hull bottom, allowed greater cargo capacity while limiting draft, but retained conventional soft hull lines.

appear to have been as confused as modern researchers.

Scow bottoms could be longitudinally, cross, or diagonally planked, the latter two methods requiring nontraditional framing. Hull sides were also subject to variation, from the traditional frame-on-plank construction to the scow-specific "gunnel-built" sides. Gunnel-built scows were constructed with thick longitudinal hull planks edge-bolted with iron drift bolts that ran through two or more side planks (Inches and Partlow 1964). These edge bolts not only clamped the side hull planking together, but served as reinforcement against horizontal forces, eliminating or reducing the need for frames typical of conventional hulls. Gunnel-built planking averaged four inches thick in vessels of sixty to ninety feet in length. Inches and Partlow (1964) suggest that gunnel-built construction, with few, if any, frames, was one characteristic common to nearly all Great Lakes scows. A second trait unique to scows, and perhaps equally as common as the gunnel-built side, was the use of a chine log at the turn of the bilge. The scow's hard chine was a weak point in the hull, strengthened through the incorporation of a heavy longitudinal timber. These six to eight inch stringers were the principle framing members of the hull, fitted along both sides for the entire length of the bilge (Inches and Partlow 1964).

It is open to debate whether the scow's development and popularity resulted from a need for vessels capable of transiting shallow waters or because their unsophisticated hull form was economical to build and maintain (Labadie and Herdendorf 2004; Inches and Partlow 1964). It is certain, however, that scows required the simplest construction techniques of any freight-carrying vessels. The great variation in construction and appearance is likely a combination of the builder's shipbuilding skill, the type and quality of construction materials available, and available funding.

Variation in construction was not limited to the Great Lakes. Despite the fact that New Zealand's scows were based on a Great Lakes model, there were many adaptations to fit local needs. For example, New Zealand's scows carried all of their cargo above decks. While proportional in length and beam to Great Lakes scows, New Zealand's scows carried half the depth of hold with no provisions for internal cargo. Registration documents stated that "no cargo is to be carried below deck, everything carried above; in fact, no hatchways are provided" (Hawkins 1987). There were several variations in hull framing as well. New Zealand scows utilized either a "post and rail" construction that used longitudinal stringers and stanchions, or a "solid partition" construction that utilized longitudinal bulkheads that partitioned the vessel into compartments. Centerboards were not as common as on the Great Lakes, and both the drop keel and pivoting centerboard was used (Hawkins 1987).

San Francisco's scows were more similar to Great Lakes' scows than New Zealand's, but even they exhibited an equal amount of variation in both construction and hull lines. San Francisco vessels had both longitudinal- and cross-planked hulls, but the latter was less common. Longitudinally-planked

hulls were framed similarly to conventional vessels, with transverse floors scarphed into frames at the chine, precluding the need for a chine log. Ceiling planking was usually longitudinal, as was the outer planking on both the hull bottom and sides.

Cross-planked scows were of an entirely different construction, called "log built" in local vernacular. These vessels used several longitudinal floor keelsons with a heavy outer hull and ceiling planking that was edge bolted. The sides were sometimes stiffened with widely spaced frames. The most noticeable difference between longitudinal and cross planked vessels was the angle of the bow and stern ramps. Longitudinally planked vessels required steaming the bow and stern hull planks and resulted a more gradual upward curve of the bow and stern ramps. Cross-planked vessels did not require steamed hull planks, allowing a more abrupt angle where the bow and stern ramps met the bottom. This created a boxy hull with a nearly vertical bow and stern. Local opinion held that the boxy cross-planked hulls were less handy and slower than the finer longitudinally-planked ones. Many builders, however, opted for the cross planked construction as it was cheaper to build and provided more cargo capacity (Olmsted 1988).

Scows were generally considered good sailors and were as fast, or faster, than conventional schooners, perhaps with the exception of sailing in heavy seas. Their shallow draft and flat bottoms created little water drag. Sailing to windward was their worst point of sail. The wide, flat bows took a beating in head seas and their shallow draft allowed considerable leeway in strong winds (Chapelle 1951; Inches and Partlow 1964; Kristiansen 1981; Olmsted 1988). Despite how seaworthy a scow may or may not have been, insurance companies held little faith in the scow's seaworthiness, and even less confidence in cross-planked bottoms and gunnel-built sides. Construction rules for 1866 note:

> Frame built scows, well-constructed and of good material, with fore-and-aft bottom planking, may be entitled to Class B1, [for] five years, but in no case will scows be entitled to the B1 grade if built with gunwale sides or athwartships bottom" (Board of Lake Underwriters 1866).

Vessels built according to underwriters' rules were given a classification rating that determined a vessel's insurance premium. Ratings of A1, A2, B1, B2, C1, C2, or "not insurable" were assigned, A1 being the highest rating with the lowest premium - a rating scow schooners never achieved. In 1876, the Board of Lake Underwriters (1876) categorized scows with barges and even describes them as "of unseaworthy form."

Operational History

The scow schooner *Success* was built in Manitowoc, Wisconsin, by Norwegian immigrant, Julius Johnson and launched on 3 June 1875. She measured 106 feet in length, 26 feet in breadth, with a 7-foot depth of hold. She had a capacity under her tonnage deck of 157.19 tons, and 4.30 tons capacity of

enclosures on her upper deck for a total of 161.49 gross tons. The ship had one deck, two masts, a plain head, and a square stern (Bureau of Navigation 1875; Gjerset 1928).

Her builder, Julius Johnson worked as a foreman and spar maker for Danish shipbuilders Jasper Hanson and H.M. Scove in their shipyard, Hanson & Scove, in Manitowoc. Although some sources attribute the scow to shipbuilder Gunder Jorgenson and others to C. Larson neither is substantiated with the vessel's enrollment documents. Despite Johnson's employment with the Hanson & Scove shipyard, chronological lists of vessels built at the well-known yard do not link *Success* to them. Johnson may have simply built *Success* privately, a feat not unheard of for a scow. The boxy lines of a scow hull would not have required the expertise of a shipyard in construction. Moreover the Panic of 1873 created hard times for the shipbuilding industry; in the wake of these tough economic times, Hanson & Scove employed Johnson, a graduate of a navigation school in Norway to sail cargos from Manitowoc to England. Johnson likely would have taken other jobs during this period, which could have included building vessels independently (Bureau of Navigation 1875; Gjerset 1928; *Manitowoc Pilot* 1881c).

Success was enrolled at the Port of Milwaukee on 5 June 1875. Her official number was assigned as 115376. Her owners were all Norwegian immigrants and all residents of Manitowoc. Carpenter Michael Michaelson owned ½ of the vessel, and Hanson & Scove shipbuilder and shipyard superintendent Christen Olson, carpenter Jorge Olson, and Captain Ole Hanson each owned 1/6 of the vessel. Norwegian immigrant and Manitowoc resident Abram Abrahansen served as the *Success*' first Master. Abrahansen served as a sailor on the Lakes for many years prior, but *Success* was his first command, and he later was Master of the schooner *Ben Jones* in 1877 (Bureau of Navigation 1875; Gjerset 1928; Pryor & Co. 1875).

Contemporary newsprint offered a scattered and incomplete record of arrivals and clearings for the scow *Success*. The following text offers an outline of travel records and cargos, which allow a glimpse into *Success*' transportation history, and presents rudimentary patterns typical of a vessel of this type from this period of Great Lakes intra-Lake commerce.

Little is known of *Success*' first season. It is likely the vessel engaged in business during her early season yet her travels remained unreported. On 8 September 1875, *Success* arrived at Manitowoc from Milwaukee with two horses and one wagon aboard. She cleared the port on 13 September for Ludington, Michigan (*Manitowoc Pilot* 1875a, 1875b). On 11 October, the scow was damaged by collision in the Chicago River. The extent of damage and the circumstances surrounding the incident remains unknown. It is likely the damage sustained was minor, because on 14 October, *Success* loaded lumber in Two Rivers, Wisconsin. While in Two Rivers a lumber scow owned by Cooper & Jones struck a piling as it was towed through the city's upper bridge; the collision shifted the scow's deck

load and caused her to capsize. The *Success* was brought upriver to claim the floating lumber in the aftermath of the accident (Secretary of War 1876; *Manitowoc Pilot* 1875c).

On 10 January 1876, a new enrollment was filled in the Port of Milwaukee for *Success* due to a change in ownership. Michael Michaelson, Christen Olson, Jorge Olson and Captain Ole Hanson were joined in the partnership by carpenter Lars Olson of Manitowoc and all were equal 1/5-share owners of the vessel. Captain Ole Hanson became *Success*' new Master. After arriving in the United States from Drammen, Norway in 1869, Hanson worked in the shipyards and sailed on the Great Lakes. In 1875 he rose to the rank of Captain, taking command of the schooner *Walter Taylor*. Less than one year later he took command of *Success* (Bureau of Navigation 1875, 1876; Gjerset 1928; Pryor & Co. 1875). No records were located following a thorough newspaper search regarding *Success*' 1876 shipping season.

At the opening of the 1877 season, on 7 April, the scow *Success* cleared Manitowoc, light, without a cargo, for Kewaunee, Wisconsin. It is uncertain what cargo was loaded at Kewaunee but it is likely that cargo was bound for Chicago. Captain Ole Hanson arrived at Ahnapee (now Algoma), Wisconsin, light, from Chicago on 23 April. Four hundred telegraph poles and 5,000 posts for Swaty & Son were loaded, and *Success* cleared for Chicago on 24 April (*Ahnapee Record* 1877a; *Manitowoc Pilot* 1877a; Hall 1877). On 7 May 1877, a tug ran into and damaged the *Success* in the Chicago River. Little is known of the extent of damage or the circumstances surrounding the accident (Secretary of War 1879). *Success* disappeared from the historic record until 30 June 1877, when she arrived at Ahnapee from Foscoro, Wisconsin. She was unloaded and cleared for Milwaukee on 1 July (*Ahnapee* Record 1877b). If repairs to the scow from previous accidents were made, it is likely they were made in haste to keep her sailing. On 18 September 1877, *Success* became waterlogged on Lake Michigan. She was towed to the Milwaukee shipyard of Wolf & Davidson and placed into their dry dock where an attempt was made to quell the leaks (*Oswego Palladium* 1877 Secretary of War 1879). The repairs put the vessel out of service for the month of October. On 5 November *Success* arrived light at Manitowoc from Chicago. She loaded 80 tons of hay and departed the same day for Manistee, Michigan (*Manitowoc Pilot* 1877b).

It is uncertain where *Success* was put up for the winter of 1877-78. With hints of an early spring yet ice still on the Lakes, on 22 March 1878 the scow *Success* arrived at Ahnapee light from Chicago. Five thousand, five hundred ties consigned to F. Swaty & Son were loaded aboard the vessel and she departed for Chicago three days later. On 19 April, *Success* arrived light again at Ahnapee, loaded 5,000 ties for Shimmel & Janda departing on 21 April for Chicago. Another trip to Ahnapee followed in May. *Success* arrived at Ahnapee on 1 May from Chicago, loaded ties and posts, and departed for a return to that city on 3 May (*Ahnapee Record* 1878a; 1878b; 1878c; 1878d). While on her next trip north from Chicago, *Success* had her foresail split by a squall. She was forced into Manitowoc for repairs (*Manitowoc Pilot* 1878a; *Ahnapee Record* 1878e). In June, *Success* hauled ties for the Conway

Brothers of Chicago. She arrived into Ahnapee on 12 June, took aboard 5,500 ties and departed the next day. *Success* returned to Ahnapee on her next trip and loaded 8,000 ties departing on 26 June (*Ahnapee Record* 1878f, 1878g, 1878h). On 8 July, *Success* arrived at Ahnapee from Milwaukee, took on another cargo of 5,500 ties for the Conway Brothers and departed 10 July for Chicago. On her trip north she came into the shipyard at Manitowoc and received a fresh coat of paint. The paint apparently was much needed as her crew was described as "rejoicing" as they left port. On 6 August *Success* arrived at Ahnapee, loaded 6,000 ties for Conway and Sam Perry and departed on 8 August (*Ahnapee Record* 1878i, 1878j; *Manitowoc Pilot* 1878b). No other arrivals or clearings were located for 1878.

Before the 1879 season opened, Michael Michaelson sold his share in *Success* to Ole Hanson. A new enrollment was entered at the Port of Milwaukee on 22 March indicating 2/5th ownership for Ole Hanson, and 1/5 share each to Lars Olson, Jorge Olson, and Christen Olson. Ole Hanson remained the ship's Master. The *Manitowoc Pilot* erroneously printed that Ole Torrison sold his share to Hanson. It was reported that the transaction was completed for the sum of $800 (Bureau of Navigation 1876; 1879; *Manitowoc Pilot* 1879). On 31 March 1879 *Success* arrived at Ahnapee from Milwaukee, she loaded 5,500 ties for August Froeming and departed the next day for Chicago. She arrived into Chicago on 23 April, unloaded and departed the same day for Ahnapee. On 25 April *Success* was loaded at Ahnapee with 5,500 posts for L.J. Conway and departed the same day for Chicago (*Ahnapee Record* 1879a; 1879b; 1879c). On 4 May, *Success* arrived light at Ahnapee from Chicago. She was loaded with 5,000 ties for Sam Perry and August Froemming, and cleared for Chicago on 7 May. *Success* arrived back at Ahnapee on 23 May. Five thousand ties were loaded for F. Swaty & Son, and she departed on 27 May for Chicago. The scow then sailed to Milwaukee to pick up an unknown cargo and arrived at Ahnapee on 3 June. *Success* remained at the dock for almost two weeks waiting on her next load. On 12 June, she departed Ahnapee for Chicago with 5,400 ties for Sam Perry. The ship arrived back into Ahnapee light on 20 June from Chicago, loaded 5,500 ties for L.J. Conway and departed the same day for a return trip (*Ahnapee Record* 1879d, 1879e, 1879f, 1879g, 1879h). On 1 July *Success* arrived at Ahnapee from Chicago light. In July and early August, four trips were made to Chicago from Ahnapee carrying ties; on 4 July she hauled 5,000 ties for Sam Perry; on 13 July, 5,000 ties for L.J. Conway; on 27 July, 5,700 ties for E. Decker & Co.; and on 4 August, 3,700 ties for E. Decker & Co. and 2,200 ties for Sam Perry (*Ahnapee Record* 1879i, 1879j, 1879k, 1879l, 1879m). On 8 September 2,500 ties and 25 cords of bark were brought aboard *Success* for F. Swaty & Son and she departed the same day for Chicago. A heavy storm swept Ahnapee Harbor on 21 September, and *Success* was among the fleet of six vessels that weathered the gale. It's unknown if additional trips were taken during the 1879 season. No records were located for late season cargos (*Ahnapee Record* 1879n; 1879o).

On 26 February 1880, the enrollment document for *Success* was surrendered at the Port of Milwaukee and new paperwork issued indicating a change in ownership. Jorge Olson sold his 1/5 share in the

vessel to Jonah Richards (Bureau of Navigation 1879, 1880). As well as owning a foundry and machine shop, Richards, an immigrant from South Wales, partially owned and managed a fleet of Manitowoc vessels. The "Richards Fleet" included *H.C. Richards*, Captain Thomas Tostenson; *Alice Richards*, Captain D.W. Barnes; *A.P. Nichols*, no master listed; *Mocking Bird*, Captain Louis Larson; *Sea Gem*, Captain Henry Kane; tug *Kitty Smoke*, Captain George Bartley; tug *Willie Richards*, Captain Reuben Richards; and his newest acquisition, the scow *Success*, Captain Ole Hanson (Manitowoc Pilot 1880b, 1881d). The scow was given a new mainsail and in the waning winter months of 1880, *Success* was put to work hauling ice to Chicago. The ice was cut from the Manitowoc River by a crew of men working for Tom Windiate, known locally as the "Ice King of Wisconsin" (Manitowoc Pilot 1880a). In April, *Success* went back to hauling ties from Ahnapee to Chicago. Three trips were completed: 11 April with 5,400 ties for E.N. Anderson, 25 April with 5,600 ties for E.N. Anderson, and 5 May with 5,300 ties for F. Swaty & Son (*Ahnapee Record* 1880a, 1880b, 1880c).

Success disappeared from the historic record for June, July and August 1880. On 2 September *Success* hauled cedar ties and telegraph poles from Fish Creek, Wisconsin, to Chicago. Following this trip, three trips were completed with ties on 13 September where E. Decker & Co. shipped 5,800 ties, on 15 October and 21 October where Sam Perry shipped 5,500 ties. By 24 November, the scow was put away in Manitowoc for the winter at a berth in the Manitowoc River above the Main Street Bridge (*Door County Advocate* 1880; *Ahnapee Record* 1880d, 1880e, 1880f; *Manitowoc Pilot* 1880c, 1881a).

With ice still hampering Lake navigation, *Success* took the season's first cargo of wood to Chicago the last week in March 1881 (*Manitowoc Pilot* 1881b). On 21 April 1881, the scow was re-admeasured at Milwaukee. Under new rules for measurements, her dimensions were 103 feet in length, and 25 feet in breadth with a 7-foot depth of hold. Her capacity was re-calculated at 147.19 tons under her tonnage deck, with 4.66 tons capacity of enclosures on upper deck for a total of 151.85 gross tons. Her owners, their shares in the vessel, Master, and homeport remained unchanged (Bureau of Navigation 1880, 1881).

Throughout May and June 1881, *Success*, along with the schooner *Pierpont*, was chartered by the Chipman & Raesser Company of Milwaukee to carry ties from Baileys Harbor, Wisconsin, to Milwaukee (*Door County Advocate* 1881). Beginning on 7 June, eight shipments of between 5,500 and 6,300 ties were hauled from Ahnapee to Chicago; additional trips were made on14 July, 21 July, 4 August, 18 August, 1 September, 8 September, and 29 September. On 6 October, *Success* cleared Ahnapee with a cargo of ties for Sam Perry, bound for Michigan City, Indiana (*Ahnapee Record* 1881a, 1881b, 1881c, 1881d, 1881e, 1881f, 1881g, 1881h, 1881i).

In mid-September 1881, Jonah Richards' son Reuben contracted typhoid fever and died, and in caring for his son, the 53-year old Jonah contracted the disease himself and died shortly thereafter on 22

September. The administrators of his estate sold his one-fifth interest of *Success* to William D. Richards of Manitowoc for $810 (*Manitowoc Pilot* 1881d; 1882a). Her enrollment was surrendered and new paperwork issued at the Port of Milwaukee on 10 March 1882 to document the change in ownership (Bureau of Navigation 1881, 1882a; *Manitowoc Pilot* 1882a). On 20 March 1882 Ole Hanson sold one of his two shares to J. Gilbert of Manitowoc. Another new enrollment was taken out at the Port of Milwaukee defining Ole Hanson, Lars Olson, Christen Olson, W.D. Richards, and J. Gilbert as equal 1/5 owners of the scow (Bureau of Navigation 1882a; 1882b).

In mid-March 1882, *Success* was taken out of winter quarters and readied for seasonal service as soon as the weather permitted. While being towed out toward the harbor by the tug *Kitty Smoke* on 30 March 1882, the scow hit the Main Street bridge, breaking her jibboom, and tearing away much of the bridge railing (*Manitowoc Pilot* March 23, 1882b, 1882c). Repairs were made and on 4 April, *Success* picked up her first load of ties from Ahnapee for the season, 5000 ties for Sam Perry bound for Chicago. Five additional trips with ties for Chicago for Sam Perry were made during April and May, departing Ahnapee on 19 April, 26 April, 3 May, 7 May, and 18 May (*Ahnapee Record* 1882a, 1882b, 1882c, 1882d, 1882e, 1882f, 1882g). On 27 May, *Success* loaded ties and posts at Ahnapee for Sam Perry bound for Milwaukee. She returned to Ahnapee on 8 June (*Ahnapee Record* 1882h, 1882i). It is uncertain if *Success* remained tied to the pier waiting on a cargo for June, July, August and September 1882, as no records for cargos or trips could be located. On 1 October, and 12 October *Success* loaded ties at Ahnapee for Sam Perry bound for Milwaukee (*Ahnapee Record* 1882j, 1882k). The vessel was laid up at Manitowoc for the 1882-83 winter (Manitowoc Pilot 1883a, 1883b).

On 3 April 1883, *Success* was admeasured under the Act of Congress of 5 August 1882, which allowed for certain deductions for tonnage. A new enrollment was not issued, however a handwritten explanation of deductions was added to her current enrollment. Her 151.85 tons as previously described, was reduced by 7.59 tons for a new net tonnage of 144.26 tons (Bureau of Navigation 1882b). The last week in April a huge storm blew across the lake and the scow was amongst a number of vessels that sought shelter in Milwaukee Harbor (*Toronto Mail* 1883). Record of only one trip was found for *Success* for the 1883 season. On 27 September she loaded paving posts and ties at Whitefish Bay, Wisconsin, for Mathias Cochems, of Sturgeon Bay, Wisconsin, consigned to parties in Chicago (*Door County Advocate* 1883). No records of *Success*' arrivals or departures were located for 1884.

On 9 March 1885, *Success* was re-enrolled at the Port of Milwaukee for change in ownership. Ole Hanson, W.D. Richards, and J. Gilbert sold their shares the vessel. The new arrangement of owners consisted of Even Borresen owning 2/5, and Lars Olsen, Christen Olsen, and Otto Hermanson each owning 1/5. Price of a 1/5 share in the ship amounted to $375. All new owners resided in Manitowoc and were Norwegian immigrants. Her homeport remained Manitowoc, and Even Borresen became the vessel's new Master (Bureau of Navigation 1882b, 1885; Gjerset 1928; *Manitowoc Pilot* 1885a).

Navigation opened late in 1885, only allowing ships to begin sailing the last week in April. Even with the late start, it was reported for shipping in general that more cargo was carried before 1 May than in the two previous seasons. *Success* carried hemlock ties to Chicago from Ahnapee for Sam Perry during the season. Trips were recorded on 28 April, 10 June, 15 October, and 24 October (*Ahnapee Record* 1885a, 1885b, 1885c, 1885d). The scow was stripped for winter lay up in Manitowoc on 12 November (*Manitowoc Pilot* 1885b).

Over the winter, Otto Hermanson sold his share back to Ole Hanson. A new enrollment was registered at the Port of Milwaukee on 21 January 1886. Despite Ole Hanson returning to the owner's group, Even Borresen remained the vessel's Master (Bureau of Navigation 1885, 1886). Record of only one trip was found for the 1886 season. On 23 April, *Success* along with five other vessels, scows *Helen*, and *Sea Star*, and the schooners *Clara*, *Ole Oleson*, and *Conquest*, all loaded ties at Ahnapee for the ports of Chicago and Milwaukee (*Ahnapee Record* 1886).

On 10 April 1887, *Success* arrived at Ahnapee light, directly from winter quarters at Manitowoc. She loaded the first of two shipments of 5,000 ties to Chicago for Sam Perry. The first cleared on 13 April and the second on 28 April (*Ahnapee Record* April 14, 1887a, 1887b). On 11 June Ole Hanson sold his 1/5 interest in the vessel to William Hanson of Clintonville, Wisconsin. Borresen owned 2/5, Lars Olson, Christen Olson, and William Hanson each owned 1/5. Even Borresen remained at *Success*' helm (Bureau of Navigation 1886; 1887). No later season records for *Success* were located to indicate travel or cargos. Before the opening of the 1888 shipping season, on 20 February, William Hanson sold his interest in the *Success* to Anton Olson of Manitowoc for $550. A new enrollment was taken out at the Port of Milwaukee indicating Even Borresen owned 2/5 interests in the vessel, and that Lars Olson, Christen Olson and Anton Olson each owned 1/5. Borresen remained *Success*' Master (Bureau of Navigation 1887, 1888; Gjerset 1928; *Manitowoc Pilot* 1888). In April and May 1888, *Success* carried ties and posts for Sam Perry from Ahnapee to Milwaukee. Trips were made on 28 April, 7 May, and 24 May (*Ahnapee Record* 1888a, 1888b, 1888c, 1888d). No records for the remainder of the season were located.

On 5 March 1889, Borresen bought out Christen Olson and the next day, a new enrollment was entered at the Port of Milwaukee indicating that Borresen now owned 3/5 interest, and Lars Olson and Anton Olson each own 1/5 interest in the vessel (Bureau of Navigation 1888, 1889a). Before *Success* sailed with her first cargo of the season, her ownership changed again. Even Borresen devolved his shares. Lars Olson increased his percentage of ownership, and a new owner, Ole Christenson, a Manitowoc resident and fellow Norwegian immigrant who invested in several other vessels over his carrier, bought into the boat. Another new enrollment was filed at the Port of Milwaukee on 25 March indicating that Ole Christenson owned 5/10, Lars Olson owned 3/10, and Anton Olson owned 2/10 (Bureau of Navigation 1889a, 1889b; Gjerset 1928). Anton Olson took command of *Success* and Ole

Christenson served as Mate. It is uncertain if *Success* sailed during the 1889 season as no records for arrivals or clearings were located (Bergman 2004; Bureau of Navigation 1889b). Similarly little is known of *Success*' early1890 shipping season. On 10 May 1890, while bound for Chicago with a cargo of lumber, *Success* ran aground on a reef while departing Jacksonport, Wisconsin. She was freed without delay, but the incident resulted in a leaky condition for her hull. It is uncertain where *Success* went in for repair or how long she was out of service. *Success* disappeared from the historic record for the summer months. On 16 October 1890, the scow sought shelter in Manitowoc Harbor from a storm. Her points of travel are not known, nor is her business for this trip (*Door County Advocate* 1890; *Manitowoc Pilot* 1890). Over the 1890-91 winter, *Success* went into the shipyard at Manitowoc for repairs and upgrades where a third mast was added. She was enrolled at the Port of Milwaukee on 30 March 1891 because of this rig change, but ownership portions changed as well; Ole Christenson owned 5/10, Anton Olson owned 3/10, and Lars Olson owned 2/10 (Bureau of Navigation 1889b, 1891). No shipping records were found for her 1891 and much of her 1892 season. On 1 December 1892, *Success* arrived at Manitowoc with a cargo of wood before putting up in winter quarters (*Manitowoc Pilot* 1892a, 1892b).

Many trips were recorded in 1893 for the scow. On 23 May, *Success* arrived at Ahnapee to take on ties for August Froemming. She departed on 25 May for Chicago (*Ahnapee Record* 1893). The scow loaded the first cargo of bark taken from Whitefish Bay (Door County), Wisconsin, on 29 June. Dimensional lumber cut at the Reynolds' mill at Jacksonport was taken on 10 August (*Door County Advocate* 1893a; 1893b). During the latter part of the week of 22nd of October, *Success* was windbound en route for several days in Manitowoc along with a number of other vessels. Although it is unknown from where she departed, her destination was Whitefish Bay (*Manitowoc Pilot* 1893a; *Buffalo Daily Courier* 1893a). She had just completed loading hemlock ties at Whitefish Bay on 31 October when a southwest gale struck and carried the vessel and her five crewmen broadside to the beach north of the pier. The running direction of the seas prevented the crew from attempting to launch their yawl so a telephone call was made to the Sturgeon Bay Canal Life Saving Station to come to their aid. The Life Saving crew was unable to maneuver their small lifeboat in the heavy seas, so they secured the tug *Spalding*, Capt. Delos McCummings, to tow the lifeboat to the scene of disaster. They covered the ten mile distance in just an hour and 30 minutes, but by the time they arrived on the scene water was breaching over *Success*' deck sending spray as high as her crosstrees, and her crew had already been rescued by those on shore (*Buffalo Daily Courier* 1893a; *Manitowoc Pilot* 1893b; *Door County Advocate* 1893c). Ten days following the storm, the ties within her hold, which belonged to V. & C. Mashek, were removed. Then on 13 October, Captain Anton Olson and *Success*' crew, as well as everyman available in Whitefish Bay were put to work in an eighteen-hour continual effort, working the ship's pumps and carrying away water by hand in a bucket brigade. This effort was reported to have cost the owners only $40, less than half the cost of hiring a steam pump or tug. Finally, in the early morning hours of 14 October the scow was freed and the only damage that could be ascertained

was the loss of her rudder. *Success*' sails and rigging were removed and taken aboard the tug *Goldsmith,* which was hired for $75 to tow the scow to Manitowoc for repairs. The vessel was overhauled during the 1893-94 winter (*Door County Advocate* 1893d, 1893e, 1894a; *Manitowoc Pilot* 1893c, 1894a; *Buffalo Daily Courier* 1893b).

While the scow *Success* was still undergoing repairs, one of her owners, Lars Olson passed away. On 2 April 1894, a new enrollment was entered at the Port of Milwaukee passing ownership of his portion of the vessel to his estate. All other information remained unchanged (Bureau of Navigation 1891, 1894). During the last week of May 1894, *Success* was forced to set her anchors off Milwaukee during a heavy blow. The anchors dragged and parted, but the vessel's crew was able to recover them (*Door County Advocate* 1894b). A clearing from Manitowoc Harbor was recorded on 26 June bound for Whitefish Bay, but no other information was located for the 1894 season (*Manitowoc Pilot* 1894b). Four trips were reported in 1895. *Success* departed Manitowoc light for Sister Bay, Wisconsin, on 16 May; she arrived at Manitowoc from Whitefish Bay with ties on 29 May; and arrived at Manitowoc from Lily Bay, Wisconsin, with wood on 2 October, unloaded and departed the same day, light, for Whitefish Bay (*Manitowoc Pilot* 1895a, 1895b, 1895c). *Success* spent the winter of 1895-96 moored in Manitowoc along thirty-six other vessels (*Manitowoc Pilot* 1896a; *Door County Advocate*1896a).

Success arrived into Sturgeon Bay on 25 July 1896 to pick up a load of slab wood to be shipped to Manitowoc from the Pankratz lumber mill. While waiting on the cargo, a tragedy occurred: the 53-year old Mate and co-owner, Ole Christianson drowned on 30 July. His body was taken back to Manitowoc for burial at the city cemetery (*Door County Advocate* 1896b; Bergman 2004). Despite this tragedy the shipping season continued; an arrival at Manitowoc was noted from Charlevoix, Michigan, with a cargo of lumber on 2 September (*Manitowoc Pilot* 1896b).

Late in the evening on 22 November 1896, *Success* arrived at Whitefish Bay to pick up a load of lumber for Christen Olson, her former owner. A southwest gale was building, bringing large seas into the bay. *Success* untied from the pier to wait out the storm at anchor. By the morning of 24 November, the storm abated enough for the scow to continue loading and she returned to the pier. By that evening, the wind picked up again and she returned to her anchorage to ride out the storm in the bay. The wind shifted to the southeast on 25 November, which brought even larger waves into the bay. From this direction it blew into Thanksgiving Day, 26 November. *Success* began leaking so badly that by the afternoon her pumps were unable to keep water out of the vessel. At 5PM, a distress signal was displayed aboard the scow. Shortly thereafter *Success* slipped her cables and was driven ashore. Many feared the ship would turtle as she came sideways to the waves. A telephone call was made to the Sturgeon Bay Life Saving Station to summon assistance, but the line was not in working order. A second call was made to the Baileys Harbor Life Saving Station, but before the crew could launch their lifeboat another call was sent informing them that the shipwreck victims had all been rescued. In a

heroic effort, Fred Raatz in a pound boat, owned by Fred and Charles Raatz, Peter Peterson, and Ed Thompson, went out to the wreck and rescued all of *Success*' crew. Her cargo was later salvaged, although, the vessel, valued at $1,000, was declared a total loss. Her documents were surrendered on 4 December at the Port of Milwaukee. Over the winter months, *Success*' hull became broken by the ice flows, covered by sand, and forgotten before much of her machinery or rigging could be salvaged (Bureau of Navigation 1894; *Door County Advocate* 1896c, 1896d, 1897; *Manitowoc Pilot* 1896c, 1897; Mansfield 1899.

Archaeological Significance
All of the *Success*' hull components are represented within the wreck site. The site retains excellent archaeological integrity, and sites such as the *Success* present a rare opportunity to study and learn about historic wooden vessel, specifically scow schooner, construction. Interestingly, this wreck site has a large number of artifacts not normally found with Wisconsin shipwrecks. Many of the ships used in the intra-Lake trades were owned and sailed by immigrants. Given that much of this wreck is covered by sand there is the potential that more artifacts may be uncovered; these artifacts may shed light on the intra-Lake lumber trade, such as for example, day to day shipboard life. The *Success* represents a unique vessel type found in Wisconsin waters and offers the opportunity for further study. Her wreck site was covered by sand and forgotten even though it was close to shore in Whitefish Bay. Only recently uncovered from the sands and documented in the summer of 2014, she remains undisturbed and lightly visited.

The *Success* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing 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 trade. The *Success* is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, part of the transportation infrastructure prior to the development of road and rail networks. She serviced Lake Michigan through the height of the lumber boom, and was lost in a gale while loading a cargo of lumber.

Many opportunities remain for future archaeological research on the *Success* as sands shift, and the site becomes more visible with changing lake levels; additional information from the site may significantly add to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs. Being the only documented scow schooner in Wisconsin waters featuring fore-and-aft hull planking, data gathered on the *Success* has significantly increased our understanding of the variations of scow schooner construction.

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1879d *Ahnapee Record*, 15 May.
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1879f *Ahnapee Record*, 5 June.
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1879h *Ahnapee Record*, 3 July.
1879i *Ahnapee Record*, 10 July.
1879j *Ahnapee Record*, 17 July.
1879k *Ahnapee Record*, 31 July.
1879l *Ahnapee Record*, 7 August.
1879m *Ahnapee Record*, 18 September.
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Verbal Boundary Description:
The boundary for the *Success* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 0483993 Easting, 4973689 Northing, Zone 16T.

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photo #1 of 3
Success Shipwreck (Scow Schooner)
Door County, Wisconsin
Photographer Tamara Thomsen
August 2014
Archaeologist documents the two-cylinder force pump

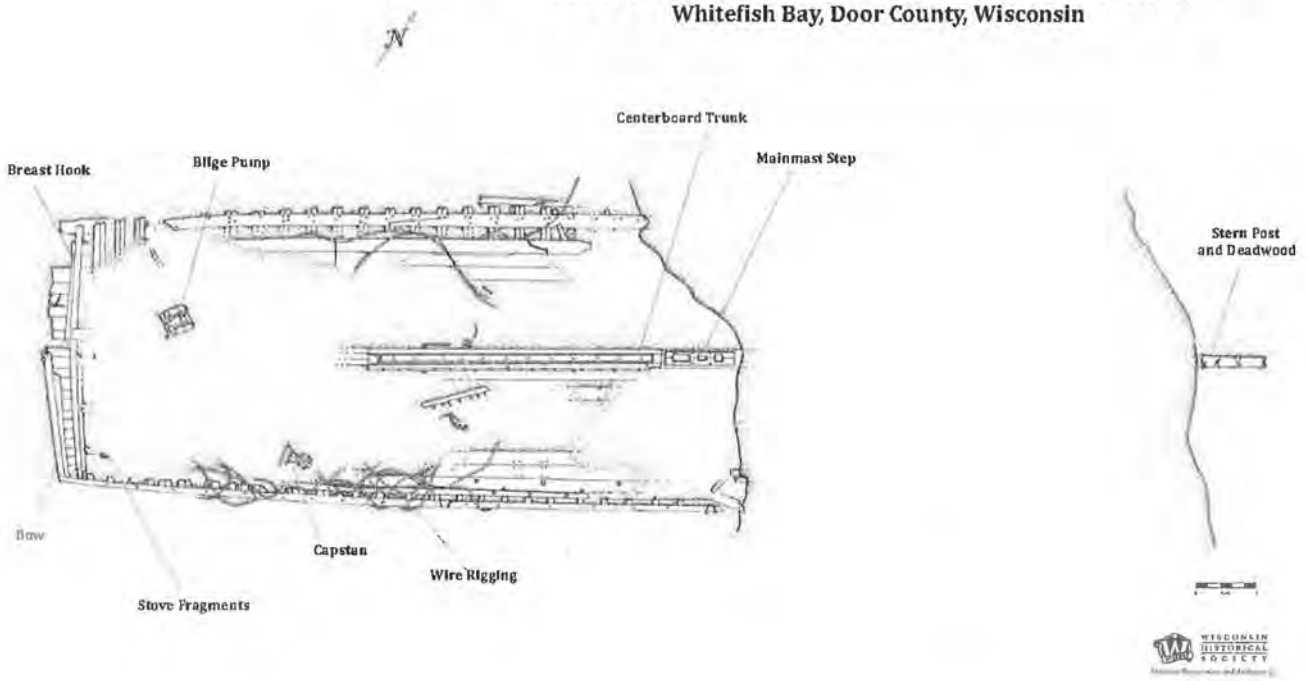
Photo #2 of 3
Success Shipwreck (Scow Schooner)
Door County, Wisconsin
Photographer Tamara Thomsen
August 2014
Embossed writing on top of the capstan

Photo #3 of 3
Success Shipwreck (Scow Schooner)
Door County, Wisconsin
Photographer Tamara Thomsen
August 2014
Capstan and starboard side looking forward

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

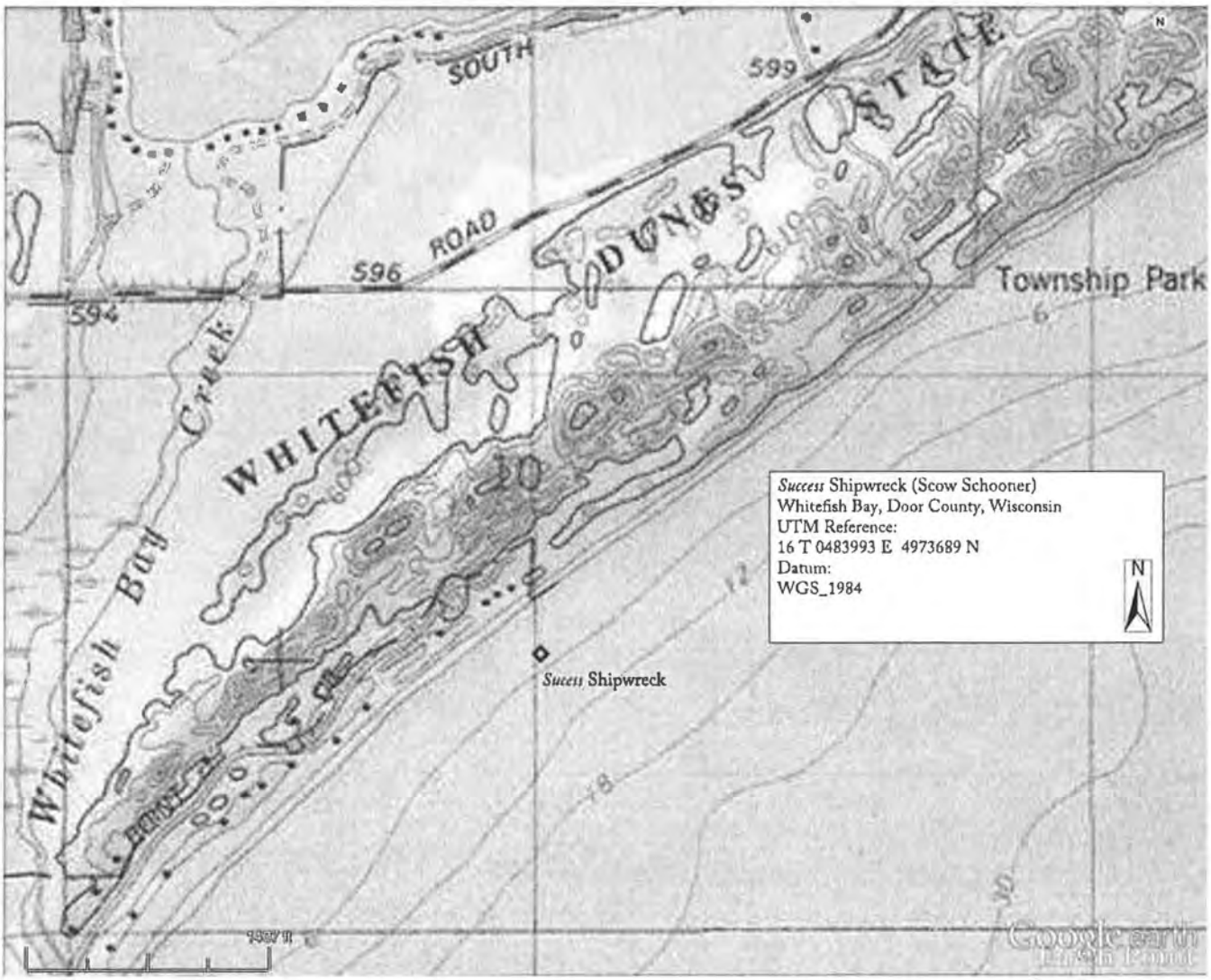
Figure #1 of 2
Success Shipwreck (Scow Schooner)
Site Plan of the *Success*
August 2014



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Figure #2 of 2
Success Shipwreck (Scow Schooner)
Location of the *Success*
August 2014




UNION POWER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: SUCCESS (scow schooner) Shipwreck

MULTIPLE NAME: Great Lakes Shipwreck Sites of Wisconsin MPS

STATE & COUNTY: WISCONSIN, Door

DATE RECEIVED: 8/21/15 DATE OF PENDING LIST: 9/17/15
DATE OF 16TH DAY: 10/02/15 DATE OF 45TH DAY: 10/06/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000711

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 10.5.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

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

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

WISCONSIN HISTORICAL SOCIETY

RECEIVED 2280
AUG 21 2015
Nat. Register of Historic Places
National Park Service

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

FROM: **Peggy Veregin**

SUBJECT: **National Register Nomination**

The following materials are submitted on this 19th day of August 2015, for the nomination of the *Success* Shipwreck (Scow Schooner) to the National Register of Historic Places:

1 Original National Register of Historic Places Nomination Form

1 CD with NRHP Nomination Form Word Document

_____ Multiple Property Nomination form

3 Photograph(s)

1 CD with electronic images

1 USGS map(s)

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

_____ Piece(s) of correspondence

_____ Other_____

COMMENTS:

_____ Please insure that this nomination is reviewed

_____ This property has been certified under 36 CFR 67
_____ The enclosed owner objection(s) do_____ do not_____ constitute a majority of property owners.
_____ Other: _____
_____