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United States Department of Interior  
National Park Service

Nat. Register of Historic Places  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name S.C. Baldwin Shipwreck (Barge)  
other names/site number 47MN-0395

2. Location

street & number 2.3 miles south southeast of Rawley Point Lighthouse in Lake Michigan N/A **not for publication**  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.)

  
Signature of certifying official/Title  
State Historic Preservation Officer - Wisconsin  
State or Federal agency and bureau

Date 7/6/16

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

S.C. Baldwin Shipwreck (Barge)

Manitowoc

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:)

for [Signature] Signature of the Keeper

8/22/16 Date of Action

5. Classification

Table with 3 main columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes sub-columns for contributing/noncontributing resources and a total count.

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-Barge

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.)

S.C. Baldwin Shipwreck (Barge)  
Name of Property

Manitowoc  
County and State

Wisconsin

## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

Property is:

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

### Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORIC-NON-  
ABORIGINAL  
MARITIME HISTORY  
COMMERCE

### Period of Significance

1871-1908

### Significant Dates

1871, 1873, 1882, 1904

### Significant Person

(Complete if Criterion B is marked)

N/A

### Cultural Affiliation

Euro-American

### Architect/Builder

Kirby, Frank E.

Campbell, Owen & Co.

### Narrative Statement of Significance

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

S.C. Baldwin Shipwreck (Barge)  
Name of Property

Manitowoc  
County and State

Wisconsin

## 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 0461128 4892115  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

See Continuation Sheet

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

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

## 11. Form Prepared By

name/title	Tamara Thomsen and Caitlin Zant	date	10/30/2015
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

S.C. Baldwin Shipwreck (Barge)  
Name of Property

Manitowoc  
County and State

Wisconsin

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

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

**Photographs** Representative black and white photographs of the property.

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

### Property Owner

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

<b>name/title</b>	Jonathan Barry Executive Secretary	<b>date</b>	10/30/2015
<b>organization</b>	Wisconsin Board of Commissioners of Public Lands	<b>telephone</b>	608-266-8369
<b>street &amp; number</b>	PO Box 8943	<b>zip code</b>	53708-8943
<b>city or town</b>	Madison	<b>State</b>	WI

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

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

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

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

Section 7 Page 1

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Summary**

Located 2.3 miles south southeast of Rawley Point Lighthouse near the town of Two Rivers, Wisconsin, in Lake Michigan, the wreck site (47MN0395) of the barge *S.C. Baldwin* lays embedded in the lakebed in 70 to 75 feet of water. Although the vessel lies broken on the lakebed, the entire vessel is represented at the site, including a large section of her port side and much of her lower hull, and her stern remains intact and well preserved. The wreck site has long been known, but until summer 2015, was undocumented. The barge *S.C. Baldwin* was constructed by master shipwright Frank E. Kirby at the Campbell, Owen & Company shipyard in Detroit, Michigan, in 1871 for the Escanaba & Lake Michigan Transportation Co. to carry iron ore from Escanaba, Michigan to Milwaukee, Wisconsin and Chicago, Illinois. Besides iron ore, the *S.C. Baldwin* also operated in the lumber and stone trades throughout her career. In August 1908, the *S.C. Baldwin* sank 2.3 miles off shore of Rawley Point while under tow after capsizing in a storm and being dragged for over two miles. The *S.C. Baldwin* wreck site has yielded significant information on early wooden steamer construction, converted barge construction and its adaptations for use in the ore, lumber, and stone trades of the Great Lakes region during her 37 year service history. The site also has great potential to yield further archaeological information in the future as sand moves and other parts of the wreck are uncovered.

The *S.C. Baldwin*'s wooden hull and ship lines remain as in her original 1871 appearance. Everything from the waterline down, including deck features involved in the bulk cargo handling, such as the cargo hatches are extant on the wreck site. Most of the components of the *S.C. Baldwin*'s second deck addition in 1873 were removed in 1882 when the vessel was converted back into a single decked vessel for use in the lumber trade, and do not remain extant on the site. With *S.C. Baldwin*'s 1904 conversion to a stone barge, much of the upper deck structures were removed or remodeled, but the original weather deck, hull, and ship lines maintain their integrity from when she was built in 1871. The most extensive change from the vessel's original 1871 appearance to its final 1904 appearance was the removal of the ship's original fantail stern (rounded), and its replacement with a square stern with a flat transom (wooden schooner-type). The updated square stern section is intact on the site.

The *S.C. Baldwin* represents multiple eras of ship construction and use on the Great Lakes. She began as a single-decked wooden steamer in 1871, and was converted to a double-decked wooden steamer in 1873; she was converted once again into a single decked wooden steamer in 1882 for use in the lumber trade; and finally was converted to wooden stone barge in 1904. The primary difference between the original and final configurations is that the 1871 vessel had a rounded stern and the 1904 alteration changed it to a square stern. Because of her operational history, she is eligible under Criterion D in the area of Commerce for her role in the iron ore, lumber, and stone trades.

At the time of the *S.C. Baldwin*'s sinking, her appearance was as a converted stone barge; the specifics of this final configuration, as it appears as a wreck site, are described in detail below.

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Section 7 Page 2

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Vessel Description**

The *S.C. Baldwin* is a great example of early wooden steamer construction and converted barge construction, both represented at the wreck site. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *S.C. Baldwin*. The *S.C. Baldwin* meets the registration requirements for Criterion D at the state level as a good example of a converted barge vessel type as referenced 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 iron ore, lumber, and stone trade.

The *S.C. Baldwin* measured 160 feet in length, 30 feet in beam, with an 11.6 foot depth of hold, and a gross tonnage of 418 tons. At the time of her launch she was described as having one deck, one mast, a plain head and a round stern (Bureau of Navigation 1871). The steamer was outfitted with an engine of 287 nominal horsepower, built by the Detroit Dry Dock Engine Works, which featured a cylinder with a 26-inch bore, a stroke measuring 32-inches and had a “double crank”. Her boiler was 18 feet long, built of iron at another of Frank Kirby’s companies, the Wyandotte Shipbuilding Company (*Buffalo Commercial Advertiser* 1871a, 1871b; Warren, Johnson & Co. 1871; U.S. Merchant Vessel List 1871).

Constructed for the Escanaba & Lake Michigan Transportation Co., *S.C. Baldwin* was purposely built to carry cargoes of iron ore from Escanaba, Michigan, to Milwaukee, Wisconsin, and Chicago, Illinois. She was surmised to be the strongest boat built to that date in a Detroit shipyard. In her construction it was reported that 4 inch thick outer hull planking, and 6 inch thick ceiling plank was chosen, but it is believed that this was incorrectly reported. The hull was through bolted, with keyed scarfs; a construction technique that had never previously been used in Detroit. In addition to through bolting, the vessel was planked to the rail, inside and out, and a two-foot raised floor was built above the bottom of her hold on heavy timbers, to strengthen her for the ore trade. With her load higher, this created a higher center of gravity, with the intention of a steadier sail. She was named *S.C. Baldwin*, after one of the officers of the Chicago & NorthWestern Railroad. Captain Hugh McGaw of Detroit was assigned as her first Master, with James Howard as Chief Engineer. Her homeport was St. Clair, Michigan (*Buffalo Commercial Advertiser* 1871a; Bureau of Navigation 1871).

**Site Description**

The broken remains of the *S.C. Baldwin* lie on a 19-degree list to port 70 to 75 feet below the surface of Lake Michigan, on a 150-degree heading, 2.3 miles south southeast of Rawley Point Lighthouse near the town of Two Rivers, Wisconsin. Although frequented by beginner to intermediate divers and in well-preserved condition, the site was not documented until the summer of 2015. Though much of her upper deck works, rigging, and anchors were salvaged after her sinking, major structural components of the vessel remain extant, including her stempost, keelson structure, stern and stern

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*S.C. Baldwin* Shipwreck (Barge)

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Lake Michigan, Manitowoc County, Wisconsin

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decking. The remains of her cargo were also located 5.6 miles north northeast of the wreck site, indicating where the *S.C. Baldwin* capsized while being towed south.

A Phase II archaeological survey was conducted on the *S.C. Baldwin* in August of 2015 by maritime archaeologists and volunteers at the Wisconsin Historical Society. A temporary baseline was attached to the stempost and stretched along the centerline of the vessel to the remains of the vessel's transom. All measurements for the survey were taken from this baseline. The overall length of the *S.C. Baldwin* wreck site is 185.4 feet and the overall width of the site is 55.2 feet. Given the wreck dimensions, construction details, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the converted barge *S.C. Baldwin*. As the site lies in a dynamic area, with sand moving in and out from year to year much more of the vessel likely remains buried beneath a layer of sand in the vicinity.

The *S.C. Baldwin*'s stempost measures 1.5 feet molded and 1.1 feet sided with 22.0 feet exposed above the sand. It extends from the point where it connects to the vessel's keel, and leans at a 9-degree angle forward. The *S.C. Baldwin*'s cutwater also remains extant, measuring 1.5 feet molded and 1.1 feet sided, tapering to 0.45 feet sided at its forward most point. A metal strap covers the leading edge of the cutwater. This strap measures 0.4 feet wide and is 0.05 feet thick, running the entire height of the cutwater. Two bow knees are fastened to the stempost. One is located 7.0 feet above the sand and measures 3.3 feet wide at the aft end, tapering to 1.1 feet wide where it is fastened to the stempost, and measures 0.7 feet thick. It measures 2.5 feet long from stempost to its aft edge. The other bow knee is located 17.0 feet above the sand, and measures 4.4 feet wide at the aft end, 1.1 feet wide where it attaches to the stempost, and 0.7 feet thick. This bow knee measures 1.8 feet thick from the stempost to its aft edge. These correspond to the *S.C. Baldwin*'s main deck and raised forecastle deck. From historic images, it is possible to discern that the entire stempost remains extant on the site, and has not been broken at any point since the vessel's sinking.

A 62.1 foot long section of the port side hull remains intact and upright, starting 13.5 feet along the baseline. The outer hull planks measure 0.5 feet wide and 0.4 feet thick, while the ceiling planking measures 0.6 feet wide and 0.3 feet thick. The vessel is double-framed with futtocks measuring 0.4 feet sided, and 0.8 feet molded. Overall the frames sets measure 0.85 feet in width and have a room measurement of 1.1 feet between each frame set. The hull structure measures 1.5 feet in overall thickness and is through bolted and peened on the outside of the ship. Both the outer hull and ceiling planks are joined with a series of plain scarves. An additional 8.2 foot long section of ceiling planking is visible above the sand on the port side of the vessel, located 48.2 feet along the baseline and 6.5 feet from the keelson.

A section of the vessel's wooden hogging truss is visible on the upright hull section, measuring 0.9 feet wide overall, and 0.25 feet thick. The truss is made up of three timbers, each measuring 0.3 feet wide.



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*S.C. Baldwin* Shipwreck (Barge)

Lake Michigan, Manitowoc County, Wisconsin

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It is unknown if each timber of the hogging truss was made of a single piece or multiple pieces of wood due to the amount of quagga muscle buildup on the hull. An additional piece of the port side hull remains extant, lying flat inside the remains of the vessel, located at 80.1 feet along the baseline. The section lies with the outer hull planking facing upwards and measures 34.7 feet long and 6.6 feet wide.

The vessel's keelson remains visible above the sand from 25.1 feet to 72.2 feet along the baseline. For a vessel of only 160 feet long, the keelson is remarkably large, measuring 2.4 feet in width and 0.9 feet in thickness. A sister keelson is visible on both sides of the keelson at 45.9 feet along the baseline, and extends 14.7 feet in length before disappearing beneath the sand. The sister keelsons measure 0.5 feet wide and are visible 0.2 feet above the sand. Although the *S.C. Baldwin's* main deck is no longer in place, evidence of its support structure can still be seen. A total of ten of the vessel's deck stanchions remain extant and upright along the centerline of the ship, notched into the keelson. These stanchions measure 0.9 feet sided and 1.1 feet molded, and measure 2.5 feet apart. Although many of these remain broken, on average, the intact stanchions extend 9.0 feet from the sand and now lean at an 8-degree list to starboard.

The forward-most three stanchions are connected by a timber measuring 1.1 feet wide, 1.1 feet thick, and 8.0 feet long, resting across the top of them. The eighth and ninth stanchions are also connected by a timber resting across the top of them, measuring 1.1 feet wide, 1.1 feet thick, and 4.1 feet long. These timbers were likely added to give the ship's centerline additional support. When the vessel was outfitted as a barge for the stone trade, it carried cargos of stone on the deck as well as in the hold. Because of this heavy cargo, the centerline of the ship likely needed additional support. There is also a rectangular hole in the center of this topping timber though, measuring 0.5 feet wide and 2.5 feet long. This corresponds to the exact distance between the two stanchions. As of the date of the survey, it is unknown as to why the aft timber has this thin, rectangular opening while the forward timber does not.

The vessel's stern section is located 57.0 feet aft of where the keelson extends into the sand, beginning at 129.9 feet along the baseline. A large bank of sand covers much of the ship in between these two sections. The stern is broken into two pieces. The starboard side fashion timbers, outer hull planking, and sternpost remain attached in one piece along the line of the rest of the ship, extending 34.2 feet in overall length, and 29.9 feet in overall width. The stern deck and transom remain remarkably intact, pivoted slightly from its original position above the stern deadwood.

At 129.9 feet along the baseline, a section of the *S.C. Baldwin's* aft cant frames and outer hull planking extend from the sand. The vessel's stern cant frames measure 0.4 feet sided, and 0.8 feet molded, and measure 1.1 feet apart. The ceiling planking is no longer extant throughout this section so the outer hull planking remains clearly visible. The curvature of the cant frames remains extant where they would have originally formed the wine glass shape of the vessel's stern, tapering to the deadwood and sternpost. This section remains largely covered by sand, and the port side cant frames and hull sections

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*S.C. Baldwin* Shipwreck (Barge)

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remain buried beneath the sand. The vessel's sternpost rises 4.1 feet out of the sand and measures 2.5 feet molded, 2.0 feet sided on its forward edge, and tapers to 1.0 feet sided at its aft edge. A few deadwood timbers remain extant extending 2.2 feet forward of the sternpost. The vessel's rudder no longer remains visible above the sand.

Located 2.0 feet aft of the sternpost are the intact remains of the square stern, up to the weather deck, including railings, bits, the vessel's transom, a capstan, and deck planking. Though the original hull design of the *S.C. Baldwin* included a rounded, fantail style stern, historic photographs of the vessel reveal that during the 1904 rebuild for work in the stone industry, the vessel was outfit with a square stern. This rebuild was likely necessitated by the great damage incurred by the vessel's stern during her year on the bottom of Green Bay. This section measures 21.9 feet long and 26.5 feet wide overall and now lies on a 38-degree list aft. This section has broken from the rest of the ship and lies on a heading of 109-degrees looking forward. The extant railing measures 1.3 feet wide and 0.35 feet thick. Two triangular stern knees connect the transom and the side of the hull. These measure 1.3 feet in width, and extend 1.2 feet out from the transom. These would have been used as additional support for the transom.

Much of the stern deck planking remains extant, extending from the sand that has accumulated against the transom. The stern deck planking measures 0.55 feet wide and 0.2 feet thick. The top of the vessel's rudder post, rudder head, and tiller remain extant, extending out of the sand 4.3 feet in height. The tiller measures 3.7 feet in length and 0.5 feet in diameter. Though unproven, it is possible the vessel's rudder remains beneath the stern section, buried in the sand. On the deck, two sets of bits remain, on both the port and starboard sides. The bits measure 0.7 feet in diameter at the top, and 1.0 feet in diameter at the base, extend 1.4 feet in height, and measure 2.5 feet apart on center. The bits sit on an iron base measuring 1.8 feet wide, 5.0 feet long, and 0.2 feet thick. Additionally, a capstan which would have been used for warping along a pier remains extant at 171.2 feet along the baseline. The capstan is 2.6 feet tall, and measures 1.2 feet in diameter at its top and 2.0 feet in diameter at the base.

The starboard side of the *S.C. Baldwin* is greatly broken, with a large debris field scattered off the starboard side of the wreck, and many large pieces are easily identifiable. The vessel's windlass was identified located in the starboard forward debris field, forward of the stempost. Its location this far forward likely means that the *S.C. Baldwin's* forecastle deck was still intact when the vessel sank to the bottom of Lake Michigan. Due to its depth, wave action would not have caused this extent of breakup, so it is likely that the vessel hit starboard side bow first, damaging her upper decks and throwing debris forward. Reports of salvaging just after the wrecking mention the recovery of the *S.C. Baldwin's* anchors. It is also likely, that the windlass was pulled to its current location during the salvage attempt. Neither the port nor the starboard anchor is extant.

The windlass now lies on end, with one of its gypsy's buried completely in sand. Covered in a thick

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layer of quagga mussels, the windlass was originally identified by the length of anchor chain still connected to it. The chain extends 13.9 feet toward the interior of the hull before extending beneath the sand. Three hanging knees also remain in the starboard side debris field attached to a section of ceiling planking. These knees measure 0.8 feet wide, 4.2 feet tall and extend 2.9 feet out from the ceiling planking on average. The knees measure 1.8 feet apart. A little further aft, located at 30.8 feet along the baseline, a large section of the vessel's weather deck, and hatch combing remains extant. The hatch combing appears to be the stern edge of the starboard side of the hatch, and measures 0.5 feet wide and 0.5 feet thick, 8.0 feet in length and extends 5.4 feet wide where the section is broken near the keelson and deck stanchions. The weather deck planking measures 0.5 feet wide and 0.2 feet thick. Deck beams and half beams are fastened to the deck planks; these measure 0.8 feet wide and 0.6 feet thick.

Various other large pieces of debris and artifacts are scattered across the site. At 110.7 feet along the baseline, the vessel's donkey boiler remains, lying on its side. The boiler measures 7.4 feet long and 2.9 feet in diameter. Although the vessel operated as a barge and was solely towed, this donkey boiler would have been used to run the vessel's pumps, capstans, and windlass. Additionally, one of the vessel's pumps remains at 129.3 feet along the baseline, 23.8 feet from the remains of the hull on the starboard side. The pump measures 4.2 feet in length and 0.7 feet in diameter at either end. At its center, the pump measures 0.3 feet in diameter. A circular iron cover was also noted at the time of the survey, located wedged between two of the *S.C. Baldwin's* fashion timbers near the stern. Though this disarticulated artifact was not conclusively identified, it is likely that it is a scupper cover from the stern upper deck section. Other disarticulated timbers remain scattered throughout the site and are likely the remains of the missing hull pieces. Due to the amount of sand movement in the area, the other hull sections are likely buried beneath a layer of sand.

The location of the *S.C. Baldwin's* cargo was also located 5.6 miles to the north northeast of the vessel's wreck site. This marks the location where the *S.C. Baldwin* "turned turtle", capsizing and dumping her cargo before being dragged for another four hours in this manner. The overall measurement of the cargo debris field is 131.1 feet in length and 61.8 feet wide, well within the capacity for the *S.C. Baldwin* to have been carrying. The cargo was all cut limestone from Sturgeon Bay. The bottom in this area is fine sand, with no rock outcroppings or reefs. Therefore, it was determined that this anomaly was the missing cargo of the *S.C. Baldwin*. This cargo deposition area is noted here in the nomination, but not included in the extent of the property area nominated.

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Summary**

Located 2.3 miles south southeast of Rawley Point Lighthouse near the town of Two Rivers, Wisconsin, in Lake Michigan, the wreck site (47MN0395) of the barge *S.C. Baldwin* lays in 70 to 75 feet of water imbedded in the sand. Launched in 1871 and lost in 1908, the *S.C. Baldwin* is a great example of early wooden steamer construction and converted barge construction, both represented at the wreck site. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *S.C. Baldwin*. The *S.C. Baldwin* meets the registration requirements for Criterion D at the state level as a good example of a converted barge vessel type as referenced 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 iron ore, lumber, and stone trade. The period of significance (1871-1908) begins with the *S.C. Baldwin*'s date of construction and ends with the date of its sinking. The *S.C. Baldwin* site, documented by Wisconsin Historical Society archaeologists and volunteers in July 2015, has produced a wealth of archaeological knowledge and has the potential to yield important archaeological data as sands uncover more of the wreck in future years.

**Operational History**

*S.C. Baldwin* was designed in 1871 by Master shipwright Frank E. Kirby and built under the supervision of Captain Ira H. Owen, one of the vessel's owners at the Campbell, Owen & Company shipyard in Detroit, Michigan. One of the earliest shipyards in Detroit, from 1857 to 1861 it ran under the name G. Campbell & Co., from 1861 to 1867 as Campbell & Owen, and from 1867 to 1873 as Campbell, Owen & Co. Thereafter, the company operated as the Detroit Dry Dock Company, the more well-known and prolific iteration of the yard. Campbell, Owen & Co. was owned by Captain Gordon Campbell, Honorable John Owen, Elbridge G. Merrick, John N. Fowler, and Henry Esselstyn. Due to a medical condition, in May of 1870 Frank Kirby succeeded Gordon Campbell as firm's president. Located at the foot of Orleans Street on 600 feet of Detroit River frontage, they operated two floating dry docks, a large sawmill, two steam shears for hoisting boilers, machinery, and masts (Bureau of Navigation 1871a; Framer 1884; Lenard 1887; Ross and Catlin 1898).

*S.C. Baldwin*'s designer, Master shipwright Frank E. Kirby was a graduate of New York's prestigious Cooper Union Institute. Henry Ford, who held an apprenticeship at Detroit Dry Dock Company in the early 1880s, held Kirby in such high esteem that he had the name "KIRBY" engraved above the doors at Ford Motor Company's engineering lab for inspiration alongside the names of great scientists such as Galileo, Copernicus, Newton, and Edison (Leake 1912; Olson 1963). Many catalogues of vessels constructed at the Campbell, Owen & Co. yard suggest that *S.C. Baldwin* was the first bulk carrier built by the company.

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*S.C. Baldwin* was launched in late March 1871, and enrolled at Port Huron, Michigan, on 26 April 1871. Her official number was U.S. 23957. The ship received an A1 insurance rating and was valued at \$40,000.

The Escanaba & Lake Michigan Transportation Company's leaders, Parks Foster, William R. Owen, and Ira H. Owen received a 5-year charter for "all the iron ore they could carry". The company put *S.C. Baldwin* straight into service along with the other vessels in the fleet, the steamer *St. Clair*, and the tow barge *A.L. Potter*. It was anticipated that their ships would haul upwards of 75,000 tons during the 1871 season (Beers 1894; *Buffalo Commercial Advertiser* 1871a).

At the Port of Chicago on 25 May 1871, Captain McGaw was replaced by Captain J. Owen as Master. It is not known how long Owen maintained at his position at the helm. Captain McGaw's return as the vessel's captain is not noted in the ship's enrollment documents, but is mentioned in newsprint by mid-season (Bureau of Navigation 1871, *Buffalo Commercial Advertiser* 1871c; *Escanaba Tribune* 1871). Despite the 5-year charter for ore held by the Escanaba & Lake Michigan Transportation Company, no records could be located for *S.C. Baldwin*'s 1872 shipping season. On 24 March 1873, Thomas E. Walker took command of the vessel from Captain McGaw at Chicago (Bureau of Navigation 1871). Immediately following the change in command, *S.C. Baldwin* was taken in for major repairs at Miller Brothers Dry Dock Company located on the Chicago River just above the Chicago Avenue Bridge. There, the two-year-old vessel received an additional upper deck, calking, and other repairs estimated at \$2,500. The additions increased the ship's carrying capacity, requiring the vessel to be re-admeasured. On 5 April 1873, inspectors calculated 406.56 tons capacity under tonnage deck, 224.43 tons capacity of enclosures on the upper deck, for a total tonnage of 633.99 tons. A new temporary enrollment was entered at the Port of Chicago. Captain Thomas E. Walker remained her Master, and *St. Clair*, Michigan, her homeport. With the addition of a second deck, *S.C. Baldwin* is reputed to be the first double-decked steamer on the Great Lakes (Bureau of Navigation 1871, 1873; *Chicago Tribune* 1873a; Polk 1891).

*S.C. Baldwin* continued to pick up shipments of between 550 tons and 647 tons of iron ore from Escanaba throughout the 1873 navigation season. She would arrive light (without cargo), load ore, and deliver to the ports of Milwaukee, Chicago, and Evanston, Illinois (*Chicago Tribune* 1873b, 1873c, 1873d, 1873e; *Escanaba Tribune* 1873).

Before the opening of the 1874 navigation season, on 21 April, Captain Thomas E. Walker entered the Chicago Customs House and paid the ship's hospital taxes. This \$34.84 tax covered three officers and ten men for a year and provided researchers insight into staffing levels required of a typical ship of *S.C. Baldwin*'s size working in the mid-1870's (Bureau of Navigation 1873).

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*S.C. Baldwin* served the Escanaba-Chicago iron ore trade May through July 1874. The vessel would arrive light at Escanaba then deliver combined cargoes of iron ore and pig iron to the North Chicago Rolling Mill Company. Quantities varied for iron ore from 304 to 848 tons, and for pig iron between 300 and 350 tons. On occasion *S. C. Baldwin* would take in tow the 279.16 gross ton schooner barge *Agnes L. Potter*. *Agnes L. Potter* was built at St. Clare, Michigan, in 1870 and measured 133.0 feet in length, 27.0 feet in width with a 9.0 feet depth of hold. Together they could carry 1,113 tons of iron-ore (*Chicago Daily Tribune* 1847a, 1874b, 1874c, 1874d; *Inter Ocean* 1874a, 1874b, 1874c; *Escanaba Tribune* 1874a, 1874b; U.S. Merchant Vessel List 1901). In August *S. C. Baldwin* was chartered to haul 430 tons of old railroad iron from Chicago to Sandusky, Ohio. During this trip, she sprang a leak while transiting Lake Michigan, requiring \$400 in repairs to the vessel (*Inter Ocean* 1874d, 1874f). By the end of August, the vessel was placed on the Escanaba-Milwaukee iron ore route to supply the Wisconsin Iron Company. She continued on this route through the end of October. On 26 September *S. C. Baldwin* was forced to pass up Milwaukee and head for dry dock at Chicago for repairs. A storm caught her out on the lake and tore her mast free. During the storm, she also parted the line with her tow barge. The barge was picked up a few hours later and towed into Milwaukee's iron ore dock (*Chicago Daily Tribune* 1874e, 1874f; *Daily Milwaukee News* 1874; *Inter Ocean* 1874e).

In the month of April 1875 alone, *S.C. Baldwin* was noted to have completed seven round trips between Escanaba and Milwaukee in the course of twenty-eight days. The propeller *I.H. Owen* another steamer of the same line making six round trips to Chicago in the same time period (*Escanaba Tribune* 1875a). *S.C. Baldwin* was placed on the Chicago-Escanaba route in May (*Chicago Tribune* 1875a). While ore laden and passing Milwaukee southbound in a dense fog on the evening of 2 June 1875 with the *Agnes L. Potter* in tow, *S.C. Baldwin* collided with the side-wheel steamer *Flora*. *Flora* was bound from Milwaukee to Ludington. Both vessels were signaling each other with their steam whistles in the fog for nearly three-quarters of an hour before the collision. As the two vessels neared, *Flora's* Captain Cochrane blew a long blast, cautioning *S.C. Baldwin* to keep on the course she was steering. This signal was answered and repeated several times. When finally they were near enough to make out the other, *S.C. Baldwin* was crossing the *Flora's* bow. *Flora's* Captain ordered her engine stopped, and reversed. *Flora* began to move slowly astern when she received a glancing blow from the *S.C. Baldwin*. *Flora* suffered damage to her stem iron and outer hull planking. Damage to the *S.C. Baldwin* is unknown; though likely small as she continued carrying pig iron and iron ore from Escanaba to Chicago, with an occasion trip to Milwaukee, without delay through November 1875 (*Escanaba Tribune* 1875b, 1875c, 1875d, 1875e, 1875f; *Inter Ocean* 1875a, 1875b, 1875c, 1875d, 1875e, 1875f, 1875g). By 4 December 1875 *S.C. Baldwin* put up in Chicago for winter quarters (*Chicago Daily Tribune* 1875b).

The 1876 navigation season on Lake Michigan kicked off later than normal due in part to ice that still

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lingered in the Straits of Mackinaw and in both the Little and Big Bays de Noc. The propellers *S.C. Baldwin* and *Ira H. Owen* and their barges were chartered to transport 100,000 tons of ore from Escanaba to the Milwaukee Iron Company and North Chicago Rolling Mill Company. *S.C. Baldwin* and the propeller *Ira H. Owen* with their consorts, the schooners *Agnes L. Potter* and *C. Mears* first arrived into Escanaba on 20 April 1876. They loaded at the ore dock and departed for Chicago (*Escanaba Tribune* 1876a, 1876b). *S.C. Baldwin* continued on this route throughout the season. On 15 October 1876, *S.C. Baldwin* was forced back to Chicago Harbor due to severe weather and reported a failure in her machinery (*Inter Ocean* 1876).

In the early morning hours of 28 April 1877, during a blinding snowstorm, *S.C. Baldwin*, loaded down with iron ore, went ashore at North Reef near Thunder Bay Light on Lake Huron. She filled with water and sank. The crew was rescued by the Lifesaving Station at Thunder Bay and with the help of the tug *Farrar*. A wrecking crew was sent from Detroit on the tug *Winslow* with pumps to release the steamer. After a week's work, *S.C. Baldwin* was freed and towed to Detroit for repairs. Captain Walker telegraphed to the owners that the boat had lost her forefoot, sprung many of her outer hull planks, and that the ship was generally strained amidships; however none of her cargo was lost. Back at Detroit Dry Dock Company, seventy-five men were put to work on the vessel at the cost of \$7,500 in repairs (*Cleveland Herald* 1877a, 1877b, 1877c; *Port Huron Daily Times* 1877; *Daily Milwaukee News* 1877; *Inter Ocean* 1877a).

*S.C. Baldwin* arrived back into Escanaba on 18 June 1877 following repairs. A large party of ladies and gentlemen was taken on a Sunday afternoon excursion aboard the vessel in Little Bay de Noc off Escanaba in late July. The ship was put back on the Chicago-Escanaba route through mid-September (*Escanaba Tribune* 1877a, 1877b, 1877c; *Inter Ocean* 1877b, 1877c). By mid-September 1877, it became evident that the *S.C. Baldwin* needed additional repairs and she was taken to Miller Brothers Dry Dock in Chicago. On 24 September, with repairs completed, *S.C. Baldwin* was chartered to carry grain with the barge *Agnes L. Porter* as her tow. On 26 September, *S.C. Baldwin* and *Agnes L. Potter* were being towed up the North Branch of the Chicago River when another tug created confusion by running alongside. The *Agnes L. Potter* was driven into the dock with a heavy glancing blow. Evidently little or no damage was done (*Inter Ocean* 1877d, 1877e, 1877f). In October, *S. C. Baldwin* and her consort *Agnes L. Potter* completed multiple trips to Chicago with iron ore from Escanaba (*Chicago Tribune* 1877; *Inter Ocean* 1877g, 1877h, 1877i, 1877j).

On 8 April 1878, Captain William Spencer took over as Master. The next day *S.C. Baldwin* cleared Chicago for Escanaba on her first trip of the year (Bureau of Navigation 1873; *Chicago Tribune* 1878a; *Inter Ocean* 1878a). *S.C. Baldwin* ran cargos of iron ore into Milwaukee through June 1878 (*Daily Milwaukee News* 1878a, 1878b, 1878c, 1878d; *Inter Ocean* 1878b, 1878c). From July through the end

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of November the ship delivered iron ore to the North Chicago Rolling Mill Company (*Inter Ocean* 1878d, 1878e; *Chicago Tribune* 1878b).

In December 1878 investors in the North Chicago Rolling Mill Company and the Milwaukee Iron Company organized as the Inter Ocean Transportation Company of Milwaukee. Their charter gave them a monopoly on the ore and coal carrying trade of the rolling mills at both Chicago and Milwaukee. The new company bought the *S. C. Baldwin* for \$22,000, as well as arranged for the purchase of the propeller *Ira H. Owen* and the consort barges *Agnes L. Potter* and *Jessie Linn* (*Chicago Tribune* 1878c, 1879a). A new enrollment was entered at the Port of Milwaukee on 10 February 1879 by S.P. Burt, Secretary of the Inter Ocean Transportation Company expressing sole ownership of the *S.C. Baldwin* by the company. S.P. Burt was listed as the vessel's new Master and Milwaukee her new homeport. On 22 April 1879 Captain James E. Lax took over command (Bureau of Navigation 1879). Throughout the season *S.C. Baldwin* ran multiple trips each month on the Chicago-Escanaba route, bringing ore and pig iron to the North Branch Rolling Mill (*Chicago Tribune* 1879b, 1879c, 1879d, 1879e, 1879f, 1879g, 1879h, 1879i, 1879j, 1879k, 1879l, 1879m, 1879n, 1879o, 1879p, 1879q, 1879r; *Inter Ocean* 1879a, 1879b, 1879c, 1879d, 1879e, 1879f, 1879g, 1879h, 1879i, 1879j, 1879k). On 2 November 1879, *S.C. Baldwin* collided with canaller *Sunshine* that was lying near the Kinzie Street Bridge in Chicago. *Sunshine*'s side was crushed in and her deck heaved more than three feet.

Worsening the damage, *S.C. Baldwin* was fully loaded with iron ore; fortunately *Sunshine* had already unloaded her grain when the accident occurred. A tug towed *Sunshine* to the Miller Brothers Dry Dock fearing she would sink (*Inter Ocean* 1879l). A cold snap over the week of 16 November caused the berths at the ore dock in Escanaba to ice closed with the *S.C. Baldwin* and *Agnes L. Potter* in the process of loading. The two vessels were freed and arrived at the Port of Chicago on 29 November (*Chicago Tribune* 1879s, 1879t).

The iron ore fleet of the Inter Ocean Transportation Company was put up at Chicago for the winter quarters, and each ship received general repairs and overhauling during the 1879-80 winter months (*Chicago Tribune* 1879s, 1879t). *S.C. Baldwin* received a new sternpost, new floor, and calking totaling \$600 (*Chicago Tribune* 1880a). On 6 April 1880 a new enrollment was entered at the Port of Milwaukee by company president, S. Clement, indicating a change in location of the company offices. Captain R. Allison became the vessel's new Master (Bureau of Navigation 1880).

*S. C. Baldwin* and her consort, *Agnes L. Potter* were placed back on the Chicago-Escanaba route for the 1880 season. *S.C. Baldwin* took on average 650 tons of ore per trip (*Chicago Tribune* 1880b, 1880c, 1880d, 1880e, 1880f, 1880g, 1880i, 1880j, 1880k, 1880l, 1880m, 1880n, 1880o, 1880p, 1880q, 1880r, 1880s, 1880t, 1880u, 1880v, 1880w, 1880x, 1880y, 1880z, 1880aa, 1880bb, 1880cc, 1880dd, 1880ee, 1880ff, 1880gg, 1880hh, 1880ii, 1880jj, 1880kk 1880ll; *Inter Ocean* 1880a, 1880b, 1880c,



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1880d, 1880e, 1880f, 1880g, 1880h, 1880i, 1880j, 1880k, 1880l). On 12 May 1880, she steamed southbound from Waukegan, Illinois with a cargo of ore; *S.C. Baldwin*'s cargo was unloaded and she cleared for Escanaba on 14 May (Chicago Daily Tribune 1880h, 1880i).

While leaving South Chicago Harbor at 9 PM on 23 October 1880, *S.C. Baldwin* struck what was thought to be a submerged obstruction in the deep-water channel near the red channel marker. She hit it twice and with such force that by the time she reached Chicago Harbor, water covered her fire hold and the crew needed to put the pumps to work. The ship was taken directly to the Miller Brothers Dry Dock. It was discovered at the shipyard that the vessel actually came in contact with the bottom, not an obstruction, and hit so hard as to cause her outer hull planking to spring at several locations resulting in the leak (*Chicago Tribune* 1880mm, 1880nn).

On the evening of 26 October 1880, *S.C. Baldwin* departed Milwaukee for Escanaba with the barge *Golden West* in consort. Shortly out in the Lake, they encountered a northeast gale and snowstorm. Captain Allison was forced to turn back at 8 AM the following morning. In running back for the safety of the harbor, *Golden West* needed to be dropped outside to ride out the gale at anchor. The pair finally made Escanaba on 29 October (Daily Milwaukee News 1880a Chicago Tribune 1880oo). *S.C. Baldwin* was able to make three trips in November before going into winter quarters at Chicago sometime during the first week in December (*Chicago Daily Tribune* 1880pp, 1880qq, 1880rr, 1880ss, 1880tt; *Daily Milwaukee News* 1880b).

*S. C. Baldwin* was returned to the Chicago-Escanaba route for the 1881 season making frequent deliveries of upwards of 675 tons of ore to the North Chicago Rolling Mill Company (*Chicago Tribune* 1881a, 1881b, 1881c, 1881d, 1881e, 1881f; *Inter Ocean* 1881a, 1881b, 1881c, 1881d, 1881e, 1881f, 1881g, 1881h, 1881i, 1881j, 1881k). On 13 August a gale from the northeast forced *S.C. Baldwin* and her tow, the schooner *C.G. Trumpff* to seek shelter in Milwaukee Harbor. The pair was able to clear the harbor later that same evening (Chicago Daily Tribune 1881g). *S.C. Baldwin* continued to carry cargoes of iron ore from Escanaba to Milwaukee and Chicago through November (*Chicago Tribune* 1881h, 1881i, 1881j, 1881k, 1881l; *Inter Ocean* 1881l, 1881m, 1881n, 1881o, 1881p, 1881q, 1881r, 1881s, 1881t).

Before the opening of the navigation season for 1882, Inter Ocean Transportation Company sold *S.C. Baldwin* to lumber baron David Whitney, Jr. of Detroit, Michigan (Bureau of Navigation 1882a). David Whitney, Jr. earned his wealth in the lumber industry in Massachusetts. He moved to Detroit in 1857 and started two firms, C. & D. Whitney, Jr. and Skillings, and Whitney Brothers & Barnes; both companies acquired large tracts of timber, particularly pine. Whitney's operations became the most extensive lumber operators of the Midwest. Additionally, Whitney owned an extensive fleet of steam barges and consorts utilized principally in the lumber trade, but also used in the iron ore trade on Lake

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Superior. Whitney's amassed wealth was invested in large amounts of real estate in Detroit, in stocks of many banking institutions, and in manufacturing plants in connection with the lumber industry (Clarke 1922).

Due to the sale of the vessel, a new enrollment was entered at the Port of Detroit on 6 April 1882. Her homeport was changed to Detroit, and R. Cason was listed as Master (Bureau of Navigation 1882a). After acquiring *S.C. Baldwin*, David Whitney, Jr., had her upper deck removed to outfit her for use in the lumber trade (*Inter Ocean* 1882a). Following the refit, the vessel was re-admeasured at Detroit on 24 April 1882 and a new enrollment was entered for the vessel. With removal of the upper deck, her tonnage changed to 412.54 tons of which 406.56 tons was capacity under tonnage deck and 5.98 tonnage of deck enclosures. Her new Master was listed as Captain W.H. Williams (Bureau of Navigation 1882b). On 2 August at Tonawanda, New York, Captain W.H. Williams was replaced by Captain James Connors. Sometime after the passing of the Act of Congress of 5 August 1882 which re-determined the requirements for calculating tonnage of ships, tonnage deductions were penciled onto *S.C. Baldwin's* enrollment though not dated, of 56.28 tons, adjusting her net tonnage to 356.26 tons (Bureau of Navigation 1882b). On 21 August 1882 while off Grosse Point, Michigan, *S.C. Baldwin's* engine failed leaving her stranded. Her consorts proceeded on to Cheboygan, Michigan, under sail. The *S.C. Baldwin* was towed to the Miller Brothers Dry Dock in Chicago for repairs (*Chicago Tribune* 1882; *Inter Ocean* 1882b).

Little more is known of *S.C. Baldwin's* 1883 shipping season than several notices of the ship with her consort barges passing Detroit up bound or down bound throughout the season (*Inter Ocean* 1883a, 1883b, 1883c, 1883d).

During the first week of May 1884 *S.C. Baldwin* experienced engine problems in the storm on Lake Erie shortly after she cleared Buffalo. The vessel was forced into Port Colborne. The vessel's original engine was replaced with a 450 horsepower steeple compound engine (Boyd 2015; *Buffalo Morning Express* 1884). On 13 June *S.C. Baldwin* and three barges with lumber passed Detroit down bound, and two days later they passed Port Colborne down bound in the Welland Canal carrying lumber from Pequaming, Michigan, to Ogdensburg, New York (*Chicago Tribune* 1884a; *Inter Ocean* 1884a). In July and August, *S.C. Baldwin* and consort barges frequented Lake Superior making several trips from the ports of Duluth, Minnesota, and Hancock, Michigan, to Ogdensburg, New York with lumber (*Chicago Tribune* 1884b, 1884c, 1884d, 1884e; *Inter Ocean* 1884b). The vessel's shipping season extended into November. On 24 November, she was hauling coal from Ogdensburg to Toledo, Ohio, when the ship and her consort were forced to take shelter at Port Colborne. They remained in port for two days waiting on favorable weather (*Chicago Tribune* 1884f, 1884g; *Inter Ocean* 1884c, 1884d, 1884e).

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In 1885 *S.C. Baldwin* was employed hauling lumber to Ogdensburg and taking coal westward, from Arthur G. Yates' coal docks at Charlotte, New York. Her consorts were commonly the schooners *Grace Whitney*, *Eureka*, and *Albany* (*Chicago Tribune* 1885a, 1885b; *Inter Ocean* 1885a; Saward 1891). In July and October coal was delivered to Milwaukee; in August coal was delivered to Houghton, Michigan (*Chicago Tribune* 1885b, 1885c, 1885d, 1885e; 1885f). In November, *S.C. Baldwin* made several trips carrying lumber from Pequaming, Michigan, to Ogdensburg, New York; she sailed light on her westbound trips (*Chicago Tribune* 1885g, 1885h, 1885i; *Inter Ocean* 1885b, 1885c). On 16 November 1885 *S. C. Baldwin* with the barges *R. L. Fryer*, *S. E. Marvin*, *Grace Whitney*, *Eureka*, and *Albany*, were chartered to take lumber from Buffalo to Toledo for their last run of the season (*Chicago Tribune* 1885j).

During the first week of May 1886, *S.C. Baldwin* along with her consort barges *Albany*, *India*, *Grace Whitney*, and *Dashing Wave* loaded lumber at Bay City, Michigan, and cleared for Chicago. As they were off Cheboygan, Michigan, up bound on Lake Huron on 10 May, it was discovered that *India* was leaking. She had three feet of water in her hold and began to list. The *S.C. Baldwin* dropped the lines to the other barges and came alongside *India*. The crew secured ropes from the top of her masts to keep her upright as they side towed her into the Straits of Mackinac. In calmer water, a portion of *India*'s deck load was lightered onto the *S.C. Baldwin* and the *India* was pumped out. The leak was due to overloading, causing water to wash over the ship and through her deck. *S.C. Baldwin* went back for the other barges and they reunited with the *India* in Mackinaw City, Michigan. A few thousand pounds of lumber was distributed to the other barges in order to complete the trip (*Chicago Daily Tribune* 1886a, 1886b). In June, July, and August coal was hauled from Charlotte, New York, over two trips to Milwaukee, and one to Hancock, Michigan, with return trips east loaded with lumber for Tonawanda, New York (*Chicago Tribune* 1886c, 1886d, 1886e, 1886f, 1886g, 1886h, 1886i, 1886j 1886k; *Inter Ocean* 1886a, 1886b).

On 30 August 1886 a thick fog settled over the St. Mary's River between the Straits of Mackinac and the Soo Lock. *S.C. Baldwin* and her consorts ran aground inside of Churchill Point, twelve miles below Sault Ste. Marie in Lake George. The steambarge *R.J. Hackett* and her consort stranded in the bottom clay on the same point. The tug *Mystic* was called to release all of the vessels (*Detroit Tribune* 1886a 1886b). For the remainder of the season, *S.C. Baldwin* and consorts carried coal from Charlotte, New York, to Chicago, returning east with lumber from Chicago to Ogdensburg, New York. The ship and consorts were windbound at Port Colburne for two days in mid-November (*Chicago Tribune* 1886l; *Inter Ocean* 1886c).

What is known of *S.C. Baldwin*'s 1887 early shipping season is through notices of the ship's movements with consort barges past Detroit, or passages through the Welland Canal and Soo Locks. In March, May, June, and July *S.C. Baldwin* hauled lumber shipments from Marquette, Michigan, to

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Ogdensburg, New York (*Chicago Tribune* 1887a, 1887b, 1887c, 1887d, 1887e, 1887f; *Inter Ocean* 1887a, 1887b). On 30 September *S.C. Baldwin* was chartered to pick up coal at Ashtabula, Ohio. She arrived at Escanaba on 6 October. The vessel was returned to haul lumber into Ogdensburg for the remainder of the season, making several trips. *S.C. Baldwin* and consorts were forced to shelter in Chicago on 11 November (*Chicago Tribune* 1887g; *Iron Port* 1877; *Inter Ocean* 1887c, 1887d, 1887e).

*S.C. Baldwin* continued in the lumber trade for the 1888 shipping season. In May the ship brought lumber to Chicago from Point Au Sable, Michigan, and loaded consorts *India*, *Dashing Wave*, and *Grace Whitney* at Frankfort, Michigan, with more than 2,500,000 feet of lumber for Buffalo. For her return trip east, she and her consorts brought coal from Buffalo to Milwaukee at 86 cents per ton (*Chicago Tribune* 1888a; *Inter Ocean* 1888a, 1888b). From August through October *S.C. Baldwin* and consorts brought coal to Lake Linden, Portage, and Houghton, Michigan, from Buffalo and returned east with lumber (*Chicago Tribune* 1888b, 1888c, 1888d, 1888e; *Inter Ocean* 1888c, 1888d, 1888e, 1888f). The vessel mostly remained out of newsprint for her 1889 shipping season. Only one record was located documenting the ship and barges passing up bound at Detroit on 26 September 1889 at 9:30AM (*Inter Ocean* 1889).

The schooner barges *Whitney* and *India* were towed by *S. C. Baldwin* during her 1890 shipping season. The steamer made one trip each month, May through October, between Cleveland, Ohio, and Washburn or Ashland, Wisconsin, on Lake Superior. She steamed up bound either light or with coal, and return down bound with lumber (*Chicago Tribune* 1890a; *Inter Ocean* 1890a, 1890b, 1890c, 1890d, 1890e, 1890f, 1890g, 1890h). By 14 December 1890 she was put in winter quarters at Detroit (*Chicago Tribune* 1890b).

On 13 April 1891, a new enrollment was entered at the Port of Detroit for *S.C. Baldwin*. Ownership of the vessel was taken out of David Whitney, Jr.'s name and moved to his business, Whitney Transportation Company. Captain J.C. Myers became the vessel's new Master. All else remained unchanged (Beeson 1892; Bureau of Navigation 1891). In May and June 1891, trips were made between Chicago and Cheboygan, Michigan. By September *S.C. Baldwin* was frequenting the ports of West Superior and Ashland on Lake Superior to load lumber for Chicago (*Chicago Tribune* 1891a, 1891b, 1891c; *Inter Ocean* 1891).

In mid-February 1892, David Whitney, Jr. put the steamer *S.C. Baldwin*, and the barges *India*, *Grace Whitney*, *Dashing Wave* up for sale. *India* sold to William Brake and others of Marine City, Michigan, and *Grace Whitney* sold to Captain William Webb and others of Detroit; each vessel sold for \$4,000. It is unknown who purchased the schooner barge *Dashing Wave*. *S.C. Baldwin* sold for \$16,500. Captain John Kelly and Edward R. McCarthy both of Saginaw, Michigan, each owned 1/3, and Captain S.R.

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Maclaren, lumber dealer of Toledo, Ohio, owned the other 1/3 of the vessel. A new enrollment was entered at the Port of Toledo on 16 April 1892. *S.C. Baldwin*'s homeport was changed to Toledo and Captain S.R. Maclaren became her new Master (Bureau of Navigation 1892; *Marine Review* 1892a, 1892b). During the 1892 season, the steamer carried lumber and coal and called on the ports of Buffalo, Chicago and Green Bay. On the night of 24 May 1892, *S.C. Baldwin* stranded on Grassy Island while up bound in the Detroit River. The tug *International* pulled her free (*Buffalo Enquirer* 1892; *Inter Ocean* 1892a, 1892b, 1892c, 1892c, 1892d, 1892e).

During the 1893 season, *S.C. Baldwin* towed the barges *A.A. Carpenter* and *Myron Butnam*. She was chartered to carry coal from Buffalo to Chicago in May and coal at 55 cents per ton to Racine, Wisconsin, in July. On the morning of 11 August, *S.C. Baldwin* and her consorts were towed through the Sturgeon Bay Canal bound for Menominee, Michigan, to load lumber; they arrived at Buffalo on 29 August (*Chicago Tribune* 1893; *Door County Advocate* 1893; *Inter Ocean* 1893a, 1893b). No other records for the season were located.

*S.C. Baldwin* and her consorts *A.A. Carpenter* and *Myron Butnam* delivered coal to Chicago and departed on 23 April 1894. Shortly after leaving the port, the towline parted between *S.C. Baldwin* and her barges and Captain Maclaren lost sight of them. The barges were picked up and brought back to Chicago by another vessel. *S.C. Baldwin* returned to Chicago on 28 April to pick up the lost vessels (Democrat 1894a). Throughout the season, *S.C. Baldwin* was chartered to haul coal from Buffalo to Chicago in June, Sandusky to Kenosha, Wisconsin, in August, and from Cleveland to Green Bay in September (*Chicago Tribune* 1894a, 1894b; *Inter Ocean* 1894a, 1894b, 1894c).

At 3:30PM on the afternoon of 5 November 1894, *S.C. Baldwin* had three barges in tow, loaded with lumber and was up bound, at the turn in the St. Clair River at Marine City, Michigan. The steamer *Iron King* with the schooner *Queen* in tow, loaded with ore was down bound.

According to the Mate of the *Iron King*:

“As the *King* had but one schooner in tow, while the *Baldwin* had three, we were going much the faster. As we both neared Marine City, a tow was sighted abreast of Fawn Island, bound up. The *Baldwin* blew two whistles to the tow, as I supposed, and I, of course, did not answer. Then I blew one whistle, indicating to the *Baldwin* that I wanted to pass between her and the American shore, and she answered with one. I had gotten abreast of her second barge when she headed in toward Marine City. I was in a pocket. The *Queen* cast off her two lines and anchored. I thought I could get out of the scrape by going ahead and porting my wheel and I gave orders accordingly. The *Baldwin* continued in, however, and as we came abreast, she struck the *King* on the port side, 20 feet

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from the bow, but such was our momentum that we damaged her sufficiently to cause her to sink. At the time of actual contact Captain Millen had taken command, and we were backing full power, but the sheer we took went us aground (Marine Record 1894b)".

*S.C. Baldwin's* crew escaped and was rescued by people in small boats from shore, but the *S.C. Baldwin* sank immediately in the middle of the river. *Iron King* was taken to dry dock in Detroit, and after examination was declared seaworthy, escaping the collision nearly unscathed. After the accident was reviewed, it was determined that Captain Maclaren of the *S.C. Baldwin* was at fault (*Chicago Daily Tribune* 1894c; *Decatur Daily Republican* 1894; *Democrat* 1894b; *Marine Record* 1894a, 1894b). By the morning of 9 November, *S.C. Baldwin* had been raised and the steamer *Salina* and the tug *Boynton* towed the sunken steamer from Marine City to Port Huron for repair (*Door County Democrat* 1894).

*S.C. Baldwin* was back in service by August 1895. Record of only one trip was located for the vessel for the season documenting a trip clearing Chicago light on 1 August bound to Ontonagon, Michigan, and her arrival back at Chicago on 17 August with lumber (*Chicago Tribune* 1895; *Inter Ocean* 1895). Documentation of other trips during the season was not located.

On the morning of 10 July 1896, *S.C. Baldwin* and her consort barges *A.A. Carpenter* and *Myron Butman* came into Sturgeon Bay light and were met by the tugs *Harrison Ludington* and *Golden* which towed them to Menominee to load with lumber. Another arrival at Sturgeon Bay with pick up by escort tugs from Menominee was recorded on 3 August. Captain J. Maddigan was at the helm of *S.C. Baldwin* as Master, which was not expressed in her enrollment documents (*Door County Advocate* 1896a, 1896b). On 19 November 1896, while attempting to make a landing at Menominee's coal dock, a log jammed in the steamer's propeller making it impossible to back the engine. *S.C. Baldwin* crashed into the dock's iron loading bridge, carrying away her foremast, pilothouse, and forward cabin (*Chicago Tribune* 1896; *Door County Advocate* 1896c).

At the Port of Buffalo on 22 April 1897, Captain James Maddigan officially amended the vessel's enrollment and took over as Master of the *S.C. Baldwin* from Captain Maclaren (Bureau of Navigation 1892). On 12 May 1897 *S.C. Baldwin* and consort barges *A.A. Carpenter* and *Myron Butnam* cleared the Sturgeon Bay Canal down bound to an unreported destination. On 26 June the trio met the tug *Harrison Ludington* for an escort into Menominee. During the last week of July, *S.C. Baldwin* dropped the *A.A. Carpenter* and *Myron Butnam* at the foot of Green Bay. The schooner barges proceeded into the city of Green Bay under canvas to deliver coal from the lower lakes. *S.C. Baldwin* steamed to Milwaukee. On 30 July *S.C. Baldwin* took on a cargo of 140,000 feet of basswood lumber at Sturgeon Bay, then proceeded to Green Bay to pick up the barges. She towed them to Menominee to load

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lumber onto each, and *S.C. Baldwin*'s load was finished out before departing for the lower lakes. Other trips were recorded in October including an arrival at Chicago with lumber (*Advocate* 1897a, 1897b; 1897c; *Inter Ocean* 1897a, 1897b). *S.C. Baldwin* wintered over at Buffalo (*Marine Review* 1898).

Record of only one trip was located for the vessel for the 1898 season as *S.C. Baldwin* and consorts passed Detroit up bound at 10:30 PM on 20 June. Her destination is not known (*Chicago Tribune* 1898). Documentation of other trips during the season was not located. Similarly, little is known of her 1889 season. On 3 October 1889, *S.C. Baldwin* with two barges in tow was noted passing Sturgeon Bay light and down bound, having delivered a cargo of coal at Milwaukee. At the dock at North Tonawanda, New York, on 21 October 1889, a lamp exploded causing \$500 in fire damage to the *S.C. Baldwin* (*Advocate* 1889a, 1889b).

On 20 April 1900, *S.C. Baldwin*'s enrollment document was surrendered at the Port of Toledo for a change in owners. Captain James Maddigan of Buffalo, New York, bought out the 1/3 share in the vessel owned by Captain John Kelly. Captain S.R. Maclaren returned as Master. All other information remained the same (Bureau of Navigation 1900). At the Port of Buffalo Captain James Maddigan relieved Captain Maclaren on 28 April 1900 (Bureau of Navigation 1900). No other information was found for the 1900 shipping season. The *S.C. Baldwin* disappeared from the historic record for 1901 shipping season and for most of the 1902 season. On 4 November 1902, *S.C. Baldwin* with the *A.A. Carpenter* and *Myron Butnam* in tow passed through Sturgeon Bay light to load lumber at Menominee. They had previously dropped off coal cargoes from the lower lakes consigned to Milwaukee and Racine (*Advocate* 1902). The condition of the steamer was of some concern to the editors at *The Advocate* (1902) stating, "The Baldwin is not the looking boat that she was years ago, since her afterbody has settled to such an extent, the constant heavy towing being a great strain on that portion of the hull; but nevertheless, she's a horse to pull and she snakes her consorts along as fast as ever."

At 9:30 PM on the evening of 20 November 1903, while working through ice in Green Bay, 10 miles north of the entrance to the Fox River, near Long Tail Point, *S.C. Baldwin* pierced her hull, rapidly filled and sank in 24 feet of water. *S.C. Baldwin* had been loaded with 500,000 board feet of lumber and been bound from Green Bay to Buffalo with the barges *A.A. Carpenter* and *Myron Butnam* in tow. The Goodrich steamer *Georgia* responded to distress signals. She came alongside the sinking steamer to the rescue the crew and assisted in transferring them to the barges that had anchored nearby. Captain Maddigan was taken to Marinette where he sent word for a tug. The tug *Nelson* arrived on the scene on 21 November and finding it impossible to raise the steamer sent for another tug. The tug *A.J. Wright* arrived on 23 November. The two tugs were successful in dragging the *S.C. Baldwin* about twenty-five feet into deeper water where she settled at the stern. In this action, her deck load of lumber slid off and carried away her cabin and upper works which made Captain Maddigan decide to abandon the ship. Captain Maddigan had paid off his one-third share in the craft, the trip before the disaster, and the

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vessel and cargo were partially covered by insurance. Captain Maddigan vowed to return in the spring to at least save the machinery, which was of the most value. The two barges were towed to Menominee by the tug *A.J. Wright*, and taken to Buffalo in tow of the steamer *Pridgeon* (*Advocate* 1903a; *Buffalo Evening News* 1903; *Door County Advocate* 1923; *Door County Democrat* 1903; *Janesville Daily Gazette* 1903).

A renowned underwater salvager, Diver Isabell was hired to examine the *S.C. Baldwin*'s hull by Leathem & Smith Company, who was in charge of the wrecking operations. He offered his opinion that the hull was not broken and could be raised as soon as the ice hardened enough for recovery operations. Diver Isabell suggested a cofferdam be erected around the wreck, to have openings in the vessel boarded up, and the water pumped out (*Advocate* 1903).

In February 1904, Adolf Green, owner of the Green Stone Company of Sturgeon Bay purchased the sunken steamer from Captain Maddigan and the other vessel owners. Green's son, Otto assisted in the operation and arranged a boiler and steam pump to be taken from their stone quarry to begin the process of raising the wreck. Piles were driven along each side of the ship and chains passed underneath. She was gradually raised, resting on the chain cradle. After lifting the vessel, water was pumped out. A channel was cut through the ice to take the boat into Green Bay harbor. Several sleigh loads of *S.C. Baldwin*'s pine and hardwood lumber cargo were recovered from the water-filled hull during the salvage. The lumber remained the property of the insurance companies (*Buffalo Evening News* 1904; *Door County Democrat* 1904a, 1904b, 1904c). The *S.C. Baldwin* was in bad condition following her salvage; most of her hull was worn away. After temporary repairs were made, she was moved to Sturgeon Bay on 7 June 1904 and placed in dry dock where the vessel began conversion for use in the stone trade. Her boiler and engine were removed. Nine months after salvage *S.C. Baldwin*'s boiler was put in steambarge *George C. Burnham* (*Advocate* 1904a, 1904b; *Door County Democrat* 1904d).

More than a year after the vessel was refloated, a new enrollment was entered at the Port of Milwaukee. Adolph Green of Green Bay became *S.C. Baldwin*'s sole owner and Master. The vessel was changed to a tow barge. Her tonnage was recalculated as 406.56 tons capacity under tonnage deck, 5.98 tonnage of enclosures on the upper deck for a gross tonnage (calculated by the Act of 5 August 1882) of 412.00 tons with deduction under Section 4153 of 5.98, for a net tonnage of 406 tons. Her homeport was changed to Sturgeon Bay (*Advocate* 1905a; Bureau of Navigation 1905). On 3 June 1905, Otto A. Green registered as the vessel's new Master (Bureau of Navigation 1905).

By mid-June 1905, the vessel began operating as a stone barge for the Green Stone Company, hauling limestone from Sturgeon Bay to Milwaukee and ports up and down Lake Michigan's coast. The *S.C. Baldwin* was put in consort with the steamer *Nettie Dennesen* and carried her first load of stone from



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Sturgeon Bay to Green Bay on 19 June 1905. On 14 July, the tug *Leathem* towed *S.C. Baldwin* with a load of stone from Sturgeon Bay to Milwaukee. Gus Shilling took command of the vessel on 12 August, and by 11 October, Otto Green returned as Master. During the night of a big blow over, 19 October 1905, the *S.C. Baldwin* was thrown up on the beach at the west approach to the bridge in Sturgeon Bay. After unsuccessful attempts to free the vessel, a 300-foot long channel was dredged to reach the stranded boat on 22 November (*Advocate* 1905b, 1905c; Bureau of Navigation 1905; *Buffalo Evening News* 1905).

On 10 May 1906 Captain Frank Morris took command of the *S.C. Baldwin* from Gus Schilling at Sturgeon Bay (Bureau of Navigation 1905). That afternoon, the tug *Lorena* with Captain Jimmy Tufts in command, towed the stone laden *S.C. Baldwin* from the Green Stone Quarry to Green Bay and returned the following evening. During the trip a leak was discovered requiring *S.C. Baldwin* to be brought to the shipyard on 15 May to be recaulked and have repairs made below her waterline (*Advocate* 1906a). Another change in Masters occurred on 8 June 1906 when Frank Schilling took command of the vessel from Frank Morris at Sturgeon Bay (Bureau of Navigation 1905). Another trip to Green Bay with a load of stone was completed on 31 July under the tow of the tug *Mae Martel* (*Advocate* 1906b). On 13 August 1906 Otto Green took command of the vessel from Frank Schilling at Sturgeon Bay, and on 15 August, Frank Defaut took over as Master (Bureau of Navigation 1905). At 3AM on the morning of 18 August 1906 the tug *J.W. Bennett* with the *S.C. Baldwin* in tow was steaming up Green Bay off Red River, when the tug collided with the steamer *Saugatuck* of the Green Bay Transportation Company. The tug hit her head-on at the portside of the bow. It had been a hazy night and smoke hung low over the water. Neither vessel saw the other until it was too late. *Saugatuck* was bound to Green Bay from Sturgeon Bay on her regular route when the collision occurred. The *J.W. Bennett* sank in less than ten minutes giving the crew barely enough time to gather their belongings and scramble aboard the *S.C. Baldwin*. The *Saugatuck* towed the barge with both crews back to Green Bay (*Advocate* 1906c). It is not known when *S.C. Baldwin* was returned to Sturgeon Bay. The barge cleared Sturgeon Bay with another load of stone for Green Bay in tow of the tug *Mae Martell* on 22 August (*Door County Democrat* 1906). On 1 December the *S.C. Baldwin* had another change in Masters. Albert Wendorf took command of the vessel from Frank Defaut (Bureau of Navigation 1905). On the night of 14 December the tug *Burnham* towed the *S.C. Baldwin* to the Green Stone Company's dock where she went into winter quarters (*Advocate* 1906d).

The *S.C. Baldwin*'s early 1907-season was marked with multiple changes in command for the vessel. On 7 April 1907 Otto Green relieved Albert Wendorf as Master. James Antonson took over from Otto Green on 23 April 1907, and on 11 May George Cofrin replaced James Antonson. Then, on 18 June Fred Schilling succeeded George Cofrin as Master (*Advocate* 1907a; Bureau of Navigation 1905). On the evening of 18 June 1907 the tug *N. Boutin* with the *S.C. Baldwin* in tow departed Sturgeon Bay for Two Rivers, Wisconsin. The *S.C. Baldwin* carried a full load of stone for a harbor improvement project

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there. The tug *N. Boutin* again took the *S.C. Baldwin* with a load of stone from Sturgeon Bay to Manitowoc on 28 June and returned to Sturgeon Bay on 30 June (*Advocate* 1907b). During a trip to Manitowoc with stone in September, the *S.C. Baldwin* developed a leak. It was decided that the ship required a thorough examination of the hull below the waterline, and she was returned to the shipyard at Sturgeon Bay on 26 September for additional repair work to her hull (*Door County Democrat* 1907). *S.C. Baldwin's* repairs were accomplished that fall and the vessel wintered over at Sturgeon Bay (*Advocate* 1908a).

On August 26 1908, while in tow of the tug *Torrent*, the *S.C. Baldwin* and the scow #37 were headed southbound from Sturgeon Bay with cargos of stone bound to Manitowoc. As the vessels were passing Kewaunee, a storm began to blow from the southeast, and increased in force as they got near Twin Rivers Point (Rawley Point). The *S.C. Baldwin* began to take on water around midnight. The water came in forward and pushed the ship down by the head making it impossible to relieve the vessel of water. She was caught by a strong gust of wind and listed, causing some of the cargo to be dumped, which caused her to roll to the other side. Around 3 AM on 27 August, the vessel capsized, dumping all of her stone cargo. The boat was held up by the towlines forward and aft between the tug and the scow. As the vessel overturned, two of the three men aboard jumped clear of the vessel, but one crew member, Jacob Tildman, remained clinging to the overturned hull. The *S.C. Baldwin's* condition remained unnoticed by the crew aboard the *Torrent* until sunrise at 4:30 AM when they were 3 miles south, southeast of the point. Once the crewmen aboard the *Torrent* realized the situation, they cut the lines to the vessel, and the *S.C. Baldwin* righted and quickly went to the bottom. Jacob Tildman scrambled on wreckage that was floating in the water. A line was thrown to him from the tug and he tied it around his waist, jumped into the water and was dragged aboard the tug. The tug searched until 7 AM for the two missing crewmen who had jumped from the *S.C. Baldwin*. Having no luck, the crew of the *Torrent* notified the Lifesaving Stations at Kewaunee and Manitowoc. The *Torrent* returned to the wreck site to retrieve scow #37 and continue to search for the missing men. It was not until 3 PM on August 28, nearly 13 hours after the *S.C. Baldwin* sank, that Captain George Heim was located. He managed to don a lifejacket and clung to bits of wreckage until he was spotted six miles off Kewaunee by crewmembers aboard the Goodrich steamer *Carolina*. A boat was lowered to him from the steamer amidst cheers from the steamer's passengers. He was taken aboard the *Carolina* and given a hot alcohol bath and other stimulants. The other missing man, Jacob Wiltgen, was not located until fisherman George LaFond discovered his body while he was lifting his nets five miles off the Sturgeon Bay Canal on 29 August. Wiltgen had been wearing a life preserver and likely died from exposure. On 31 August, Wiltgen's remains were shipped to his widow in Manitowoc for burial (*Advocate* 1908b, 1908c; *Buffalo Evening News* 1908a, 1908b; Boyd 2015; *Door County Democrat* 1908; *Milwaukee Sentinel* 1908).

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The *S.C. Baldwin* was a total loss and was valued at \$3,000. She had aboard 693 tons of stone, valued at \$725 (*Milwaukee Sentinel* 1908). Attorneys Burke & Graite filed charges on behalf of Jacob Wiltgen's widow and his estate against Great Lakes Dredge and Dock Co., owners of the *Torrent*, claiming that the watchman of the tug should have noted the condition of the barge and was liable for neglect, and that Captain W.O. Jones of the *Torrent* was negligent in not having made enough effort to rescue the two men in the water. \$10,000 was demanded in the suit. Additionally, papers were served to Adolph Green of the Green Stone Company claiming negligence in Wiltgen's death since the *S.C. Baldwin* was not provided with a lifeboat as required by law. They demanded \$5000. It was discovered however that Wiltgen was not an employee of the Green Stone Company. No money was exchanged for his passage on the *S.C. Baldwin* so it was determined that he was riding at his own risk and Green Stone Company was under no obligation to provide him with safe passage where the individual losing his life was a non-paying passenger and not a member of the crew (*Advocate* 1908d, 1908f).

In mid-September 1908, a diver from the Great Lakes Company offered to dive to the *S.C. Baldwin* to recover everything of value, including the boiler, bilge pump, anchors, and cables (*Advocate* 1908e). It is unlikely salvage attempts were made as many of these items remain on the wreck site today. As a result of the foundering of the *S.C. Baldwin*, an effort was made to establish a telephone line between the Lifesaving Station at Two Rivers and the lighthouse at Twin River Point. It is not known if the impetus of this disaster moved the connection forward or the fact that Twin Rivers Point was considered one of the most dangerous points on Lake Michigan with more sinkings and strandings than any other place on the lake (*Advocate* 1909).

**Archaeological Significance and Integrity**

All of the *S.C. Baldwin*'s hull components remain present within the wreck site. Though still covered by sand, it is likely that additional hull components of the *S.C. Baldwin* remain buried beneath layers of fine sand. Although broken, the uncovered hull retains great archaeological integrity, and sites such as the *S.C. Baldwin* present a rare opportunity to study and learn about historic wooden steamer construction and converted barge conversion, and how these vessels were used in the transportation of trade goods, and in the Lake Michigan iron ore, lumber, and stone trades. The *S.C. Baldwin* is purported to be the first double decked wooden steamer on the Great Lakes, and was later cut down and converted into a barge in the Great Lakes tradition of converting old wooden schooners and steamers into "floating wheelbarrows" for large bulk cargos (Cooper and Kriesa 1992). Her wreck site was largely forgotten after its salvage and abandonment in 1908, until its discovery by local divers in the 1970s. Since then, the site has remained a popular dive site for intermediate divers due to its location within recreational dive limits. Despite its popularity with local divers, the site has retained remarkable structural and archaeological integrity since its sinking in 1908, and was undocumented until July 2015.

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The *S.C. Baldwin* meets the registration requirements for Criterion D at the state level as a good example of a converted barge vessel type as referenced 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 *S.C. Baldwin* is an excellent example of the tradition of converting old wooden vessels into barges for use in trades vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, an infrastructure prior to the development of widespread road and rail networks. Constructed just after the Civil War, the *S.C. Baldwin* represents a unique example of a wooden steamer converted into a barge for use in the stone trade in Wisconsin waters.

Many opportunities remain for future archaeological research on the *S.C. Baldwin* site as sands shift, and the site becomes more uncovered. Additional information from the site may significantly add to our understanding of Great Lakes barges and converted wooden vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. 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 wooden steamer, and converted barge vessel types. As the purported first double decked wooden steamer in the Great Lakes, and its conversion into a wooden barge, data gathered on the *S.C. Baldwin* has significantly increased our understanding of early wooden steamer construction, converted barge construction and its adaptations for use in the ore, lumber, and stone trades of the region. Because our knowledge of these vessels is mostly attained through the investigation of wreck sites, the recordation of this wreck has contributed to that knowledge base and furthers our understanding of these vessels and their construction. The site also holds the potential to yield additional information essential to understanding how they were used in nineteenth and early-twentieth century Great Lakes maritime commerce.

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- 1879i *Chicago Tribune*. 25 July.
- 1879j *Chicago Tribune*. 8 August.
- 1879k *Chicago Tribune*. 13 August.
- 1879l *Chicago Tribune*. 17 August.
- 1879m *Chicago Tribune*. 24 August.
- 1879n *Chicago Tribune*. 2 September.
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1879p *Chicago Tribune*. 25 September.  
1879q *Chicago Tribune*. 4 October.  
1879r *Chicago Tribune*. 20 October.  
1879s *Chicago Tribune*. 22 November.  
1879t *Chicago Tribune*. 30 November.  
1880a *Chicago Tribune*. 20 March.  
1880b *Chicago Tribune*. 23 April.  
1880c *Chicago Tribune*. 29 April.  
1880d *Chicago Tribune*. 1 May.  
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1880f *Chicago Tribune*. 6 May.  
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1880ff *Chicago Tribune*. 23 September.  
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1880hh *Chicago Tribune*. 7 October.  
1880ii *Chicago Tribune*. 11 October.  
1880jj *Chicago Tribune*. 13 October.  
1880kk *Chicago Tribune*. 19 October.  
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1880nn *Chicago Tribune*. 26 October.  
1880oo *Chicago Tribune*. 30 October.  
1880pp *Chicago Tribune*. 5 November.  
1880qq *Chicago Tribune*. 12 November.  
1880rr *Chicago Tribune*. 14 November.  
1880ss *Chicago Tribune*. 18 November.  
1880tt *Chicago Tribune*. 23 November.  
1881a *Chicago Tribune*. 18 May.  
1881b *Chicago Tribune*. 24 May.  
1881c *Chicago Tribune*. 7 June.  
1881d *Chicago Tribune*. 30 June.  
1881e *Chicago Tribune*. 20 July.  
1881f *Chicago Tribune*. 10 August.  
1881g *Chicago Tribune*. 15 August.  
1881h *Chicago Tribune*. 9 September.  
1881i *Chicago Tribune*. 11 September  
1881j *Chicago Tribune*. 21 October.  
1881k *Chicago Tribune*. 2 November.  
1881l *Chicago Tribune*. 25 November.  
1882 *Chicago Tribune*. 22 August.  
1884a *Chicago Tribune*. 14 June.  
1884b *Chicago Tribune*. 7 July.  
1884c *Chicago Tribune*. 9 July.  
1884d *Chicago Tribune*. 6 August.  
1884e *Chicago Tribune*. 30 August.  
1884f *Chicago Tribune*. 16 November.  
1884g *Chicago Tribune*. 25 November.  
1885a *Chicago Tribune*. 8 July.  
1885b *Chicago Tribune*. 19 July.  
1885c *Chicago Tribune*. 25 July.  
1885d *Chicago Tribune*. 13 August.  
1885e *Chicago Tribune*. 21 August.

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*S.C. Baldwin Shipwreck (Barge)*  
Lake Michigan, Manitowoc County, Wisconsin

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1885f *Chicago Tribune*. 31 August.  
1885g *Chicago Tribune*. 13 October.  
1885h *Chicago Tribune*. 14 November.  
1885i *Chicago Tribune*. 15 November.  
1885j *Chicago Tribune*. 17 November.  
1886a *Chicago Tribune*. 10 May.  
1886b *Chicago Tribune*. 11 May.  
1886c *Chicago Tribune*. 5 June.  
1886d *Chicago Tribune*. 10 June.  
1886e *Chicago Tribune*. 11 June.  
1886f *Chicago Tribune*. 18 June.  
1886g *Chicago Tribune*. 27 July.  
1886h *Chicago Tribune*. 9 August.  
1886i *Chicago Tribune*. 22 August.  
1886j *Chicago Tribune*. 28 August.  
1886k *Chicago Tribune*. 22 September.  
1886l *Chicago Tribune*. 1 November.  
1887a *Chicago Tribune*. 28 March.  
1887b *Chicago Tribune*. 30 April.  
1887c *Chicago Tribune*. 7 May.  
1887d *Chicago Tribune*. 8 June.  
1887e *Chicago Tribune*. 18 June  
1887f *Chicago Tribune*. 28 July.  
1887g *Chicago Tribune*. 30 September.  
1888a *Chicago Tribune*. 17 May.  
1888b *Chicago Tribune*. 1 July.  
1888c *Chicago Tribune*. 15 August.  
1888d *Chicago Tribune*. 4 September.  
1888e *Chicago Tribune*. 5 September.  
1890a *Chicago Tribune*. 6 September.  
1890b *Chicago Tribune*. 14 December.  
1891a *Chicago Tribune*. 27 May.  
1891b *Chicago Tribune*. 13 September.  
1891c *Chicago Tribune*. 16 September.  
1893 *Chicago Tribune*. 21 May.  
1894a *Chicago Tribune*. 26 August.  
1894b *Chicago Tribune*. 21 September.  
1894c *Chicago Tribune*. 6 November.

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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1895 *Chicago Tribune*. 1 August.  
1896 *Chicago Tribune*. 19 November.  
1898 *Chicago Tribune*. 20 June.

Clarke, S.J. editor

1922 *The City of Detroit, Michigan 1701-1922*. The S.J. Clarke Publishing Company. Detroit, Michigan.

Cleveland Herald (Cleveland, Ohio)

1877 *Cleveland Herald*. 30 April.  
1877 *Cleveland Herald*. 2 May.  
1877 *Cleveland Herald*. 19 May.

Cooper, David J. and Paul P. Kriesa

1992 *Great Lake Shipwrecks of Wisconsin. National Park Service National Register of Historic Places Multiple Property Documentation Form*. Division of Historic Preservation – Public History. Wisconsin Historical Society. Madison, Wisconsin.

Daily Milwaukee News, The (Milwaukee, Wisconsin)

1874 *Daily Milwaukee News*. 27 September.  
1877 *Daily Milwaukee News*. 1 May.  
1878a *Daily Milwaukee News*. 20 April.  
1878b *Daily Milwaukee News*. 28 April.  
1878c *Daily Milwaukee News*. 14 May.  
1878d *Daily Milwaukee News*. 27 June.  
1880a *Daily Milwaukee News*. 28 October.  
1880b *Daily Milwaukee News*. 9 December.

Decatur Daily Republican (Decatur, Illinois)

1894 *Decatur Daily Republican*. 6 November.

Democrat, The (Chicago, Illinois)

1894a *Democrat*. 3 May.  
1894b *Democrat*. 8 November.

Detroit Tribune, The (Detroit, Michigan)

1886a *Detroit Tribune*. 31 August.  
1886b *Detroit Tribune*. 1 September.

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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Door County Advocate (Sturgeon Bay, Wisconsin)

- 1893 *Door County Advocate*. 12 August.
- 1896a *Door County Advocate*. 11 July.
- 1896b *Door County Advocate*. 8 August.
- 1896c *Door County Advocate*. 21 November.
- 1923 *Door County Advocate*. 30 November.

Door County Democrat (Sturgeon Bay, Wisconsin)

- 1894 *Door County Democrat*. 17 November.
- 1903 *Door County Democrat*. 28 November.
- 1904a *Door County Democrat*. 6 February.
- 1904b *Door County Democrat*. 27 February.
- 1904c *Door County Democrat*. 5 March.
- 1904d *Door County Democrat*. 16 July.
- 1906 *Door County Democrat*. 25 August.
- 1907 *Door County Democrat*. 5 October.
- 1908 *Door County Democrat*. 29 August.

Escanaba Tribune, The (Escanaba, Michigan)

- 1871 *Escanaba Tribune*. 23 September.
- 1873 *Escanaba Tribune*. 17 May.
- 1874a *Escanaba Tribune*. 30 May.
- 1874b *Escanaba Tribune*. 18 July.
- 1875a *Escanaba Tribune*. 8 May.
- 1875b *Escanaba Tribune*. 19 June.
- 1875c *Escanaba Tribune*. 10 July.
- 1875d *Escanaba Tribune*. 17 July.
- 1875e *Escanaba Tribune*. 24 July.
- 1875f *Escanaba Tribune*. 7 August.
- 1876a *Escanaba Tribune*. 26 April.
- 1876b *Escanaba Tribune*. 6 May.
- 1877a *Escanaba Tribune*. 23 June.
- 1877b *Escanaba Tribune*. 31 July.
- 1877c *Escanaba Tribune*. 1 September.

Framer, Silas

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S.C. Baldwin Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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1884 *The History of Detroit and Michigan or The Metropolis Illustrated: A Chronological Cyclopedic of the Past and Present Including a Full Record of Territorial Days in Michigan and the Annals of Wayne County*. The Detroit Free Press Company, Publisher. Detroit, Michigan.

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1874a *Inter Ocean*. 27 May.  
1874b *Inter Ocean*. 2 June.  
1874c *Inter Ocean*. 27 July.  
1874d *Inter Ocean*. 4 August.  
1874e *Inter Ocean*. 31 October.  
1874f *Inter Ocean*. 25 December.  
1875a *Inter Ocean*. 5 June.  
1875b *Inter Ocean*. 14 June.  
1875c *Inter Ocean*. 19 July.  
1875d *Inter Ocean*. 23 July.  
1875e *Inter Ocean*. 6 September.  
1875f *Inter Ocean*. 20 September.  
1875g *Inter Ocean*. 18 October.  
1876 *Inter Ocean*. 16 October.  
1877a *Inter Ocean*. 8 May.  
1877b *Inter Ocean*. 16 August.  
1877c *Inter Ocean*. 7 September.  
1877d *Inter Ocean*. 24 September.  
1877e *Inter Ocean*. 25 September.  
1877f *Inter Ocean*. 27 September.  
1877g *Inter Ocean*. 15 October.  
1877h *Inter Ocean*. 16 October.  
1877i *Inter Ocean*. 19 October.  
1877j *Inter Ocean*. 27 October.  
1878a *Inter Ocean*. 9 April.  
1878b *Inter Ocean*. 13 June.  
1878c *Inter Ocean*. 13 July.

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*S.C. Baldwin Shipwreck (Barge)*  
Lake Michigan, Manitowoc County, Wisconsin

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1878d *Inter Ocean*. 10 October.  
1878e *Inter Ocean*. 23 November.  
1879a *Inter Ocean*. 5 May.  
1879b *Inter Ocean*. 18 July.  
1879c *Inter Ocean*. 4 August.  
1879d *Inter Ocean*. 28 August.  
1879e *Inter Ocean*. 5 September.  
1879f *Inter Ocean*. 9 September.  
1879g *Inter Ocean*. 3 October.  
1879h *Inter Ocean*. 8 October.  
1879i *Inter Ocean*. 14 October.  
1879j *Inter Ocean*. 15 October.  
1879k *Inter Ocean*. 20 October.  
1879l *Inter Ocean*. 3 November.  
1880a *Inter Ocean*. 27 May.  
1880b *Inter Ocean*. 1 June.  
1880c *Inter Ocean*. 10 June.  
1880d *Inter Ocean*. 15 June.  
1880e *Inter Ocean*. 30 June.  
1880f *Inter Ocean*. 5 July.  
1880g *Inter Ocean*. 9 July.  
1880h *Inter Ocean*. 14 July.  
1880i *Inter Ocean*. 17 July.  
1880j *Inter Ocean*. 16 August.  
1880k *Inter Ocean*. 23 September.  
1880l *Inter Ocean*. 28 September.  
1881a *Inter Ocean*. 19 May.  
1881b *Inter Ocean*. 20 May.  
1881c *Inter Ocean*. 28 May.  
1881d *Inter Ocean*. 9 June.  
1881e *Inter Ocean*. 16 June.  
1881f *Inter Ocean*. 22 June.  
1881g *Inter Ocean*. 28 June.  
1881h *Inter Ocean*. 13 July.  
1881i *Inter Ocean*. 1 August.  
1881j *Inter Ocean*. 2 August.  
1881k *Inter Ocean*. 6 August.  
1881l *Inter Ocean*. 19 August.

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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1881m *Inter Ocean*. 23 September.  
1881n *Inter Ocean*. 11 October.  
1881o *Inter Ocean*. 12 October.  
1881p *Inter Ocean*. 18 October.  
1881q *Inter Ocean*. 24 October.  
1881r *Inter Ocean*. 25 October.  
1881s *Inter Ocean*. 14 November.  
1881t *Inter Ocean*. 25 November.  
1882a *Inter Ocean*. 20 April.  
1882b *Inter Ocean*. 23 August.  
1883a *Inter Ocean*. 15 May.  
1883b *Inter Ocean*. 13 July.  
1883c *Inter Ocean*. 27 July.  
1883d *Inter Ocean*. 9 November.  
1884a *Inter Ocean*. 17 June.  
1884b *Inter Ocean*. 7 August.  
1884c *Inter Ocean*. 10 September.  
1884d *Inter Ocean*. 11 November.  
1884e *Inter Ocean*. 29 November.  
1885a *Inter Ocean*. 23 May.  
1885b *Inter Ocean*. 1 September.  
1885c *Inter Ocean*. 6 November.  
1886a *Inter Ocean*. 22 June.  
1886b *Inter Ocean*. 17 August.  
1886c *Inter Ocean*. 11 November.  
1887a *Inter Ocean*. 30 July.  
1887b *Inter Ocean*. 29 August.  
1887c *Inter Ocean*. 28 October.  
1887d *Inter Ocean*. 1 November.  
1887e *Inter Ocean*. 11 November.  
1888a *Inter Ocean*. 11 May.  
1888b *Inter Ocean*. 18 May.  
1888c *Inter Ocean*. 7 September.  
1888d *Inter Ocean*. 5 October.  
1888e *Inter Ocean*. 7 October.  
1888f *Inter Ocean*. 24 October.  
1889 *Inter Ocean*. 27 September.  
1890a *Inter Ocean*. 26 May.

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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1890b *Inter Ocean*. 21 June.  
1890c *Inter Ocean*. 6 July.  
1890d *Inter Ocean*. 31 July.  
1890e *Inter Ocean*. 20 August.  
1890f *Inter Ocean*. 25 September.  
1890g *Inter Ocean*. 24 October.  
1891 *Inter Ocean*. 6 June.  
1892a *Inter Ocean*. 21 July.  
1892b *Inter Ocean*. 11 August.  
1892c *Inter Ocean*. 31 August.  
1892d *Inter Ocean*. 22 September.  
1892e *Inter Ocean*. 16 October.  
1893a *Inter Ocean*. 6 July.  
1893b *Inter Ocean*. 30 August.  
1894a *Inter Ocean*. 20 June.  
1894b *Inter Ocean*. 26 August.  
1894c *Inter Ocean*. 21 September.  
1895 *Inter Ocean*. 17 August.  
1897a *Inter Ocean*. 25 August.  
1897b *Inter Ocean*. 4 October.

Iron Port, The (Escanaba, Michigan)  
1877 *Iron Port*. 13 October.

Janesville Daily Gazette (Janesville, Wisconsin)  
1903 *Janesville Daily Gazette*. 28 November.

Leake, Paul  
1912 *History of Detroit-Chronicle of its Progress, its Industries, its Institutions, and the People of the Fair City of the Straits, Volume III*. The Lewis Publishing Company, Chicago, Illinois, and New York, New York.

Lenard, John W.  
1887 *The Industries of Detroit: Historical, Descriptive, and Statistical: Her Relations as a Centre of Trade, Manufacturing Establishments and Business Houses*. J.M. Elstner & Company. Detroit, Michigan.

Marine Review, The (Chicago, Illinois)



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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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1892a *Marine Review*. 18 February.  
1892b *Marine Review*. 10 March.  
1894a *Marine Record*. 8 November.  
1894b *Marine Record*. 15 November.  
1898 *Marine Review*. 13 January.

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1908 *Milwaukee Sentinel*. 3 September.

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1963 *Young Henry Ford*. Wayne State University Press. Detroit, Michigan.

Polk, R.L.  
1891 *Marine Directory of the Great Lakes*. R.L. Polk & Co. Detroit, Michigan.

Port Huron Daily Times (Port Huron, Michigan)  
1877 *Port Huron Daily Times*. 30 April.

Ross, Robert B. and George B. Catlin  
1898 *Landmarks of Detroit: A History of the City*. The Evening News Association, Publishers.  
Detroit, Michigan.

Saward, Frederick E.  
1891 *The Coal Trade. A Compendium of Valuable Information Relative to Coal Production, Prices, Transportation, Etc. At Home and Abroad With Many Facts Worthy of Preservation for Future Reference*. The Coal Trade Journal. New York, New York.

United States Merchant Vessel List  
1871 *Annual List of Merchant Vessels of the United States*. United States Department of the Treasury. Government Printing Office. Washington D.C.  
1901 *Annual List of Merchant Vessels of the United States*. United States Department of the Treasury. Government Printing Office. Washington D.C.

Warren, Johnson & Co.  
1871 *Classification of Lake Vessels and Barges. Adopted by a Board of Marine Inspectors, April 1, 1871*. Warren, Johnson & Co. Publishers. Buffalo, New York.

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National Park Service

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**Continuation Sheet**

Section 10 Page 1

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Verbal Boundary Description:**

The boundary for the *S.C. Baldwin* site is marked by a circle with a radius of 400 feet, centered on the UTM coordinates 0461128 Easting, 4892115 Northing, Zone 16.

**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

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Section photos Page 1

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Photo #1 of 1**

*S.C. Baldwin* Shipwreck (Barge)  
Manitowoc County, Wisconsin  
Photographer Tamara Thomsen  
July 2015  
Broken stern with capstan looking aft



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

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Section figures Page 1

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

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**Figure #1 of 3**

*S.C. Baldwin* Shipwreck (Barge)

Manitowoc County, Wisconsin

Photographer unknown

Circa 1907

*S.C. Baldwin* loading stone in Sturgeon Bay.



United States Department of the Interior  
National Park Service

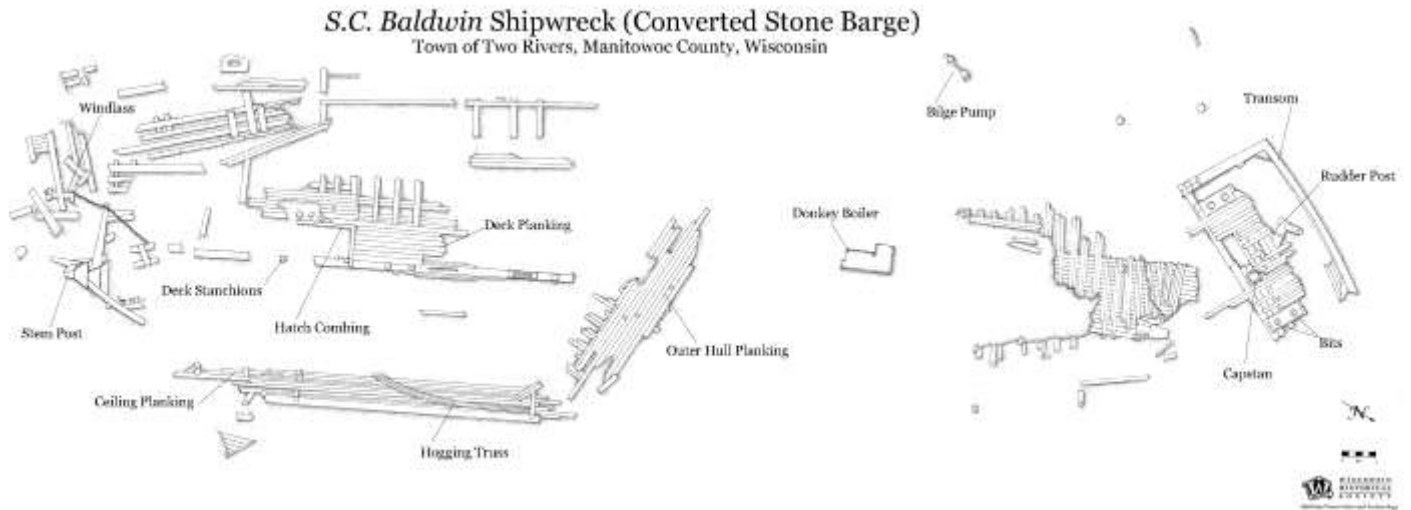
National Register of Historic Places  
Continuation Sheet

Section figures Page 2

*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

**Figure #2 of 3**

*S.C. Baldwin* Shipwreck (Barge)  
Manitowoc County, Wisconsin  
Site plan of the *S.C. Baldwin* shipwreck  
August 2015



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National Park Service**

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*S.C. Baldwin* Shipwreck (Barge)  
Lake Michigan, Manitowoc County, Wisconsin

Section figures Page 3

**Figure #3 of 3**  
*S.C. Baldwin* Shipwreck (Barge)  
Manitowoc County, Wisconsin  
Map of the *S.C. Baldwin* shipwreck site  
August 2015







UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY S.C. BALDWIN Shipwreck (barge)  
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS  
NAME:

STATE & COUNTY: WISCONSIN, Manitowoc

DATE RECEIVED: 7/08/16 DATE OF PENDING LIST: 7/26/16  
DATE OF 16TH DAY: 8/10/16 DATE OF 45TH DAY: 8/23/16  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000565

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 8/22/16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Significance Criterion D

REVIEWER Johit Gurtin DISCIPLINE Archaeology

TELEPHONE 202.354.2217 DATE 8/22/16

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

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



GLENN GROTHMAN  
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

COMMITTEE ON THE BUDGET

COMMITTEE ON  
OVERSIGHT AND GOVERNMENT REFORM

JOINT ECONOMIC COMMITTEE



UNITED STATES  
HOUSE OF REPRESENTATIVES

1020 SOUTH MAIN STREET  
SUITE B  
FOND DU LAC, WI 54935  
(920) 907-0624

501 CANNON BUILDING  
WASHINGTON, DC 20515  
(202) 225-2476

GROTHMAN.HOUSE.GOV

May 20, 2016

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 *S.C. Baldwin* 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 *S.C. Baldwin* Shipwreck sank in August 1908 after capsizing in a storm and being dragged for over two miles. The *S.C. Baldwin* wreck site has yielded significant information on early wooden steamer construction, converted barge construction and its adaptations for use in the ore, lumber, and stone trades of the Great Lakes region during her 37 year service history. The ship also represents multiple eras of ship construction and use on the Great Lakes. The site also has great potential to yield further archaeological information in future years as sand moves around the site.

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 Alan Ott, District Director, at 1020 S. Main Street, Suite B, Fond du Lac, WI 54935 or by calling (920) 907-0624. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Grothman".

Glenn Grothman  
Member of Congress



WISCONSIN  
HISTORICAL  
SOCIETY

RECEIVED 2280

JUL - 8 2016

TO: Keeper  
National Register of Historic Places

FROM: Peggy Veregin  
National Register Coordinator

Nat. Register of Historic Places  
National Park Service

SUBJECT: National Register Nomination

The following materials are submitted on this Seventh day of July 2016, for the nomination of the S.C. Baldwin Shipwreck (Barge) to the National Register of Historic Places:

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

COMMENTS:

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