

MP-1873



**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 Tubal Cain Shipwreck (Barque)
other names/site number 47MN-0492

2. Location

street & number 1.33 miles northeast of Two Rivers harbor entrance, in Lake Michigan N/A **not for publication**
city or town Town of Two Rivers X **vicinity**
state Wisconsin code WI county Manitowoc code 071 zip code 54241

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.)

Naama A. Leeburn
Signature of certifying official/Title

10/19/2017
Date

State Historic Preservation Office - Wisconsin
State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

Tubal Cain Shipwreck (Barque)

Manitowoc

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):

Juhit Estin
Signature of the Keeper

12/4/17
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

sites

structures

objects

1

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-Barque

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.)

Tubal Cain Shipwreck (Barque)

Manitowoc

Wisconsin

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
 ABORIGINAL
 MARITIME HISTORY
 COMMERCE

Period of Significance

1866-1867

Significant Dates

1866

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Jones, James M.

Narrative Statement of Significance

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

Tubal Cain Shipwreck (Barque)

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Wisconsin

Name of Property

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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 2.75 acres

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

1 16 T 0458249 4891211
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 Zone Easting Northing

4 _____
 Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Tamara Thomsen, Victoria Kiefer and Caitlin Zant	date	09/02/2016
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

Tubal Cain Shipwreck (Barque)

Manitowoc

Wisconsin

Name of Property

County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title	Jonathan Barry, Executive Secretary	date	09/02/2016
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-266-8369
street & number	PO Box 8943	zip code	53708-8943
city or town	Madison	State	WI

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

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

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National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 1.33 miles northeast of Two Rivers harbor entrance, town of Two Rivers, Wisconsin in Lake Michigan, the wreck site of the barque *Tubal Cain* (MN-0492) lies 300 feet off shore partially embedded in quicksand in 7 to 10 feet of water. The ship's lower hull remains intact and protected in very fine, gelatinous, soft sand. The visible wreckage is remarkably well-preserved, having recently been exposed. The barque *Tubal Cain* was constructed by shipwright James M. Jones at the Jones & Co. shipyard near Detroit, Michigan in 1866, and was specifically designed for the lumber and grain trade from Lake Michigan eastward to New York. On 26 November 1867, the *Tubal Cain* ran ashore northeast of the town of Two Rivers in a dense fog. Her hull sank in the quicksand so deeply and quickly that her deck was 10 feet underwater before salvage could occur. She was subsequently abandoned. The vessel provides historians and archaeologists with the unique opportunity to study construction techniques on Great Lakes barques. The *Tubal Cain* wreck site has yielded significant information on early wooden vessel construction and has great potential to yield further archaeological information in future years.

Site Description

The *Tubal Cain* is representative of a unique class of sailing vessels that were purposefully built to fit exactly within the dimensions of Welland Canal locks to transport grain, lumber, and coal between the Midwest and the large industrial centers of the eastern United States. As an integral part of the maritime transportation system, many features of this vessel type were common to other canallers on the Great Lakes. As mentioned in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992), barques carried three or more masts; the foremast and mainmast were square-rigged, and mizzenmast was fore-and-aft rigged. Most Great Lakes canallers, regardless of the rig type, were single decked and had only a small cabin structure above the deck.

The remains of the canaller *Tubal Cain* sit on a heading of 120 degrees, 1.33 miles northeast of the Two Rivers, Wisconsin harbor entrance and approximately 300 feet offshore. The wreckage rests in 7 to 10 feet of water lying on an even keel. Her port and starboard sides remain intact up to the deck shelf with the vessel's deck and bulwark not extant. Her remains are well-preserved as shifting sands on Rawley Point recently exposed the vessel, evident by the lack of invasive mussel colonization on her exposed structures. The vessel's keel and lower hull does not appear to be broken although they remain buried beneath the sand. This suggests that the starboard and portside upper hull sections likely remain buried in the sand as well. Due to the nature of the bottom sediment, hand-fanning was not possible at the time of the survey.

The site was discovered by pilots, Suzze Johnson and Michael Thuss, observed from ultra-light aircraft in April of 2016. The site remains unvisited by kayakers and divers due to her relatively unknown location and the fact that the vessel was covered again by sand shortly after the initial discovery and survey. In May 2015, a Phase II archaeological survey was conducted by Wisconsin Historical Society

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Section 7 Page 2

Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

(WHS) maritime archaeologists and volunteers over the course of two days. A baseline was attached at the bow and stretched 137.4 feet to the sternpost along the centerline of the ship. All measurements for the survey were taken from this baseline. The overall length of the ship is 137.4 feet, and the vessel's beam, measured at her widest point, is 26.3 feet. Given the wreck dimensions, location, and comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the barque *Tubal Cain*. Due to the wreck being recently uncovered by sand, zebra and quagga mussels are not present.

The *Tubal Cain*'s stem post sits upright and nearly vertical, and measures 1.2 feet long by 0.7 feet wide. A gripe, forward of the stem post measures 0.7 wide by 0.8 thick. Eleven feet aft of the stem is the vessel's samson post. Leaning 3.0 feet to the port side, the samson post measures 0.9 by 0.9 feet square with 6.5 feet exposed above the lakebed.

The outer hull planking has sprung from the stem on the port side, but remains connected on the starboard side. Outer hull planking measured at the vessel's starboard quarter measures 0.5 feet wide by 0.2 feet thick. Caulking remains between the planks. Ceiling planking measured at this location 0.5 feet wide by 0.3 feet thick. The starboard side extends into the sand at 60.2 feet along the baseline but the bulwark stations and chainplates reappears at 94.8 feet and continue to 136.4 feet. The port side extends into the sand at 34.8 feet along the baseline and reappears 112.4 feet ending at 136.4 feet. The visible portions of the ship indicate irregular framing, varying between double and triple frame sets. The total number of frames is unknown due to sand build up. Individual futtocks in double frame sets measure 0.6 feet wide by 0.4 feet thick and the frame sets overall measure 1.2 feet wide with a 1.4 feet spacing. With triple frames, individual futtocks measure 0.4 feet wide by 0.4 feet thick and the frame sets overall measure 1.2 feet with a 0.7 feet spacing. The hull is through bolted and peened on the exterior of the vessel.

The deck shelf is visible on the port side from 12 feet to 24 feet along the baseline. It is 1.7 feet wide and 0.2 feet thick. This section of deck shelf is cut with 0.6 feet long by 0.5 feet wide slots so bulwark stanchions, measuring 0.3 feet long by 0.2 feet wide, could pass through. Extant bulwark stanchions measure 0.4 feet long by 0.3 feet wide near the stern. Bulwark stanchions in the forward portion of the ship are spaced 1.4 to 1.8 feet, but near the center they are spaced 1.8 to 2.1 feet and toward the stern they are spaced 2.1 to 2.4 feet. One hanging knee was visible above the sand located at 8.0 feet on the port side. It measured 2.3 feet long by 1.7 feet tall by 0.3 feet thick and is 1.0 foot across the throat. Another section of deck shelf is visible on starboard side from 116 feet to along the baseline to the end of the vessel. This section of deck shelf is rabbeted 0.1 feet deep to accept deck beams. One deck beam is visible on the starboard side above the sand at 121.6 feet along the baseline and measures 0.9 feet wide, 0.4 feet thick with 9.1 feet exposed.

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

The centerboard trunk was not exposed from the sand at the time of the survey. A Wisconsin Historical Society volunteer returned to the site two days after the survey was completed and dug a hole 60 feet aft of the stem post to discover evidence of the centerboard trunk, however no measurements were taken. Given the upright nature of the trunk, the trunk may remain attached to the keelson beneath the sand. As the depth of hold of the vessel is 9.5 feet and depth of the hole that was dug was approximately 3 feet, it is estimated that 12 feet of sand cover the center section of site.

Evidence of two of *Tubal Cain's* three masts is extant. Chainplates are extant on the port side only and are located near the bow and close to the stern. Two extant chainplates at 34.7 feet and 46.6 feet would have supported the foremast. The plates measure 0.7 feet wide at the upper extent and 0.06 feet thick extending 2.2 feet out of the sand. The three extant chainplates located at 109.4 feet, 111.8 feet, and 113.7 feet along the baseline would have supported the mizzenmast. The plates also measure 0.7 feet wide at the upper extent and 0.06 feet thick, but extend 4 feet out of the sand. The forward two chainplates in this set hold extant deadeyes that measure 1.1 feet wide by 0.8 feet thick.

The stern post measures 0.8 feet wide by 1.3 feet thick with a 0.2 feet deep groove on the aft edge to receive the rudder post. Evidence of *Tubal Cain's* transom is not extant however. Given the nature of the surrounding bottom substrate, it is like to be covered and nearby.

No known records indicate that any artifacts associated *Tubal Cain* were salvaged after her sinking, so the probability that many other items remain buried in the surrounding quicksand remains high. The archaeological data collected during the 2016 survey has provided additional information about the construction of Great Lakes canallers and nineteenth century maritime commerce, but more remains to be uncovered beneath a thick layer of sand.

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 1.33 miles northeast of Two Rivers, Wisconsin, the *Tubal Cain* (MN-0492) lies in quicksand 7 to 10 feet below the surface of Lake Michigan. Built in 1866, sunk in 1867, and measuring 137 feet in length, the *Tubal Cain* represents a unique class of vessel (barque) that was numerically one of the least common vessel types of the Great Lakes and seen early in Great Lakes shipbuilding history. Little historical documentation exists on Great Lakes barque or canaller construction and operation. Much of our understanding of this type of vessel lays on the lakebed and comes from archaeological data from the only other known barque in Wisconsin waters, the *Cherubusco*. The *Tubal Cain* meets the registration requirements for Criterion D at the state level as a good example of the property type sailing vessel 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 as a rare vessel type in the Great Lakes trade. The period of significance (1866-1867) begins with the *Tubal Cain*'s date of construction and ends with the date of sinking. The *Tubal Cain* site, which was documented by Wisconsin Historical Society archaeologists in June 2016, has recently been uncovered from the sand without any visitation from divers preserving the vessel's excellent structural integrity. The site has already produced a wealth of archaeological knowledge and has the potential to yield additional important archaeological data as sands uncover more of the wreck in future years.

The Great Lakes Grain Trade

Discussion of Wisconsin's maritime economy often requires the inclusion of the eastern Great Lakes of Huron, Erie, and Ontario. Many of Wisconsin's commodities were shipped beyond Lakes Michigan and Superior to eastern Great Lakes ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse regional economic universe. Separating Wisconsin from the eastern Great Lakes frequently results in a fragmented understanding of Wisconsin's maritime heritage as a whole.

Wisconsin's first encounter with a European sailing vessel occurred in 1679 when Sieur de La Salle's ill-fated *Le Griffon* landed on the Door County peninsula. La Salle continued southward to explore the Mississippi valley. *Le Griffon*, loaded with furs bound for the European market, departed Washington Island on 18 September 1679, never to be seen again. Following *Le Griffon*, it was nearly 100 years before a sailing vessel again entered Lake Michigan. It is probable that ventures onto Lake Michigan were made by King George's Royal Navy in the 1760s, but the next confirmed sailing ship to enter the lake was John Askin's *Archange* in 1778, which sailed to Chicago and Green Bay in search of corn to supply Canadian fur traders (Quaife 1944). From the *Archange* to 1815, most sailing vessels on Lake Michigan supported military outposts such as Fort St. Joseph and Fort Dearborn (present day Chicago). In 1818, the *Walk-in-the-Water* was the first steamer constructed on the upper lakes. It entered Lake Michigan one year later to sail to Green Bay (Mansfield 1899; Mills 1910).

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

By 1836, regularly scheduled steamship lines connected western Lake Michigan with eastern cities, and steam vessels were under construction at Milwaukee (Quaife 1944; *Milwaukee Advertiser* 1836). These steamers quickly pulled passenger traffic and high-dollar cargo from the schooners. On 21 May 1853 the Michigan Central Railway made the first rail connection with Chicago, and in 1855 the first all-rail connection between Buffalo and Chicago was established (Quaife 1944; Mills 1910). These railroads quickly stole the steamers' passenger and high-dollar cargo trade, resulting in even stiffer competition for sailing vessels. Unlike lake vessels, the rail lines could provide regularly scheduled shipments that were unaffected by weather, as well as year-round transportation unaffected by ice-covered water. Despite increasing competition, however, lake sail did not die easily. Sail's advantages were lower construction and operation costs, adaptability to many different trades, and the fact that sail technology was already at its zenith, having benefited from centuries of technological development. Sail required less capital investment, its propulsion cost nothing, and the smaller crews were inexpensive relative to steamers.

A unique vessel type developed on the Great Lakes that was designed to transit the Welland Canal locks while carrying the largest possible amount of cargo; these box-shaped vessels were called canallers. Designed to carry the maximum amount of cargo through the canal locks with only inches to spare, canallers had bluff bows, flat bottoms and sterns, short bowsprits, and highly-canted jibbooms. Some canallers were rigged with a hinged or shortened jib boom that could be folded, removed, or de-rigged for passage through the locks. The mainmast (on two-masters) and mizzenmast (on three-masters) booms were typically shortened so they would not overhang the stern. Due to their boxy shape, there were claims that canallers were notoriously poor sailors in heavy weather, a claim supported by the fact that one particularly violent storm in October 1873 sent six Oswego canallers to the bottom with all hands (Karamanski 2000; *Oswego Daily Palladium* 1873).

The Welland Canal opened on 30 November 1829. The first vessel through the canal was the British schooner *Ann and Jane* on a two-day up-bound transit from Port Dalhousie on Lake Ontario to Port Colburne on Lake Erie. The original Welland Canal (1829-1845) limited vessels to 110 feet in length, 22 feet in beam, and 8 feet in depth. It followed many natural water routes, beginning with Twelve Mile Creek from Port Dalhousie to Merritton, where vessels locked through 40 locks over the Niagara Escarpment. The canal then followed the Welland River from Merritton to Port Robinson to avoid the Niagara Falls.

With increases in grain traffic and vessel size, the small canal locks were soon obsolete. The Canadian government purchased the Welland Canal Company and expanded the canal in 1846, reducing the number of locks to 27 and cutting a more direct route. The new locks were expanded to allow vessels of 150 feet in length, 26.5 feet in beam, and 9 feet in depth. The canal's original wooden locks became control weirs for the new canal, reducing the physical labor of towing ships from lock to lock (Aitken

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

1997; Mansfield 1899; *St. Lawrence* Seaway Management Corporation 2003).

The large number of immigrants that arrived on Lake Michigan's western shore during the early nineteenth century soon began moving from the lakeshore to populate the rich Midwestern prairie lands. Under the industrious settlers' hands, the fertile Midwestern soil soon began producing a large surplus of grain that made its way to Lake Michigan's port cities for transport to eastern markets via the Great Lakes. The inland lake route greatly facilitated the grain trade's growth by providing cheap and ready transportation.

The brig *John Kenzie* carried the first Lake Michigan grain shipment from Grand River, Michigan, to Buffalo, New York, in 1836. Chicago followed suit two years later, sending 39 bags of wheat to Buffalo aboard the *Great Western* in 1838. In 1839 the brig *Osceola* carried Chicago's first bulk shipment of wheat, carrying 1,678 bushels from Chicago to Black Rock (Buffalo), New York (Mansfield 1899).

It wasn't until the 1840s, however, that the Great Lake grain trade began in earnest. Chicago grain exports between 1834 and 1840 totaled 13,765 bushels (Mills 1910). The year 1841 alone, however, saw 40,000 bushels exported from Chicago. By 1847, Chicago was shipping more than two million bushels yearly. Milwaukee achieved an equal volume by 1853, and surpassed Chicago in grain exports by 1862 (Karamanski 2000). Due to a lack of adequate harbor facilities and grain elevators elsewhere on Lake Michigan, Milwaukee and Chicago were the dominant grain ports.

Freight rates for grain were subject to supply and demand, dropping during summer months and peaking during the fall harvest time. Freight rates for the 1837-1838 seasons were eight cents a bushel, with an additional two cents per bushel surcharge for elevator service. During the 1850s, rates from Chicago to Buffalo remained steady between 10 and 15 cents per bushel, with steamers earning a fraction of cent more than steamers. During the 1860s, rates dropped to between 4 and 7 cents per bushel. From 1874 onward, rates began a constant decline, reaching \$1.53 per bushel by 1898 (Cooper 1988; Mansfield 1899; Mills 1910).

The Lake Michigan grain trade consisted of mostly wheat until 1848, when corn began shipping in increasing quantities. Oats, barley, and rye were also shipped in small quantities (Cooper 1988). Buffalo and Oswego were early rivals for Lake Michigan grain, with Buffalo capturing a larger share of the trade during the early years. Oswego's disadvantage was that to reach Oswego from Lake Michigan, vessels were required to transit the Welland Canal and were charged a toll of six dollars per thousand bushels, a toll not required to reach Buffalo. By the 1870s, however, canal tolls from Buffalo to Syracuse equaled or exceeded the Welland Canal tolls, and with a shorter route from Oswego to eastern sea ports, Oswego's grain traffic swelled (*Oswego Daily Palladium* 1897). Vessels returning to

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Lake Michigan were often loaded with coal from ports on Lakes Erie and Ontario, used for heating Midwestern cities and powering steam-powered factories. Coal tonnage grew with transportation improvements between the mines to eastern lake shipping ports (Mansfield 1899).

Grain schooners made the Oswego-Chicago round trip in thirty to thirty-five days, and six to seven trips were completed seasonally (*Oswego Daily Palladium* 1897). The heyday of the canallers and the grain trade was short lived. By the late 1870s, the railroad was gaining ever-larger shares of Lake Michigan grain, and in 1880 rail tonnage finally exceeded lake tonnage (Mansfield 1899).

***Tubal Cain* Operational History**

James Monroe "J.M." Jones was the fifth and youngest son of Great Lakes pioneer shipwright Augustus Jones, born on 17 March 1824 at Black River (Lorain), Ohio. As an infant, J.M. rode 30 miles in an open boat on his mother's lap, when Augustus relocated his family and his shipbuilding business in 1824 from Black River to Sandusky, Ohio. As a young man, J.M. worked aboard and captained vessels. He learned the shipbuilding trade from his brother George Washington "G.W." Jones (Augustus' third son). In 1840, J.M. joined his brother Benjamin Buel "B.B." Jones' shipyard (Augustus' second son) at Milwaukee. Soon after, he established his own small yard along the South Menominee River, but large scale operations were not started until 1854 on the northern end of a nearby island that he named Jones Island. When a financial depression struck in 1857, J.M. Jones was forced to close shop. A few years later he relocated to Detroit, Michigan, and commenced shipbuilding operations there in 1865. Between 1865 and 1873, J.M. Jones launched over forty vessels from his yard at Detroit (Jones, Shorf, and Weisman).

One of these vessels was the barque *Tubal Cain*, launched on 20 May 1866. The barque consisted of a plain head, one deck, three masts, and square stern. She was 137 feet in length and 26 feet in beam with a depth of 9.5 feet and capacity for 294 tons. On 23 May the vessel was enrolled at the port of Detroit under partial ownership by Detroit businessmen Dibble, Jones, Ashley, and Howe. James Jones took a 6/16th share of interests in his new vessel. Noah Dibble, Master of the vessel, also had a 6/16th share. A. Ashley had a 3/16th stake in the vessel while A. Howe had only 1/16th. *Tubal Cain* was designed for transporting lumber and grain from Lake Michigan eastward to New York. Unfortunately, the barque was operational for a little under two years ending a brief but unfortunate career (*Buffalo Evening Courier & Republic* 1866a; Bureau of Navigation 1866a; *Cleveland Daily Leader* 1866; *Detroit Free Press* 1866a, 1866b).

June of 1866 consisted of steady sailing between Chicago and Buffalo. On 15 June, *Tubal Cain* cleared the port of Chicago heading east toward Buffalo with 26,275 bushels of oats (*Buffalo Daily Courier* 1866a). On 25 June she passed the port of Detroit heading downbound (*Detroit Free Press* 1886c).

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Within three days, she was recorded leaving the port of Chicago for Buffalo carrying 25,584 bushels of oats for the grain merchant company Nims, Gibson, and Lyon of Buffalo (*Buffalo Daily Courier* 1866b; Thomas 1866).

The *Tubal Cain* began July with a transfer of ownership. J.M. Jones and E. W. Hudson, of Detroit, became equal sole owners of the barque. Jones acquired another 2/16ths making him half owner while Hudson acquired the other half interest from Dibble, Ashley, and Howe. Each half interest equaled \$9,000 totaling the vessel's worth at \$18,000. When Dibble sold his share, he also gave up his position as the vessel's Master to Captain James Stebbins (*Buffalo Evening Courier & Republic* 1866b; Bureau of Navigation 1866b; *Chicago Tribune* 1866a, 1866b; *Detroit Free Press* 1866e). Records also indicate that the barque spent some time transporting lumber. On 8 July she sailed from Saginaw City, Michigan to Chicago carrying lumber at \$5.75 per thousand board feet (*Detroit Free Press* 1866d).

Not much is recorded of the *Tubal Cain* as she ended the 1866 season. From the little documentation available, she regularly sailed from Lake Michigan ports to ports on Lake Erie under the watchful eye of Captain Stebbins. On 5 August she arrived at Buffalo with 25,730 bushels of oats for J.R. Bentley & Co., spending only two days in port before heading back to Chicago. The vessel's returning cargo was undocumented (*Buffalo Daily Courier* 1866c; *Buffalo Evening Courier & Republic* 1866c). Records show that the barque passed the port of Detroit heading up bound on 11 September. She was documented arriving again in East Saginaw on 20 September (*Buffalo Daily Courier* 1866d; *Detroit Free Press* 1866f). On 9 October *Tubal Cain* left Chicago for Ogdensburg, New York with 18,800 bushels of corn (*Chicago Tribune* 1866c). On 1 November the vessel passed through the Welland Canal heading to Ogdensburg from Chicago. On 16 November she was seen passing the port of Detroit (*Detroit Free Press* 1866i, 1866j). These voyages were not always smooth. At the end of October the vessel was heading downbound from Chicago when she was caught in a gale just south of Detroit. Records indicated that the vessel was detained and slightly damaged; unfortunately the extent of the damage was not reported (*Buffalo Daily Courier* 1866e; *Daily British Whig* 1866; *Detroit Free Press* 1866g, 1866h). The *Buffalo Commercial Advertiser* (1867) included in their casualty report for 1866, a report that the *Tubal Cain* was damaged by a collision on Lake St. Clair losing \$600 in property loss. Upon further inquiry no details of the collision were found.

The 1867 season began with another change of ownership. On 28 March, Byron Whitaker and Wm. Beals purchased *Tubal Cain* for a total of \$18,000 becoming equal owners. The 1867 certificate of enrollment also documented that the Master of the barque was Jas Parsons (Bureau of Navigation 1867; *Detroit Free Press* 1867a, 1867b). *Tubal Cain* continued her route between Chicago and ports on Lake Erie passing Detroit as she sailed between lakes. The barque's usual cargo was grain but she occasionally moved lumber. On 13 July she passed Detroit heading up bound to Saginaw where she

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

loaded lumber for Oswego at \$5.25 per thousand board feet (*Buffalo Daily Courier* 1867a; *Detroit Free Press* 1867c, 1867d, 1867g, 1867h).

June was an unfortunate month for *Tubal Cain*. Early this month a collision occurred between the *Tubal Cain* and the barque *Lafrinier* in Chicago. The tug *Union* was towing *Tubal Cain* into port as *Lafrinier* was sailing outward when the two collided. The careless maneuvering of the *Union* was to blame. *Lafrinier* sustained considerable damage to her head gear and *Tubal Cain* lost her taff rail and part of her cabin roof. The property damage of the *Lafrinier* only amounted to \$75 that was billed to the tug (*Buffalo Daily Courier* 1867b, 1867d; *Detroit Free Press* 1867m). On 11 June, *Tubal Cain* was chartered for use in the transportation of lumber from East Saginaw to Buffalo at \$4.25 per thousand board feet (*Detroit Free Press* 1867e). A week after the charter, the barque was heading to Bay City, Michigan from Chicago when it was struck by lightning as it entered Saginaw Bay. The bolt struck the mizzen topmast all the way into the captain's cabin scattering wood pieces along the deck. One man was severely injured (*Buffalo Daily Courier* 1867c; *Chicago Tribune* 1867; *Daily British Whig* 1867a; *Detroit Free Press* 1867f, 1867m). Documentation of vessel repairs after the lightning strike could not be found. By the end of June *Tubal Cain* was sailing again under Captain Parsons. On 26 June the barque left for Saginaw with 300,000 feet of lumber for J.S. Noyes & Co, making it past Wyandotte in two days (*Buffalo Evening Courier & Republic* 1867a, 1867b).

Newspapers reported that *Tubal Cain* visited Marquette, Michigan in Lake Superior for iron ore in early September. Twenty miles out, the barque sprung a leak and had to return to port for repairs (*Buffalo Daily Courier* 1867d; *Detroit Free Press* 1867n). This is the first indication of the barque sailing in Lake Superior. By the 20th she arrived at the Port of Detroit (*Detroit Free Press* 1867i). At the end of October *Tubal Cain* was chartered again to transport lumber from Saginaw to Chicago at \$4 per thousand board feet (*Buffalo Daily Courier* 1867e; *Detroit Free Press* 1867j). At the end of November, she lost her small anchor in Saginaw Bay during a gale (*Buffalo Daily Courier* 1867f; *Detroit Free Press* 1987m).

On the morning of 26 November, *Tubal Cain* was headed from Milwaukee carrying 18,000 bushels of wheat from Jenkins & Doolittle, consigned to the Second National Bank of Oswego when she went ashore near Two Rivers. The morning produced a hard southeastern wind, rain, and heavy fog. This, along with careless navigation was determined to be the cause of the wreck. Fortunately, all crew members survived. While ashore on Sunday, a northeast gale came up that evening washing away her cabin. By Tuesday, she had settled into the sand so deep that the deck was ten feet underwater. Her anchors and rigging were all that could be saved. *Tubal Cain* was partially insured between \$10,000 and \$18,000, and the cargo for \$37,500. (*Buffalo Daily Courier* 1867g; *Daily British Whig* 1867b; *Detroit Free Press* 1867k, 1867m; *Detroit Post* 1867a, 1867b; *Manitowoc Pilot* 1867a; *Milwaukee Sentinel* 1867a). On 6 December the remains of the *Tubal Cain* were sold to Jonah Richards, Esq. for

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

\$800. It is uncertain if Richards planned on attempting to salvage the vessel. No documentation of any further actions of the *Tubal Cain* could be found (*Manitowoc Pilot* 1867b; *Milwaukee Sentinel* 1867b).

Archaeological Significance

Most of the *Tubal Cain's* hull components are present within the wreck site, and the site retains excellent archaeological integrity. Sites such as the *Tubal Cain* present a rare opportunity to study and learn about historic wooden vessel construction, and the ways these ships were used in the grain and lumber trades. Her wreck site was forgotten after her sinking in 1867 and covered by sand in Lake Michigan. Only recently uncovered from the sand, she remains lightly visited. With most of her hull remaining completely intact, the vessel represents one of the most intact wreck sites in shallow waters.

The *Tubal Cain* is a rare example of the canaller vessel type that was vital to Wisconsin's economy, the economy of the Midwest, and transportation infrastructure prior to the development of road and rail networks. Before rail lines were constructed, canallers like the *Tubal Cain* were an important link in the development of the Midwest, connecting the region economically and culturally with the eastern markets. On her final voyage, *Tubal Cain* was carrying a cargo of wheat bound for Oswego, New York. This trade fueled the expansion of the Grain Belt and the development of the major industrial centers of the Midwest. Further archaeological discovery and research will increase our understanding of the evolution of canaller construction and significantly add to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. While it is common knowledge that canallers were boxy vessels compared to the clipper-type Great Lakes schooners, little comparative work has been conducted between archaeological remains of the two vessels types.

Tubal Cain is even more distinctive because it consisted of the combination of canaller construction with barque rigging. Barques were square-rigged on both fore and mainmasts, and the mizzen were fore-and-aft rigged. Square rigged vessels were not ideal for the frequently changing wind of the Great Lakes. Sudden lake squalls discouraged the use of square sails, which could not be taken in quickly. Additionally, the fore and aft rig was easier to work to windward, and could be handled by fewer men (Cuthbertson 1931:58, 128). Economy was important on the frontier, and the ability to sail in any wind was important on the lakes, with their variable airs, shoal waters, and lack of sea room (Cooper and Kriesa 1992). These characteristics lead to the popularity of schooner rigged vessels on the Great Lakes while barques and other square rigged vessels were few in number and very short lived. Further research of this site will increase our understanding of barque history and operation. Many opportunities remain for future archaeological research on the *Tubal Cain* as much of the hull is concealed beneath the soft layer of quicksand and organic material surrounding the site.

The *Tubal Cain* meets the registration requirements for Criterion D at the state level as a good example

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

of the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for her role in the Great Lakes grain and lumber trades. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs between sailing vessel types. Conducting a more detailed archaeological survey of the construction features specific to canallers, such as construction of the stem and stern, the turn of the bilge, and hull lines offers significant opportunities to add to our limited knowledge of canallers. As one of the few remaining documented canallers, and one of two remaining barques known in Wisconsin waters, data gathered on the *Tubal Cain* has significantly added to the understanding of Great Lakes canaller construction. Due to the high level of hull integrity, the *Tubal Cain* site has vast potential to yield even further insight into nineteenth century maritime commerce.

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Section 9 Page 1

Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

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1866a *Buffalo Daily Courier*. 20 June.

1866b *Buffalo Daily Courier*. 28 June.

1866c *Buffalo Daily Courier*. 7 August.

1866d *Buffalo Daily Courier*. 11 September.

1866e *Buffalo Daily Courier*. 25 October.

1867a *Buffalo Daily Courier*. 23 May.

1867b *Buffalo Daily Courier*. 3 June.

1867c *Buffalo Daily Courier*. 18 June.

1867d *Buffalo Daily Courier*. 5 September.

1867e *Buffalo Daily Courier*. 30 October.

1867f *Buffalo Daily Courier*. 11 November.

1867g *Buffalo Daily Courier*. 26 November.

Buffalo Evening Courier & Republic

1866a *Buffalo Evening Courier & Republic*. 23 May.

1866b *Buffalo Evening Courier & Republic*. 14 July.

1866c *Buffalo Evening Courier & Republic*. 8 August.

1867a *Buffalo Evening Courier & Republic*. 26 June.

1867b *Buffalo Evening Courier & Republic*. 28 June.

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1866b *Tubal Cain* Permanent Enrollment No. 201. Port of Detroit, Detroit Customs District, Record Group 41. U.S. National Archives, Washington, D.C.

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Chicago Tribune

1866a *Chicago Tribune*. 5 July.

1866b *Chicago Tribune*. 11 July.

1866c *Chicago Tribune*. 9 October.

1867 *Chicago Tribune*. 17 June.

Cleveland Daily Leader

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1866b *Detroit Free Press*. 22 December.

1866c *Detroit Free Press*. 26 June.

1866d *Detroit Free Press*. 8 July.

1866e *Detroit Free Press*. 10 July.

1866f *Detroit Free Press*. 24 September.

1866g *Detroit Free Press*. 23 October.

1866h *Detroit Free Press*. 25 October.

1866i *Detroit Free Press*. 1 November.

1866j *Detroit Free Press*. 16 November.

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Tubal Cain Shipwreck (Barque)
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1867a *Detroit Free Press*. 8 March.
1867b *Detroit Free Press*. 19 December.
1867c *Detroit Free Press*. 30 April.
1867d *Detroit Free Press*. 5 May.
1867e *Detroit Free Press*. 11 June.
1867f *Detroit Free Press*. 20 June.
1867g *Detroit Free Press*. 13 July.
1867h *Detroit Free Press*. 16 July.
1867i *Detroit Free Press*. 20 September.
1867j *Detroit Free Press*. 27 October.
1867k *Detroit Free Press*. 26 November.
1867m *Detroit Free Press*. 20 December.
1867n *Detroit Free Press*. 21 December.

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Section 9 Page 4

Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Milwaukee Advertiser
1836 *Milwaukee Advertiser*. 20 October.

Milwaukee Sentinel
1867a *Milwaukee Sentinel*. 26 November.
1867b *Milwaukee Sentinel*. 9 December.

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Verbal Boundary Description:

The boundary for the *Tubal Cain* site is marked by a circle with a radius of 275 feet, centered on the UTM coordinates 0458249 Easting, 4891211 Northing, Zone 16.

Boundary Justification:

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

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Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 1

Tubal Cain Shipwreck (Barque)
Manitowoc County, Wisconsin
Photographer Randy Wallender
May 2016

Dead eye and chainplates located on the port side near the stern



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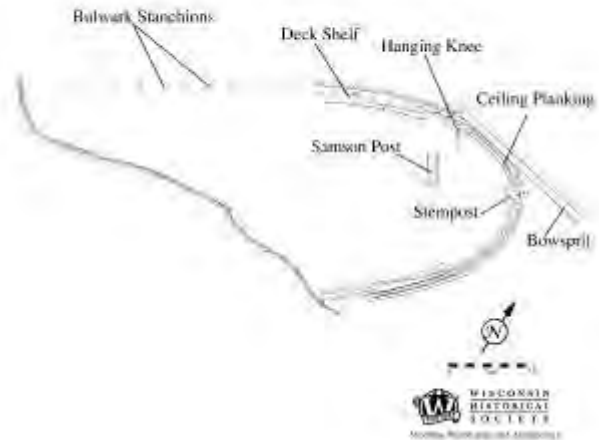
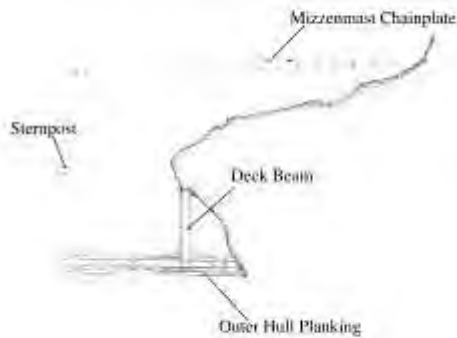
Section figures Page 1

Tubal Cain Shipwreck (Barque)
Lake Michigan, Manitowoc County, Wisconsin

Figure #1 of 2

Tubal Cain Shipwreck (Barque)
Manitowoc County, Wisconsin
June 2016
Site plan of the *Tubal Cain* shipwreck

Tubal Cain (Barque)
Two Rivers, Manitowoc County, Wisconsin



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Tubal Cain Shipwreck (Barque)

Section figures Page 2

Lake Michigan, Manitowoc County, Wisconsin

Figure #2 of 2

Tubal Cain Shipwreck (Barque)

Manitowoc County, Wisconsin

Map of the *Tubal Cain* shipwreck site

August 2016





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 10/20/2017 Date of Pending List: 11/14/2017 Date of 16th Day: 11/29/2017 Date of 45th Day: 12/4/2017 Date of Weekly List:

Reference number:


Nominator:

Reason For Review:

Accept Return Reject 12/4/2017 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Julie Ernstein  Discipline Archeologist

Telephone (202)354-2217 Date 12/4/17

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

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

GLENN GROTHMAN
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

COMMITTEE ON THE BUDGET

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM



UNITED STATES
HOUSE OF REPRESENTATIVES

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

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

GROTHMAN.HOUSE.GOV

May 9, 2017

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



Wisconsin Historic Preservation Review Board:

I am writing in support of the Tubal Cain Shipwreck nomination to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The shipwreck, located in Two Rivers, is part of the Sixth Congressional District which I represent.

The Tubal Cain, measuring 137 feet in length, sunk in 1867. The ship was a unique class of vessel that was one of the least common vessel types of the Great Lakes and is seen very early in Great Lakes ship building history. The unique class of vessel such as the Tubal Cain was built to fit exactly within the dimensions of the Welland Canal locks to transport goods throughout the industrial centers of the United States. Wisconsin is deeply rooted in its maritime history, and it is important that we protect and study shipwrecks such as the Tubal Cain, while educating those about the impactful role that our maritime heritage has on Wisconsin's economy and culture.

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

Sincerely,

A handwritten signature in black ink that reads "Glenn Grothman".

Glenn Grothman
Member of Congress



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Nineteenth day of October 2017, for the nomination of the Tubal Cain Shipwreck (Barque) to the National Register of Historic Places:

_____ 1 Original National Register of Historic Places Nomination Form
_____ 1 CD with NRHP Nomination form PDF
_____ Multiple Property Nomination form
_____ 1 Photograph(s)
_____ 1 CD with image files
_____ Map(s)
_____ 2 Sketch map(s)/figures(s)/exhibit(s)
_____ 1 Piece(s) of correspondence
_____ Other:

COMMENTS:

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