NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

819

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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.

1. Name of Property

Historic name: NORMAN Shipwreck Site
Other names/site number: Michigan Site Number: 20UH018
Name of related multiple property listing:
n/a
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Presque Isle, 10.35 miles east-southeast from the Presque Isle Marina, Lake Huron
City or town: Presque Isle Township State: Michigan County: Presque Isle
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _x_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national _x_statewide ___local

Applicable National Register Criteria:

_x_A ___B X C _x_D

Director, Maritime Heritage / THPO designee — 10/01/16
Signature of certifying official/Title: **Date**

NOAA
State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___ does not meet the National Register criteria.

Brian D Conway — 10/6/16
Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Signature of the Keeper — Date of Action 11/22/16

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	
Public – Local	
Public – State	X
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	
District	
Site	X
Structure	
Object	

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

Contributing	Noncontributing	
		buildings
1		sites
		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION / WATER-RELATED

Current Functions
(Enter categories from instructions.)
LANDSCAPE / UNDERWATER / UNDERWATER SITE

7. Description

Architectural Classification
(Enter categories from instructions.)
Other: Great Lakes Steel Bulk Freighter

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Steel

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The shipwreck site of 296-foot long steel bulk freighter NORMAN is located 10.5 miles east-southeast of Presque Isle (Michigan) and 8.5 miles north-northeast of Middle Island Lighthouse in Lake Huron. NORMAN was built in 1890 and sank in 1895 after a collision with Canadian steamer *Jack*. The wreck site lies in between 170 and 200 feet of water and is in an excellent state of preservation. NORMAN carried iron ore and coal cargoes between Lake Erie ports and Escanaba, Michigan, during a period of rapid economic expansion at the dawn of the United States' steel industry. The vessel's remains constitute one of the best preserved examples of an early-period Great Lakes Bulk Freighter, a vessel type unique to the Great Lakes region whose proliferation throughout the 19th and 20th centuries was integral to the area's massive industrial, economic, and social growth.

Narrative Description

NORMAN (Registry Number US. 130505) was launched on 30 August 1890, with an overall length of 296.5 feet, a 40.4 foot beam, 21 foot depth of hold, and a gross tonnage of 2,304 tons (Mansfield 1899:450). Freighter NORMAN was designed and built to run between the lower lake ports of Ashtabula and Cleveland, Ohio, and the Chapin Iron Mining Company's docks at Escanaba, Michigan, on the northwest shore of Lake Michigan. The vessel featured a raised forecastle (FIGURE 1), a design in Great Lakes shipbuilding that first developed when Peck and Masters built *R. J. Hackett* in 1869 (FIGURE 2). After *R. J. Hackett*, the forward cabin became one of the defining characteristics of the "laker," or bulk freighter ship type.

Having the pilothouse forward offered a better vantage point for handling the ship in low visibility (very common on the Great Lakes) and allowed the majority of the hull to consist of a long, uninterrupted section comprised solely of cargo holds (Thompson 1994:23). In addition to maximizing carrying capacity, this design provided unobstructed access to the cargo hold which, in turn, aided in moving bulk items to and from the ship. Just as vessel design was evolving to suit the special demands imposed by navigating the Great Lakes, shore-side facilities likewise adapted and were developing loading systems to mirror the deck arrangement of the bulk carriers. As a result, a technological symbiosis emerged where the infrastructure associated with moving bulk commodities across the land/sea interface (conveyor belts, cranes, loading docks, etc.) developed simultaneously with a specialized ship arrangement to allow for expedient handling of cargo. The deck was designed with eight cargo hatches opening into its capacious holds. Draft varied between 21 and 24 feet fully loaded. On its first trip in 1890 NORMAN carried 2,589 gross tons of iron ore (Great Lakes Marine Historical Collection 2014).

The aft cabin housed NORMAN's propulsion machinery. For propulsion, NORMAN was outfitted with a triple expansion steam engine built by Globe Iron Works (FIGURE 3). Its three cylinders measured 24, 38, and 61 inches in diameter, each with a 42 inch stroke. At 40 revolutions per minute, the engine produced 1200 horsepower (Great Lakes Marine Historical Collection 2014). Supplying this engine were two 14 foot by 12 ½ foot Scotch boilers, each producing 160 pounds-per-square-inch of steam pressure. The boilers were also made by the Globe Iron Works Company (Great Lakes Marine Historical Collection 2014).

On 30 May 1895, NORMAN was steaming up-bound into the upper lakes with a light coal cargo on its way to Escanaba, Michigan. Dense fog had reduced visibility as NORMAN passed Middle Island on Lake Huron. Canadian steamer *Jack* (FIGURE 4) was traveling down-bound from Traverse City, Michigan, to Garden Island, Canada, with a cargo of lumber when it collided with NORMAN early in the morning, approximately 10 miles east-southeast of Presque Isle. Numerous news articles report that NORMAN went down within two minutes (*Buffalo Inquirer* 1895; *Sheboygan Evening Telegram* 1895). Three crewmen drowned in the accident: Mrs.

Reynolds of Bay City (wife of the steward), Nels Berstene, watchman, and Toney of Ashtabula, a deck-hand whose last name is not known (*Buffalo Evening News* 1895). The seventeen other crewmen were picked up by *Jack* and nearby steam barge *Sicken,* who moved in on NORMAN's location after hearing the collision.

Captain Stratton, who was at the wheel of NORMAN, reported that he sighted *Jack* twenty minutes before the accident, and proceeded to give the required whistle warnings with the steamer until it suddenly disappeared in the fog:

> When I sighted her again she was very close. I then gave one blast of the whistle, but this time the *Jack* answered with two blasts. I immediately turned the NORMAN hard a-port and thought *Jack* would pass all right. Immediately after she loomed right up close under our port bow, showing her green light. I heard her captain give the order to put her hard a-starboard, then she struck us amidships with a horrible crash (*Buffalo Evening News* 1895).

Captain Stratton gave orders to awaken the men and proceeded to lower one yawl boat. Stratton and the first mate got into the boat and the other men leapt from the sinking ship with a life raft. Some of the floating men climbed into the yawl boat, and others climbed onto the raft. They lashed the raft and yawl boat together and searched the area for two hours for the three missing crew. Steam barge *Sicken* arrived on site two hours after the collision (*Buffalo Evening News* 1895). Once NORMAN's crew were safely aboard, *Sicken* proceeded to locate *Jack*, which was found a few hundred yards away from the floating debris field, and was full of water. *Sicken* took ten of her crew, but the captain, both mates, and the two engineers refused to leave the ship (*Buffalo Enquirer* 1895). *Sicken* left the scene and reported the accident to the Middle Island Lighthouse, who dispatched a life-saving crew and Alpena-based tug *Ralph*.

Nearby, Thunder Bay Island Lifesaving Station responded to a 9:15 AM telephone call that the collision occurred the night before between 8 and 9 miles north of Thunder Bay Island. They dispatched their life boat to search for survivors and render aid to the recovery efforts:

> After a run of 28 minutes at 1:30 PM we heard a tin pan rattling in the fog and we came at the same time alongside of the wreck which proved to be the Canadian steamer *Jack* of Kingston, loaded with square timber. She was waterlogged; the timber holding her above water, her stem and upper works forward is all smashed up also her rigging and topmast is carried away (Thunder Bay Island Life Saving Station 1895).

Ralph towed *Jack* into Presque Isle where it finally sank in 24 feet of water. On 1 June 1895 Captain Simmons of *Jack* made a statement that NORMAN did not send any whistle signals and crossed *Jack*'s bow. Simmons thought NORMAN did not sustain any damage from the collision and called to the captain of the NORMAN "not to desert us, but he drifted away in the darkness" (*Buffalo Inquirer* 1895).

Seven days after the collision, the Menominee Transit Company sued the steamer *Jack* in admiralty court for $164,608.80 in damages and libel (United States District Court Case 4478). Under Section 18 of Congressional Act 4286 entitled "An Act to Remove Certain Burdens of the American Merchant Marine and Encourage the American Foreign Carrying Trade, and for Other Purposes" the owners of the steamer *Jack*, the Calvin Company, claimed Limitation of Liability and were only held responsible for the monetary value of the *Jack*, its engines, machinery, boats, and cargo (United States District Court Case 4480). After it was raised and towed to Detroit, *Jack* was appraised by the Detroit Dry Dock Company for $8,000 and an additional $400 for its lumber cargo. *Jack* was quickly seized by admiralty court officials.

Despite NORMAN's value and short career, it evaded contemporary salvagers who were working in the Great Lakes. Only two reports of planned and/or executed expeditions took place shortly after NORMAN sank off Middle Island. In 1896 a diving bell was shipped to Alpena that was to be launched off steam barge *Jenks*, but no conclusive evidence suggests that the expedition successfully located NORMAN's remains (*Marine Review* 1896). A news clipping from 14 May 1897 reports another salvage expedition was planned by Captain Charles D. Myers of Cleveland:

> The wreck is supposed to lie in 140 or 145 of water, but with the aid of modern facilities Capt. Myers expects that he will find no difficulty in recovering the vessel. Capt. Myers will hire a small steamer, and if nothing prevents he will be on his way to Presque Isle by the first of next month. Capt. Myers apparatus can be used at a depth of 200 feet, so he says (*Duluth Evening Herald* 1897).

Neither proposed salvage expedition ever materialized in Alpena or Presque Isle. NORMAN's coal cargo likely discouraged contemporary salvagers from visiting its shipwreck site in favor of other shipwrecks with much more valuable cargo, like *Pewabic*, located 15 miles south of NORMAN and containing 267 tons of native copper. The lack of salvage interest and its depth kept NORMAN's remains in a much greater state of preservation than other sites where such activities were undertaken.

NORMAN sank in 200 feet of water 10.35 miles east-southeast from the Presque Isle Marina and 8.5 miles north-northeast from Middle Island Lighthouse. The large opening from the collision just aft of amidships on NORMAN caused the steel bulk freighter to sink rapidly (FIGURE 5). It

listed to its port side on descent and sits angled on the lake bottom with its starboard side pointing up towards the surface (FIGURE 6). The site overall is in an excellent state of preservation with substantial vertical relief. Its enormous bow is angled just out of the sand and rises 24 feet towards the surface. Sand and sediment have settled on its port side, but the stempost is still visible. A davit, the capstan, deck cleats, and NORMAN's two bow anchors are all extant on the bow section. Its starboard anchor is still lashed to the gunwale, and its port anchor was jockeyed free and rests upright in the sand, with its taut anchor chain still fed through the port hawse hole (FIGURE 7). Part of NORMAN's bow and pulpit railings are still intact and fastened to the foredeck.

One cargo hatch separates the aft end of the forecastle from the foremast. The foremast rises roughly 60 feet from the deck raked aft towards the surface. Wire rope remnants of its standing rigging drape off the foremast and hang down off the port side to the sand. A bilge pump is mounted eight feet forward of the foremast. Hatch covers lay in the sand off the port side. A yawl boat and its four oars are located just aft of these forward hatch covers in the sand (FIGURE 8). Six large cargo hatches lie between the foremast and mainmast. The chutes and ore-slides of the Escanaba pocket docks would extend and load iron ore into these main hatches.

Like the foremast, the mainmast also remains in place and rises roughly 60 feet towards the surface, with wire rope hanging off the top. The point of collision is just aft of the mainmast. NORMAN's stern section from the collision point aft is severed from the rest of the vessel. The stern section likely broke apart upon impact with the lake bottom. This severance provides an exceptional perspective into the inner structural arrangement of the steel bulk freighter (FIGURE 9). Looking aft from this view, the aft cabin sits on top of the main deck. Beneath the aft cabin is the fire room, where the twin Scotch boilers were fed with coal. The main hold and bilge are at the bottom of the vessel. In order to push exhaust out the single smokestack, the boilers' independent exhaust systems converged at a "y-gather" and then fed up through the single stack and out the aft cabin's roof.

The massive in-line triple expansion steam engine resides astern of the boilers (FIGURE 10). The cylinders are exposed and divers can see into the engine room. The engine spun a single propeller that's mostly buried in the sand, but is partially visible along the starboard quarter off the stern (FIGURE 11). NORMAN's bent rudder is also visible from this perspective. Its orientation suggests that the rudder was one of the first points of contact when the stern section hit the lake bottom, and has since settled farther onto its port side, leaving the rudder suspended in the water column.

8. Statement of Significance

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

[X] 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.

[X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[X] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

[ ] 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 old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
MARITIME HISTORY
COMMERCE
ARCHAEOLOGY - HISTORIC
ENGINEERING

Period of Significance
1890-1895

Significant Dates
August 1890 (Launch)
May 30, 1895 (Sinking)

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
Non-Aboriginal

Architect/Builder
Globe Iron Works, Cleveland, Ohio

Statement of Significance Summary Paragraph

The NORMAN Shipwreck Site is of state historical and archaeological significance. NORMAN is eligible under Criterion A for its role in facilitating the iron ore trade which was of fundamental importance to America's industrial boom and steel manufacturing in the late nineteenth century. During this period America witnessed incredible industrial growth largely attributed to bigger, faster, and more efficient means to extract iron ore from deposits throughout the upper Great Lakes region and deliver it to foundries in Cleveland, Pittsburgh, and other "cities of steel." NORMAN is eligible under Criterion C as an early example of the steel-hulled bulk freighter: a unique, standardized Great Lakes vessel type that greatly increased cargo capacity and efficiency of the marine transportation system on the Great Lakes. Eligible under Criterion D, NORMAN has the potential to yield important archaeological information as an early example of the steel bulk freighter vessel type that proliferated on the Great Lakes through the middle twentieth century. The shipwreck's fine state of preservation and the unusual access the site offers to internal spaces warrant attention, preservation, and protection as a listed property on the National Register of Historic Places.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Commerce

NORMAN was built specifically for the Great Lakes iron ore trade that supplied the region's steel industry. Iron mining in the Lake Superior region began in 1844 with the discovery of iron ore deposits near the future site of the Jackson Mine between the present cities of Negaunee and Ishpeming in Michigan's western Upper Peninsula. The first ore was mined there in 1846. The Jackson Mine marked the beginning of iron mining operations in the Marquette Iron Range extending west from Negaunee and Ishpeming. In the early 1870s explorations for iron ore farther to the southwest resulted in the development of another important iron-mining area, the Menominee Range, from east of Iron Mountain to west of Iron River and into Wisconsin. A third important iron-mining area, the Gogebic Range, in the Wakefield-Ironwood area and west into Wisconsin, began to develop in the early 1880s. Production in Minnesota also began to expand rapidly around the same time – in the Vermillion Iron Range in the later 1880s and in the Mesabi Range in the 1890s (Mansfield, 163).

The rapid development of the upper Great Lakes iron ore trade was reflected in the increasing tonnage and number of ore boats visiting the ore docks throughout Michigan's Upper Peninsula. Beginning in 1888, iron ore became the chief exported material from the Great Lakes region (Lake Carriers Association 1911:123). Of the 16,036,043 tons of iron ore produced in the United States in 1890, 56.95 percent was produced and shipped from the Lake Superior mines (United States Department of the Treasury 1892:xxii). The 1892 Treasury report on internal commerce stated:

> The prosperity of this industry, so far as the Lake Superior ore district is concerned, is almost if not quite, entirely due to the cheap transportation afforded by the water ways. The bulk and weight of this product is so great, compared to its value, that it is not probable the railroads could afford a rate sufficiently low to transport this ore to the furnaces in Illinois, Ohio, and Pennsylvania, notwithstanding this ore is the best in quality and the most valuable iron ore mined in the United States (1892:xxii).

Bulk freighters and the Great Lakes maritime highway quickly became keystones to the Lake Superior iron ore industry. Most of this iron ore was bound for furnaces and foundries in Ohio and western Pennsylvania (Reynolds 2011:25).

Escanaba, Michigan (where NORMAN loaded), became the leading iron ore shipping port in the upper Great Lakes iron industry's early years, beginning in 1865 when the Peninsula Railroad, connecting the mines in the Negaunee-Ishpeming area with Escanaba, was completed. By 1880 a railroad connection from the developing Menominee Range mines to the city was also open, and connections with the Gogebic Range later followed. In 1890 Escanaba's docks shipped 3,714,662 tons of iron ore, and in 1892, a top year, 4,010,085 tons. Escanaba's totals during the 1890s exceeded all other upper Great Lakes ports most years, with Marquette, MI, and Duluth and Two Harbors, MN, coming next (Mansfield, 164). In 1890 Escanaba was served by four ore docks, with a fifth under construction (Nursey, 67). As a port on Lake Michigan the city offered important advantages over Marquette, Duluth, Ashland and the other iron ore ports located on Lake Superior. The distance by ship from Escanaba to down-lake ports such as Cleveland that were the ore's primary destinations was significantly less than from Lake Superior ports, thus reducing boat shipping time. And the locks at Sault Ste. Marie inevitably introduced a bottleneck for shipping from Lake Superior during peak months. Consequently shipping time was reduced by loading ore boats at Escanaba situated at the northern tip of Lake Michigan, where vessels did not need to pass through the Soo Locks to reach down-lake ports. Finally, Escanaba was also ice-free for an average of two weeks longer than the Lake Superior ports, thus lengthening the boat shipping season. Since the first shipment left Escanaba in 1865, the city has remained an important iron ore hub. Escanaba principally serviced iron mines from the Marquette and Menominee Ranges, including the Menominee Range's leading producer, the Chapin Mine in Iron Mountain, fifty-five miles west of Escanaba.

During its early years following its discovery in 1879 the Chapin Mine was one of the largest producers in the Lake Superior district and the leading producer in the Menominee Range. Exploration for iron ore deposits on the Menominee Range only moved forward in the early 1870s, and extensive mining operations began only in the later 1870s after the railroad connection to the boat shipping point at Escanaba was built, from which iron ore could be delivered to down-lake ports near the iron and steel mills.

The Chapin was known for its high grade ore. Michigan's Commissioner of Mineral Statistics remarked in 1890:

> No finer body of ore has ever been found in the State than the Chapin. It is so large, of such uniformity, of such excellent quality, so easily broken in the mine, so fully tested, with no diminution, that it certainly is not excelled, if equaled, by any other deposit that has ever been found in the Lake Superior Region (Lawton 1887:34).

In 1901 the Chapin Mine was bought by the Oliver Iron Mining Company, a subsidiary company of United States Steel Corporation, America's first billion-dollar firm and the largest business enterprise ever launched at the time (*Engineering and Mining Journal* 1902:118). Production continued until 1934 when the Chapin shut its doors due to the Great Depression. Despite the topographical and geographical hurdles, Chapin Mine was the most profitable iron mine in the Upper Peninsula during much of its tenure between 1879 and 1934 and an important asset for the United States Steel Corporation.

Bulk freighters like NORMAN on the Great Lakes maritime highway were a pivotal part of US Steel's success continuing into the 20th century:

> Greater than the number of vessels in the combined fleets of the United States Navy… is the colossal force of vessels gathered together on the Great Lakes to carry iron ore for the United States Steel Corporation (Beeson 1901:172).

Lake Superior iron ore's higher purity compared to ore from the rest of the nation was an important reason for the industrial development of the region (Van Hise 1901:315). The Bessemer process, invented in 1875 by Edgar Thomson, particularly heightened demand for high grades of iron ore. Many nationally significant industries, therefore, relied on Superior ore. This new process of manufacturing led to heightened demand for domestic steel for use as railroad ties, commercial construction, ship building, automobiles, and numerous military and civilian industries.

In 1885, Chicago's Home Insurance Company headquarters became the first building constructed with a steel-reinforced skeleton and considered the first skyscraper (Koram Jr:2008:93). Like ship hulls, steel frames allowed architects to experiment with new building designs that "culminated in the introduction of the skyscraper that today dominates the urban skyline of cities around the world" (Bowlus 2010:153). Masonry construction had a known height limit of fourteen stories, while steel-framed buildings had no such restriction (Domosh 1996:73). Consequently urban landscapes were not only growing laterally, but vertically, and at a staggering rate. Buildings like the Manhattan Life Insurance building (1894), the New York World Building (1890), and others competed for the title of worlds' tallest building. All of these structures relied upon the vast supply and effective transportation network of the Lake Superior iron ore industry. Steel bulk freighters like NORMAN were instrumental in providing the necessary construction materials for the largest buildings in North America and qualify its shipwreck site as eligible under Criterion A.

Lake Superior iron ore was perhaps most essential in the construction and expansion of a national railroad network (Bogue 2007:55). America's vast rail network was the principal force behind the rapid national industrialization that occurred in the late 19th and early 20th centuries (Rostow 1960). Its "giant web broke down the barriers of regionalism and gave all but the most remote villages access to markets previously unavailable" (Bowlus 2010:9). Railroading was a key factor in the success of every American industry as it brought raw materials to manufacturing centers, and finished products to market. The tracks, ties, engines, and rail cars of American's transportation system were all built with Bessemer steel beginning in the 1880s through the 1920s. Bessemer steel, of course, was only produced with the pure, low-phosphorus iron ore found in Michigan's Upper Peninsula.

NORMAN was the first of six massive steel steamers commissioned by the Menominee Transit Company in 1890 to be built by Globe Iron Works of Cleveland, Ohio. NORMAN was completed in 1890 and the other five by August 1891. Ferdinand Schlesinger, Marcus A. Hanna, and H. M. Hanna incorporated the Menominee Transit Company in 1890. Ferdinand Schlesinger was also the "controlling owner" of the Chapin Mining Company. The Hanna brothers had been involved in shipping iron ore from the Upper Peninsula since 1874, when they established the Cleveland Transportation Company to ship ore from the Cleveland Iron Mining Company's mines in Ishpeming (Mansfield, 54). M. A. Hanna & Company, also controlled by the brothers, was the Chapin Mining Company's sales agent and fleet manager.

The Chapin, like some other mining companies, wanted their own private fleet as part of a goal of controlling all aspects of iron ore production and shipping. Contract vessel owners were rarely bound by strict contracts to mine agents. Bulk freighter owners and captains chased the highest rate per ton of bulk cargo, which often varied week by week between grain and iron ore. By the late 1880s it became apparent to mining agents that it was more reliable and cost-effective to purchase their own fleets and control all aspects of production and transportation than rely on the unstable contract vessel market. Menominee Transit Company was formed to fill this void and six ships were contracted to be built by Globe Iron Works, hull numbers 36-41: NORMAN, *Saxon*, *German*, *Briton*, *Grecian*, and *Roman* (*Buffalo Evening News* 1895). The Chapin Mining Company failed during the national economic downturn of 1893, and the six ore boats were thereafter managed by M. A. Hanna & Co. (Mansfield, 56).

Criterion C: Engineering

As an early steel bulk freighter NORMAN has a significant place in the evolution of Great Lakes shipbuilding and, specifically, the development of Great Lakes ore carriers. Great Lakes bulk freighters trace their origins to *R. J. Hackett*, built in 1869 by Peck and Masters in Cleveland, Ohio (Thompson 1991:22). With its innovative forward pilothouse and aft engine and crew cabin, *R. J. Hackett*'s main deck was relatively uninterrupted with eight foot cargo hatches spaced twenty-four feet on center that matched up with the spacing of loading nozzles at iron ore pocket docks (Wright 1969:5). Not only did this "fore-and-aft" cabin arrangement allow for more tonnage due to the consolidation of unprofitable ship spaces (large engine rooms located amidships, expansive cabins on deck) but also cargo loading/unloading was accelerated. Time at

dock was reduced greatly as *R. J. Hackett*'s cargo hatches were spaced according to dockside loading equipment.

The development of the bulk freighter evolved concurrently with advances in dockside loading and unloading equipment. The symbiotic relationship between ship and dock cannot be understated in the Lake Superior iron ore industry. Various developments in dockside technologies were geared towards the increased mechanization of loading and unloading processes to expedite time in port. "Pocket docks" appeared in Marquette in the early 1860s. Ships would dock alongside towering chutes that would lower over the cargo holds and fill ore boats in a matter of hours. Rail cars brought ore right onto the dock where it was dumped into large cylinders, called pockets, that fed the chutes. The co-evolution of the pocket dock and other dockside technologies with the bulk freighter illuminated the corporatization and industrial expansion of the Lake Superior iron ore industry in the second half of the nineteenth century. Together, these technological developments helped companies like Chapin Mining vertically integrate and streamline their businesses.

NORMAN's early triple expansion steam engine offers additional grounds for its significance in maritime history and is illustrative of NORMAN's place at the forefront of cutting edge technology. In 1886 package freighter *Susquehanna* was the first vessel on the Great Lakes to be outfitted with a triple expansion engine, just four years before NORMAN was launched in Cleveland, Ohio (Thompson 1994:41). Before 1886, bulk freighters and other steam-powered vessels were propelled by different variations of the compound steam engine; these engines had two cylinders, as opposed to NORMAN's three. The triple expansion engine was 24 percent more efficient than the two-cylinder compound engines of the 1870s and 79 percent more efficient than the single cylinder direct-acting engines that were standard in all steam vessels before the compound engine was introduced (Bowlus 2010:150). Steam engine efficiency relates to the amount of horsepower that can be produced per steam cycle. In the single cylinder engines, once steam was injected into the cylinder it was then exhausted and lost. The triple expansion engine forced the exhausted steam used in the smallest cylinder to the medium-sized cylinder, and then again to the largest cylinder (Thompson 1991:61). The triple expansion engine works on the principle that greater surface areas at lower pressures generate the same force as higher pressures on a smaller surface area. This technology greatly improved steam efficiency, increased horsepower, and gave Globe Iron Works a propulsion system that could propel ever-larger steel hulls (Bowlus 2010:149).

This system also made ships more efficient by requiring less coal per mile of travel. *Corona*, built in 1888 by Globe Iron Works, was the first bulk freighter that was outfitted with both a steel hull and a triple expansion engine (Bowlus 2010:149). NORMAN was built just two years later, making it part of the first generation of Great Lakes steel bulk freighters. In 1897, marine architect Walter Miller recognized triple and later quadruple expansion engines as one of the three "great developments of the previous ten years" (Miller: 1897:245). The triple expansion engine was the standard means of steam propulsion until steam turbines were invented just before World War II (Thompson 1994:41).

The specialized Great Lakes bulk freighter evolved quickly, with the first iron-hulled version, *Onoko,* launched in 1882. *Spokane,* launched four years later in 1886, was the first steel-hulled bulk freighter and thought of as "the most modern freighter on the lakes" (Thompson 1991:22) (FIGURE 12). Both *Onoko* and *Spokane* were built at Globe Iron Works, which had become the premiere builder for Superior-bound ore ships (Lake Carriers Association 1911:110). NORMAN was launched just four years after *Spokane,* placing it very early in steel bulk freighters' chronology. Steel hulls allowed shipbuilders to build mammoth vessels as big as regional locks, canals, and harbors would allow. Wooden hulls like on *R. J. Hackett* flexed, sagged, and hogged, often creating frustrating leaks, and warping was accentuated by heavy ore cargoes. This problem was eliminated by steel's rigid properties. It did not take long for steel-hulled bulk freighters to become the standard in iron ore transportation. Globe Iron Works of Cleveland, Ohio, was an industry leader in building these fast steel "flyers." Between 1887 and 1900, 108 steel vessels were launched in Cleveland, 70 of these built by Globe Iron Works (Wright 1969:29).

Globe Iron Works of Cleveland began as Sanderson & Company in 1853. Henry Coffinberry, Robert Wallace, and John Pankhurst bought the operation in 1869, renaming the foundry Globe Iron Works. In 1880 they constructed a new shipyard on West 49th Street, Cleveland, on the west bank of the winding Cuyahoga River (Colton 2010). With the addition of a shipyard, the company again changed names, this time to a more encompassing Globe Shipbuilding Company, with a specific interest in the design and construction of steel vessels for the bulk cargo trade. With increasing demands in the middle 1880s it was clear that to maximize ore cargo capacity, shipyards had to standardize ship design (Bowlus 2010:147). NORMAN, and its sisters, were products of this shipbuilding strategy spearheaded by Globe Iron Works. Ships were no longer built as unique stand-alone craft; they were built commercially in large contracts to supply the seemingly endless demand for ore transportation by mine owners. In 1888 Globe Iron Works boasted that they could launch "six large steel steamers" each year (Hutchins 1941:457).

The company changed hands, again, in March 1899 when the Cleveland Shipbuilding Company, Globe Iron Works (including Globe Shipbuilding Company), the Ship Owners Dry Dock, and various other shipyards in Buffalo, Detroit, Milwaukee, West Superior, West Bay City, and Chicago were all incorporated as the American Shipbuilding Company (Ehle 1996:26). For a detailed review of the corporate history of American Shipbuilding Company see Richard J. Wright's *Freshwater Whales: A History of the American Ship Building Company and Its Predecessors*.

By 1902 American Shipbuilding Company was the third largest shipyard in the world (*Marine Review* 1902:21). This massive conglomerate of industry leaders chose Cleveland as their headquarters. Cleveland remained a major steel shipbuilding hub through World War II and, by 1952, American Shipbuilding Company became the largest builder in the Great Lakes (Blume 2012:109).

NORMAN was launched on the front lines of this important evolution in the standardization of Great Lakes steel shipbuilding and the rise of steel bulk freighters. NORMAN was also built at the dawn of triple expansion steam engines which became the Great Lakes standard in steam

propulsion between 1886 and 1940. It is a very early example of a ship type that lasted through the 1940s. One can see the clear resemblance between the 1890-built NORMAN and the 1942-built *Alpena* which still carries bulk cargoes across the inland seas (FIGURE 13).

Criterion D: Archaeology - Historic

NORMAN possesses great archaeological significance because of its state of preservation. Resting 200 feet beneath the surface, NORMAN is accessible only to technical divers and, consequently, is visited infrequently. Furthermore, NORMAN remained lost for almost one hundred years until John Steele found it in 1986. Consequently the site is less frequented than shipwrecks of the same vintage sunk in shallow water. NORMAN's sister ship, *Grecian*, is sunk in 100 feet of water 10 miles east of Alpena, Michigan. *Grecian*'s shipwreck site is less intact due to damage caused by historic salvage efforts and present-day effects of *Grecian* being a popular recreational dive site. Both sites offer incredible insights into the iron ore-minded vessel designs of Globe Iron Works of Cleveland, Ohio. Each shipwreck site can yield important archaeological and historical data that will complement the knowledge gained from the other.

NORMAN's early position in the chronology of steel bulk freighters gives it special archaeological interest. On the same note, NORMAN is one of the earliest steel bulk freighter shipwrecks, and complements other American Shipbuilding Company-built vessels that lie on the bottom of the Great Lakes: *SS Superior City* (1898), *Argus* (1905), *Hydrus* (1903), *Henry B. Smith* (1906), *John A. McGean* (1908) and *Charles S. Price* (1910). NORMAN's early build date of 1890 complements nicely these other archaeological examples of Great Lakes steel bulk freighters. Most of NORMAN's shipwreck site remains in an excellent state of preservation including its triple-expansion steam engine, yawl boat, masts, and crew cabin which offer the maritime archaeologist unparalleled research opportunities (FIGURE 15). The site features unusual access to otherwise interred spaces (engine room, crew quarters, and others) that should be further studied to illuminate the human experience on board early steel bulk freighters engaged in the iron ore trade.

A comparative study of artifact collections between the two sister ships (NORMAN and *Grecian*) would increase our knowledge of both sites. Most of *Grecian*'s portable artifacts have been taken by salvagers and recreational divers. NORMAN, on the other hand, features distinct, diagnostic artifacts that yield important archaeological data on the human experience on board both vessels. The presence of such artifacts like tableware (FIGURE 16), the engine room telegraph (FIGURE 17), and steam engine gauge panel (FIGURE 18) illustrate NORMAN's significance as a valuable archaeological site.

The presence of two sister ships located in recreational and technical water depths is also a rare opportunity to learn about archaeological site formation. Such a comparison would assist state and federal cultural resource managers in managing both sites. Most of *Grecian*'s midship section has collapsed onto the lake bottom, while NORMAN's hull is entirely intact. Protection under the National Register of Historic Places will further ensure that NORMAN's hull is left untouched and allow state and federal archaeologists to accurately monitor NORMAN's

degradation. This study, involving periodic site visits, can advise similar shipwreck management decisions in other areas of the Great Lakes and be a case study in site formation process for steel bulk freighters sunk in fresh water.

NORMAN is also likely a grave site for three crew: Mrs. Reynolds of Bay City (wife of steward), Nels Berstene (watchman), and Toney (deckhand) (*Buffalo Evening News* 1895). Their remains may be interred in NORMAN's shipwreck site and its listing as a property on the National Register of Historic Places will provide them additional protection. At the nearby *Pewabic* shipwreck site it is apparent that human remains have been taken from the site or relocated. This disturbing behavior further amplifies the need for NORMAN's shipwreck site (and other vulnerable intact vessels) to be listed on the National Register of Historic Places offering an additional level of protection for these historic sites.

In summation, because of its highly intact state of preservation, rich material culture, potential for comparative study with sister ship *Grecian*, and the human remains likely buried in the vessel, NORMAN's shipwreck site contains rich and legitimate archaeological significance. How big were the crew quarters? How much common space was there in the aft cabin? How were the cargo compartments arranged? Were there any bulkheads? How was the remaining life boat fastened to the davits? What position were the boiler valves left in? Is there a way to secure any human remains present to prevent future disturbance?

Eligibility Conclusion

NORMAN is eligible under Criterion A for its role in facilitating the Lake Superior iron ore trade, which was of fundamental importance to America's industrial boom and steel manufacturing in the late nineteenth century. During this period America witnessed incredible industrial growth largely attributed to bigger, faster, and more efficient means to extract Lake Superior iron ore and deliver it to foundries in Cleveland, Pittsburgh, and other "cities of steel." NORMAN is also eligible under Criterion A and C as an early example of the steel bulk freighter, a unique, standardized Great Lakes vessel type that greatly increased the cargo capacity and efficiency of the marine transportation system on the Great Lakes. It was on the forefront of technologies that revolutionized Great Lakes shipbuilding like the triple expansion steam engine. Under Criterion D, NORMAN is eligible because it has the potential to yield important archaeological information as an early example of the steel bulk freighter vessel type. The shipwreck's incredible state of preservation and unusual access to interred spaces warrant attention, preservation, and protection as a listed property on the National Register of Historic Places.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Beeson, Harvey
1901 *Beeson's Marine Directory of the Northwestern Lakes*. Beeson's Marine Directory, Chicago, IL.

Blume, Kenneth J.
2012 *Historical Dictionary of the U.S. Maritime Industry*. Scarecrow Press, Lanham, MD.

Bogue, Margaret B.
2007 *Around the Shores of Lake Superior: A Guide to Historic Sites*. University of Wisconsin Press, Madison, WI.

Buffalo Evening News
1895 Lake Disaster: Big Steel Steamer NORMAN Sent to the Bottom with Three of Her Crew. *The Buffalo Evening News* 1 June. Buffalo, NY. Courtesy of the Thunder Bay Sanctuary Research Collection, Alpena, MI.

Buffalo Inquirer
1895 Lake Disaster: Steamer Norman Sunk In A Collision Three People Drowned. *Buffalo Inquirer* 31 May. Buffalo, NY. Courtesy of the Thunder Bay Sanctuary Research Collection, Alpena, MI.

Colton, Tom
2010 Globe Iron Works. Biographical entry at www.shipbuildinghistory.com. Delray Beach. FL. http://www.shipbuildinghistory.com/history/shipyards/2large/inactive/globe.htm

Domosh, Mona
1996 *Invented Cities: The Creation of Landscape in Nineteenth-Century New York and Boston*. Yale University Press, New Haven, CT.

Duluth Evening Herald
1897 To Raise the Norman. *Duluth Evening Herald* 14 May. Duluth, MN. Courtesy of the Thunder Bay Sanctuary Research Collection, Alpena, MI.

Ehle, Jay C.
1996 *Cleveland's Harbor: The Cleveland-Cuyahoga County Port Authority*. Kent State University Press, Kent, OH.

Engineering and Mining Journal
1902 General Industry Notes: Michigan. Volume 73: January 18. The Engineering and Mining Journal, New York.

Great Lakes Marine Historical Collection
2014 Official Number 130505: Norman Ship Information and Data Record. Held at The Milwaukee Public Library, Milwaukee, WI.

Hutchins, John G.
1941 *The American Maritime Industries and Public Policy: 1789-1914*. Harvard University Press, Cambridge, MA.

Iron Trade Review
1906 The Chapin Mine-Its Record and Prospects. September 27. Volume 39. Penton Publishing Company, Cleveland, OH.

Koram Jr., Joseph J.
2008 *The American Skyscraper 1850-1940: A Celebration of Height*. Branden Books, Boston, IL.

Lake Carriers' Association
1911 *Annual Report of the Lake Carriers' Association 1910*. P. N. Bland Printing Company, Detroit, MI.

Lawton, Charles
1887 *State of Michigan Mines and Mineral Statistics*. Thorp and Godfrey, Lansing, MI.

1891 *State of Michigan Mines and Mineral Statistics*. Robert Smith & Company, Lansing, MI.

Mansfield, John Brandt
1980 *Trading & Shipping on the Great Lakes* [reprint of part of *History of the Great Lakes, Vol. 1,* published by J. H. Beers & Company, Chicago, IL, 1899]. Coles Publishing Co., Toronto.

Marine Review
1896 A Diving-Bell Shipped to Alpena. *Marine Review* 13 August. Cleveland, OH.

1902 Built on the Lakes for Ocean Service. *Marine Review* 30 January. Cleveland, OH.

Miller, Walter
1897 Marine Engineering on the Great Lakes – Past and Present. In *Beeson's Marine Directory*, pp.245-246. Harvey C. Beeson, Chicago, IL.

Nursey, Walter R.
[1890]. *The City of Escanaba, Michigan, U.S.A., "The Iron Port of the World." A History of Its Growth, with a Description of Its Industries, Resources, Commercial Position, Climate and Topography. Replete with Information for the Capitalist, Manufacturer, Artizan, Agriculturalist and Sportsman.* Lew A. Gates, Escanaba.

Reynolds, Terry S.
2011 *Iron Will: Cleveland-Cliffs and the Mining of Iron Ore*. Wayne State University Press, Detroit, MI.

Rostow, Walt W.
1960 *The Stages of Economic Growth: A Non-Communist Manifesto*. Cambridge University Press, Cambridge, MA.

Sheboygan Evening Telegram
1895 The Big Steel Norman and the Canadian Steamer Jack Collided. *Sheboygan Evening Telegram* 1 June. Sheboygan, WI. Courtesy of the Thunder Bay Sanctuary Research Collection, Alpena, MI.

Thompson, Mark L.
1991 *Steamboats and Sailors of the Great Lakes*. Wayne State University Press, Detroit, MI.

1994 *Queen of the Lakes*. Wayne State University Press, Detroit, MI.

Thunder Bay Island Life Saving Station
1895 Daily Log for 31 May 1895. Located in Record Group 41Chicago National Archives, Chicago, IL.

United States Department of the Treasury
1892 *Report on the Internal Commerce of the United States*. Bureau of Statistics. Government Printing Office, Washington DC.

United States District Court
1895 Case 4478: The Menominee Transit Company vs. Steamer Jack. 9th District, Eastern District of Michigan. 6 June. Located in Record Group 21 Chicago National Archives, Chicago, IL.

United States District Court
1895 Case 4480: In the Mater of the Petition of the Calvin Company, Limited, Owners of the Steamer Jack. 10 June. Located in Record Group 21 Chicago National Archives, Chicago, IL.

Van Hise, C. R.
1901 *The Iron-Ore Deposits of the Lake Superior Region*. Government Printing Office, Washington D. C.

Wright, Richard J.
1969 *Freshwater Whales: A History of The American Ship Building Company and Its Predecessors*. Kent State University Press, Kent, OH.

Previous documentation on file (NPS):

____ 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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X__State Historic Preservation Office
____ Other State agency
__X__ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): 20UH018

---

10. Geographical Data

Acreage of Property: 99.03

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: 45.311600 (Center) Longitude: -83.279000

Boundary Box Coordinates
1. Latitude: 45.314674 (Northwest Corner) Longitude: -83.283887
2. Latitude: 45.308962 (Southwest Corner) Longitude: -83.283812
3. Latitude: 45.308974 (Southeast Corner) Longitude: -83.275648
4. Latitude: 45.314408 (Northeast Corner) Longitude: -83.275527

Verbal Boundary Description (Describe the boundaries of the property.)

The NORMAN Shipwreck Site rests 10.5 miles east-southeast of Presque Isle Township and 8.5 miles north-northeast of Middle Island Lighthouse in northwestern Lake Huron. The steel bulk freighter's remains lie within the boundaries of the National Oceanic and Atmospheric Administration (NOAA) Thunder Bay National Marine Sanctuary, which is under the jurisdiction of the United States Department of Commerce. 45.311600 latitude and -83.279000 longitude mark the center of the property. The boundaries of the box are defined by a square with .40 mile sides (2112 feet), with a perimeter of 1.60 miles. The area of the boundary box is 99.03 square acres. The northwest corner is located at latitude 45.314674 longitude -83.283887. The southwest corner is located at latitude 45.308962 longitude -83.283812. The southeast corner is located at latitude 45.308974 longitude -83.275648. The northeast corner is located at latitude 45.314408 longitude -83.275527.

Boundary Justification (Explain why the boundaries were selected.)

The National Register boundaries of the NORMAN Shipwreck Site encompass the footprint of its articulated remains within the coordinates listed above to capture the wreck site, hull structure, yawl boat, associated artifacts and debris field. Diver surveys conducted by the Thunder Bay National Marine Sanctuary have revealed the extent of NORMAN's hull structure, associated artifacts, and debris field that are centralized around latitude 45.311600 longitude -83.279000. The justification for the .40 mile square surrounding the main hull structure is that NORMAN, like the majority of vessels involved in collisions that resulted in a sinking event, has a scattered debris field around the wreck site's footprint. The examination of this debris field in the future may yield information important to history, and provide information about shipboard life, vessel design, use, cargo stowage, and NORMAN's wrecking event.

---

11. Form Prepared By

name/title: Philip Alexander Hartmeyer / Maritime Archaeologist
organization: Thunder Bay National Marine Sanctuary
street & number: 500 West Fletcher Street
city or town: Alpena state: Michigan zip code:49707
e-mail: phil.hartmeyer@noaa.gov
telephone: (989) 356-8805 x.15
date: January 11, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Photograph/Figure 1	NORMAN, Historic Image Name of Author: Unknown Date of Image: 1890-1895 Location of Image: Thunder Bay Sanctuary Research Collection, Alpena, MI MI_Presque Isle_Norman Shipwreck Site_01
Photograph/Figure 2	R. J. HACKETT, Historic Image Name of Author: Unknown Date of Image: 1870-1905 Location of Image: Thunder Bay Sanctuary Research Collection, Alpena, MI MI_Presque Isle_Norman Shipwreck Site_02
Photograph/Figure 3	NORMAN, Underwater Image of Engine Name of Author: National Oceanic and Atmospheric Administration Date of Image: 18 May 2010 Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI

MI_Presque Isle_Norman Shipwreck Site_03

Photograph/Figure 4
JACK, Historic Image
Name of Author: Unknown
Date of Image: 1895-1912
Location of Image: Thunder Bay Sanctuary Research Collection, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_04

Photograph/Figure 5
NORMAN, Underwater Image of Collision Damage
Name of Author: National Oceanic and Atmospheric Administration
Date of Image: 18 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_05

Photograph/Figure 6
NORMAN, Underwater Image of Port Bow
Name of Author: Doug Kesling, National Oceanic and Atmospheric Administration
Date of Image: 15 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_06

Photograph/Figure 7
NORMAN, Underwater Image of Starboard Bow
Name of Author: Doug Kesling, National Oceanic and Atmospheric Administration
Date of Image: 15 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_07

Photograph/Figure 8
NORMAN, Underwater Image of Yawl Boat
Name of Author: National Oceanic and Atmospheric Administration
Date of Image: 18 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_08

Photograph/Figure 9
NORMAN, Underwater Image of Collision Damage
Name of Author: National Oceanic and Atmospheric Administration
Date of Image: 18 May 2010

Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_09

Photograph/Figure 10
NORMAN, Underwater Image of Steam Engine
Name of Author: National Oceanic and Atmospheric Administration
Date of Image: 18 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_10

Photograph/Figure 11
NORMAN, Underwater Image of Rudder
Name of Author: National Oceanic and Atmospheric Administration
Date of Image: 18 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_11

Photograph/Figure 12
SPOKANE, Historic Image at Loading Docks
Name of Author: Unknown
Date of Image: 1888-1907
Location of Image: Thunder Bay Sanctuary Research Collection, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_12

Photograph/Figure 13
ALPENA, Present-Day Photograph
Name of Author: Tom Banfai
Date of Image: 24 March 2014
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_13

Photograph/Figure 14
Chart of Tons of Iron Ore Shipped from Lake Superior
Name of Author: Philip Hartmeyer
Date of Image: 10 January 2015
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_14

Photograph/Figure 15
NORMAN, Photo Mosaic
Name of Author: National Oceanic and Atmospheric Administration

Date of Image: 18 May 2010
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_15

Photograph/Figure 16

NORMAN, Underwater Image of Tableware
Name of Author: John Janzen
Date of Image: 1 April 2013
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_16

Photograph/Figure 17

NORMAN, Underwater Image of Engine Room Telegram
Name of Author: John Janzen
Date of Image: 1 April 2013
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_17

Photograph/Figure 18

NORMAN, Underwater Image of Gauge Panel
Name of Author: John Janzen
Date of Image: 1 April 2013
Location of Image: Thunder Bay National Marine Sanctuary, Alpena, MI
MI_Presque Isle_Norman Shipwreck Site_18

Figure 1

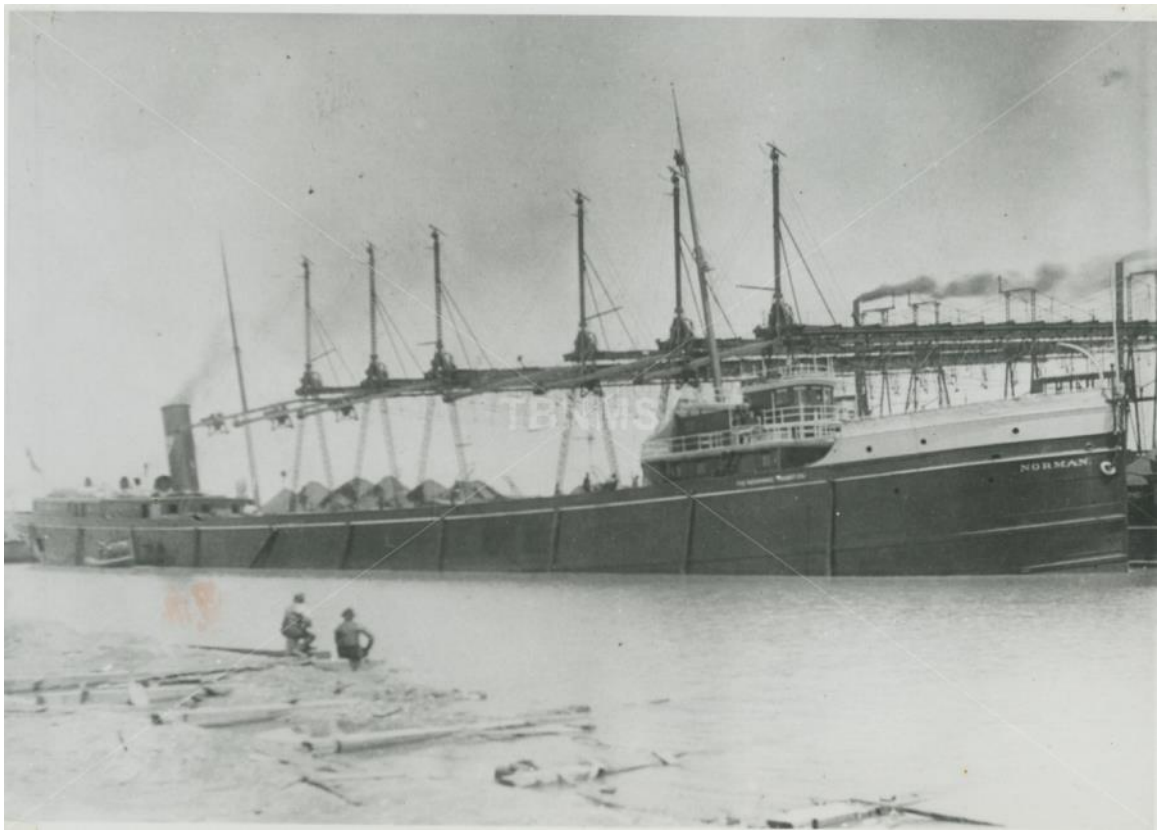


Figure 2

Figure 3

Figure 4

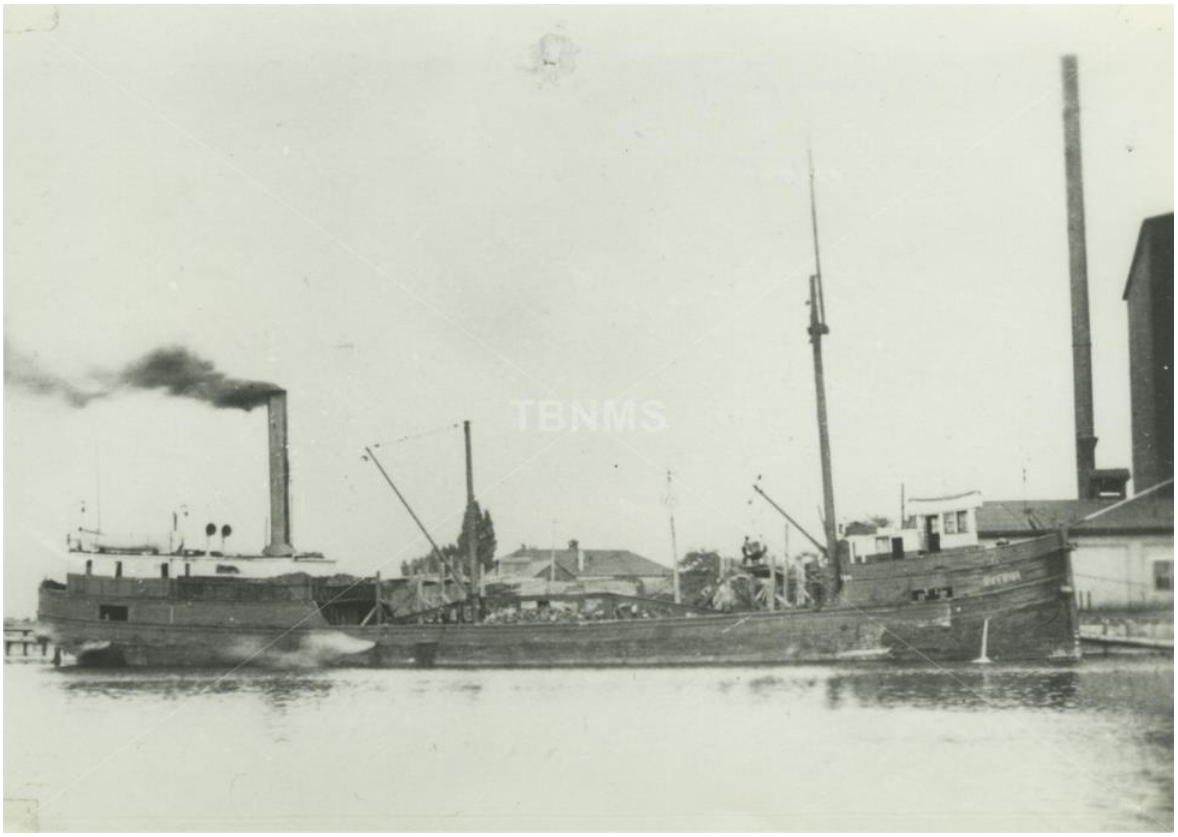


Figure 5

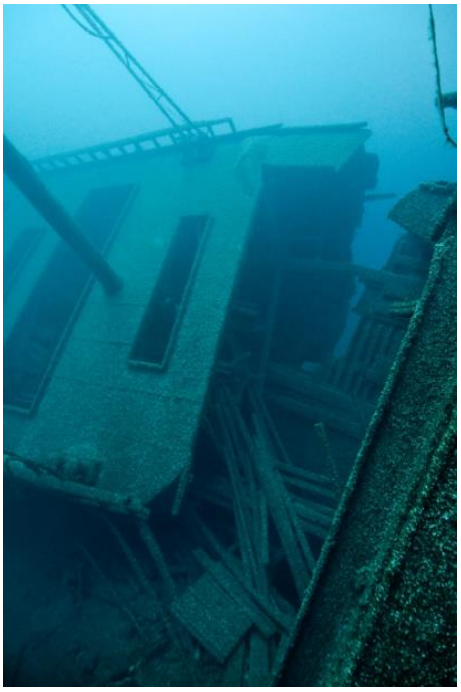


Figure 6

Figure 7

Figure 8

Figure 9

Figure 10

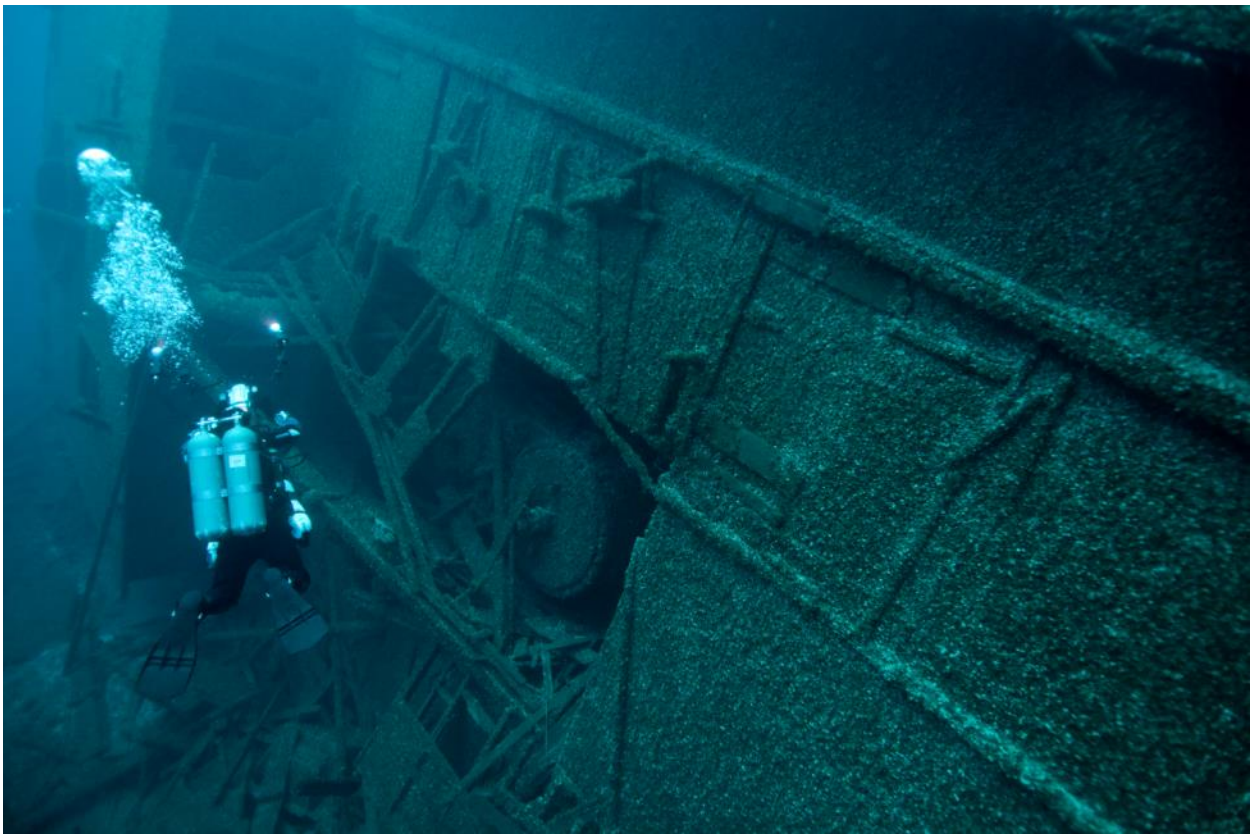


Figure 11

Figure 12

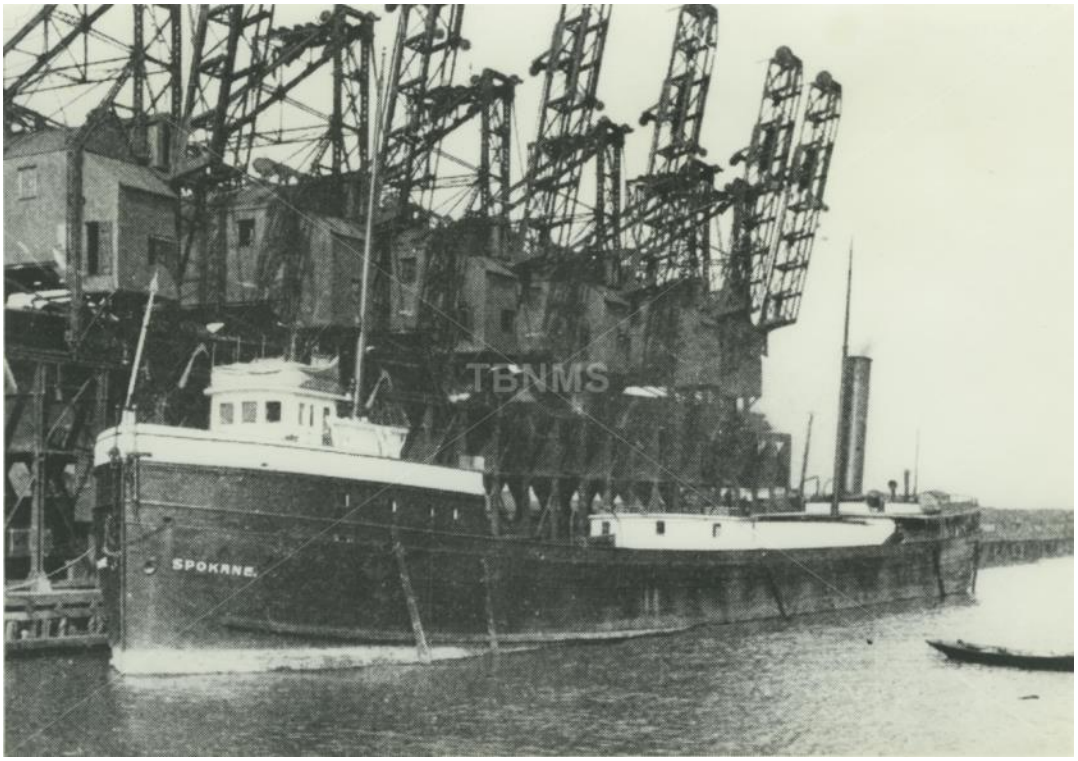


Figure 13

Figure 14

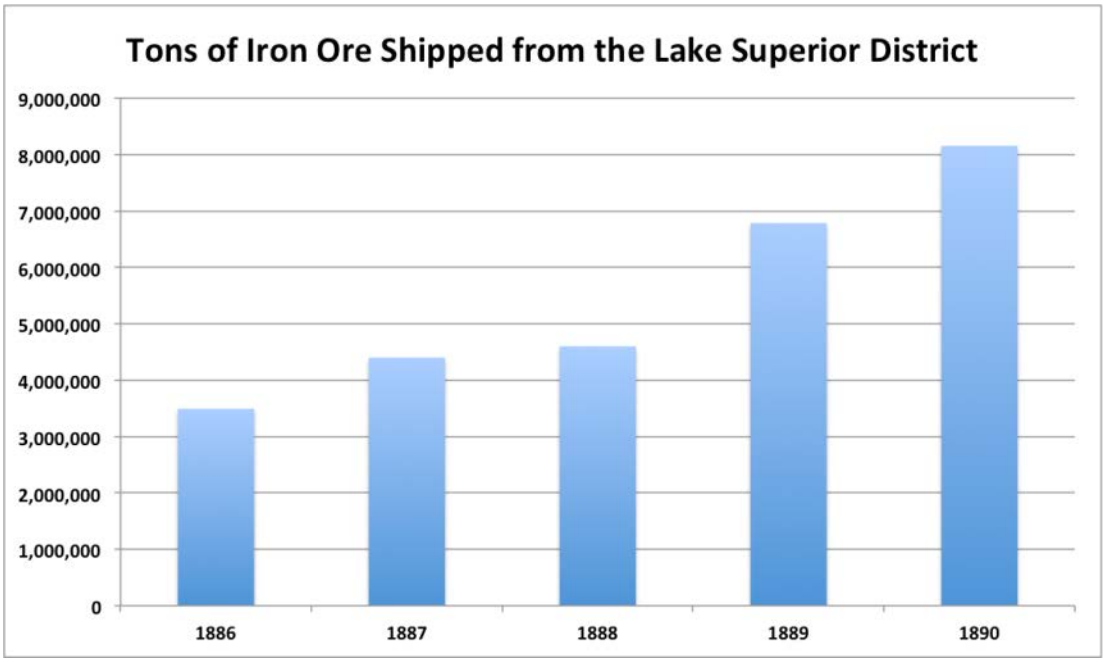


Figure 15

Figure 16

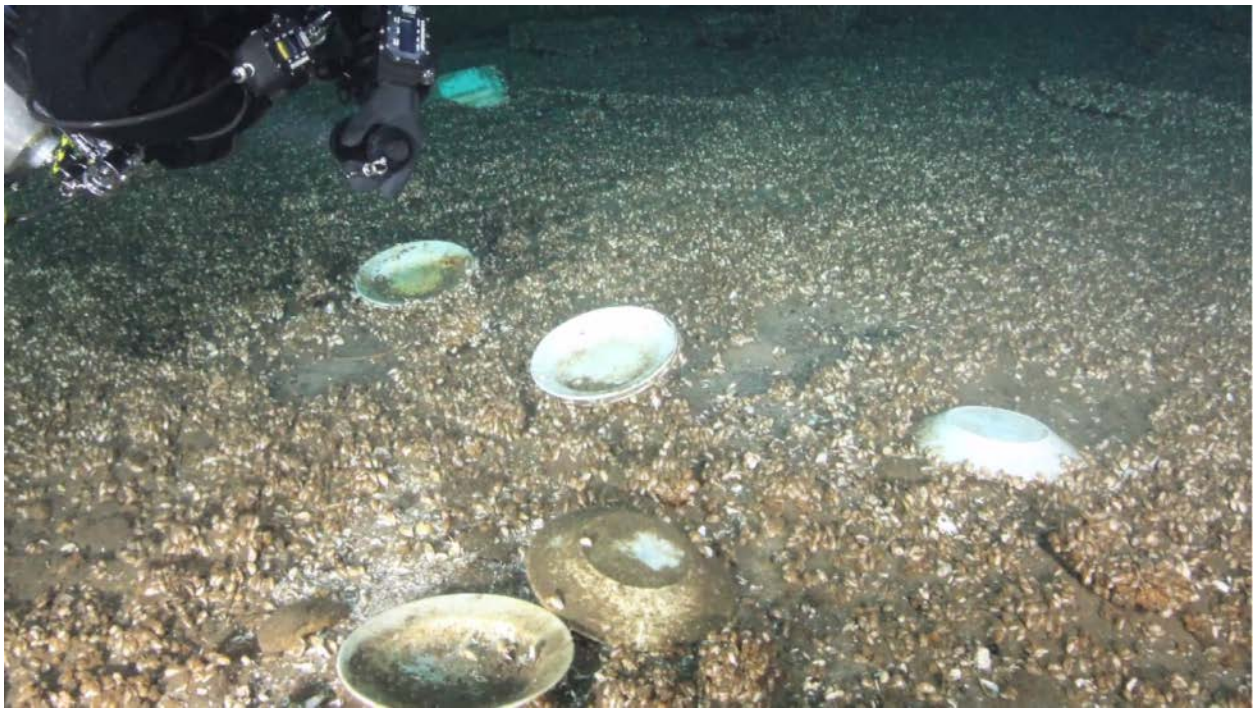
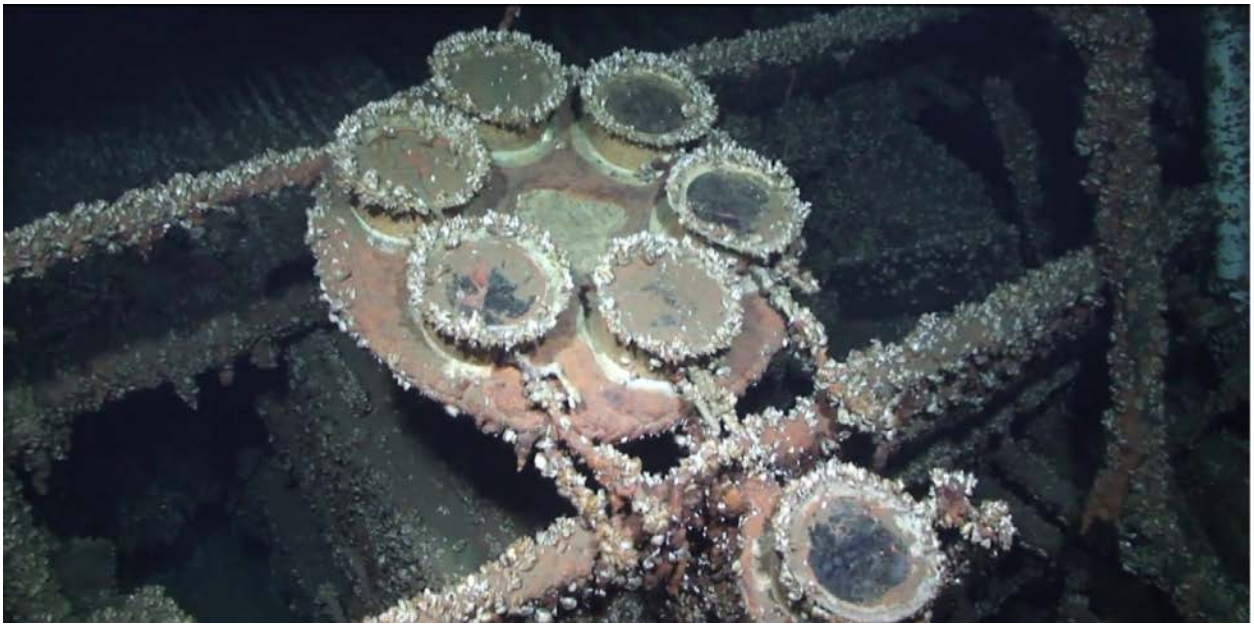
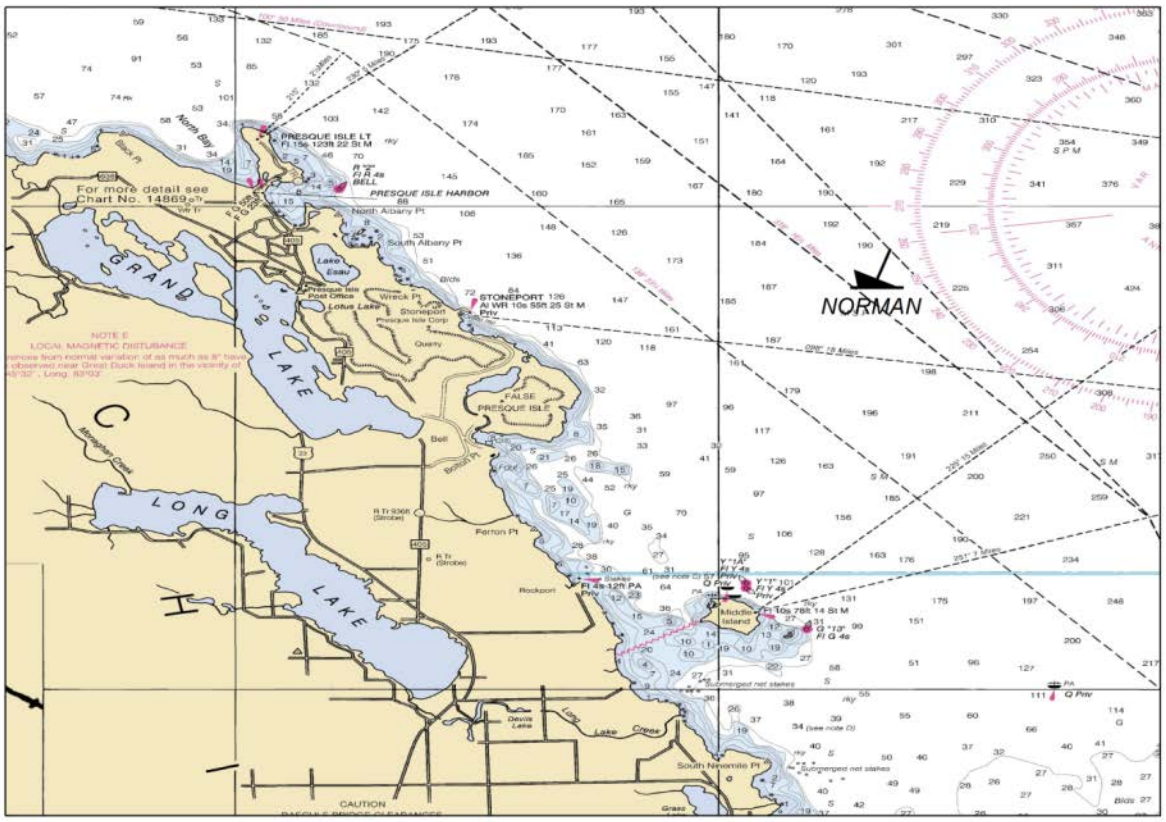
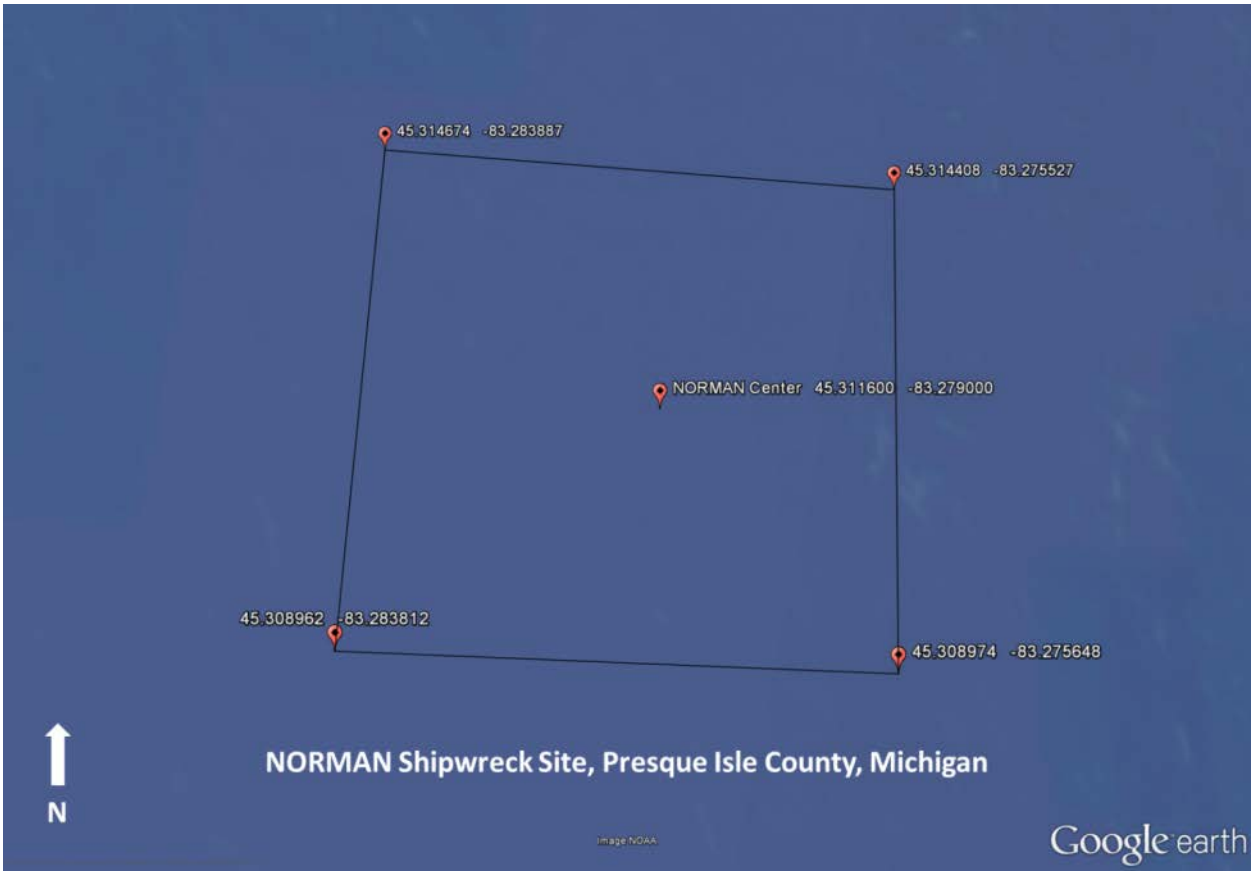


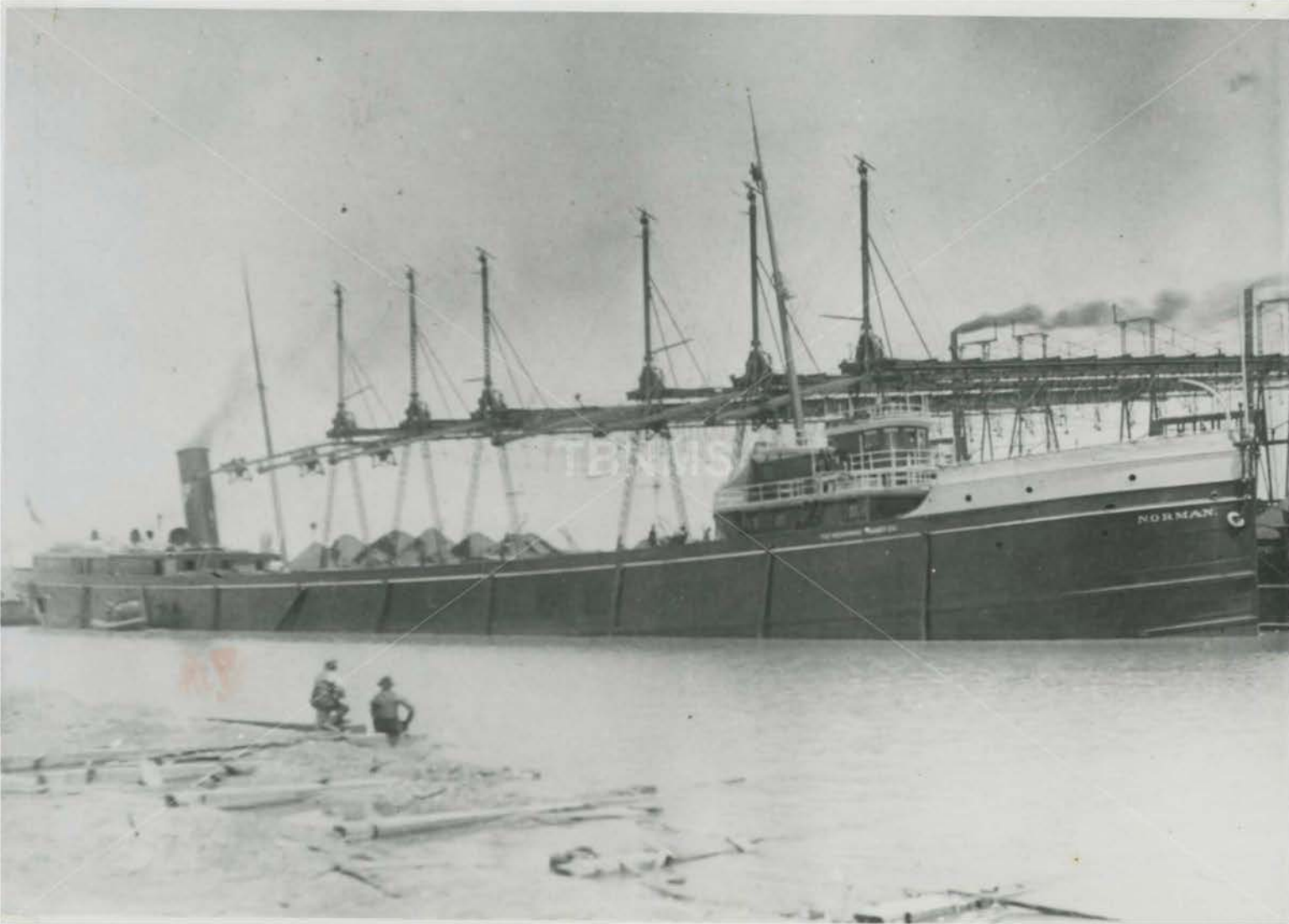
Figure 17

Figure 18

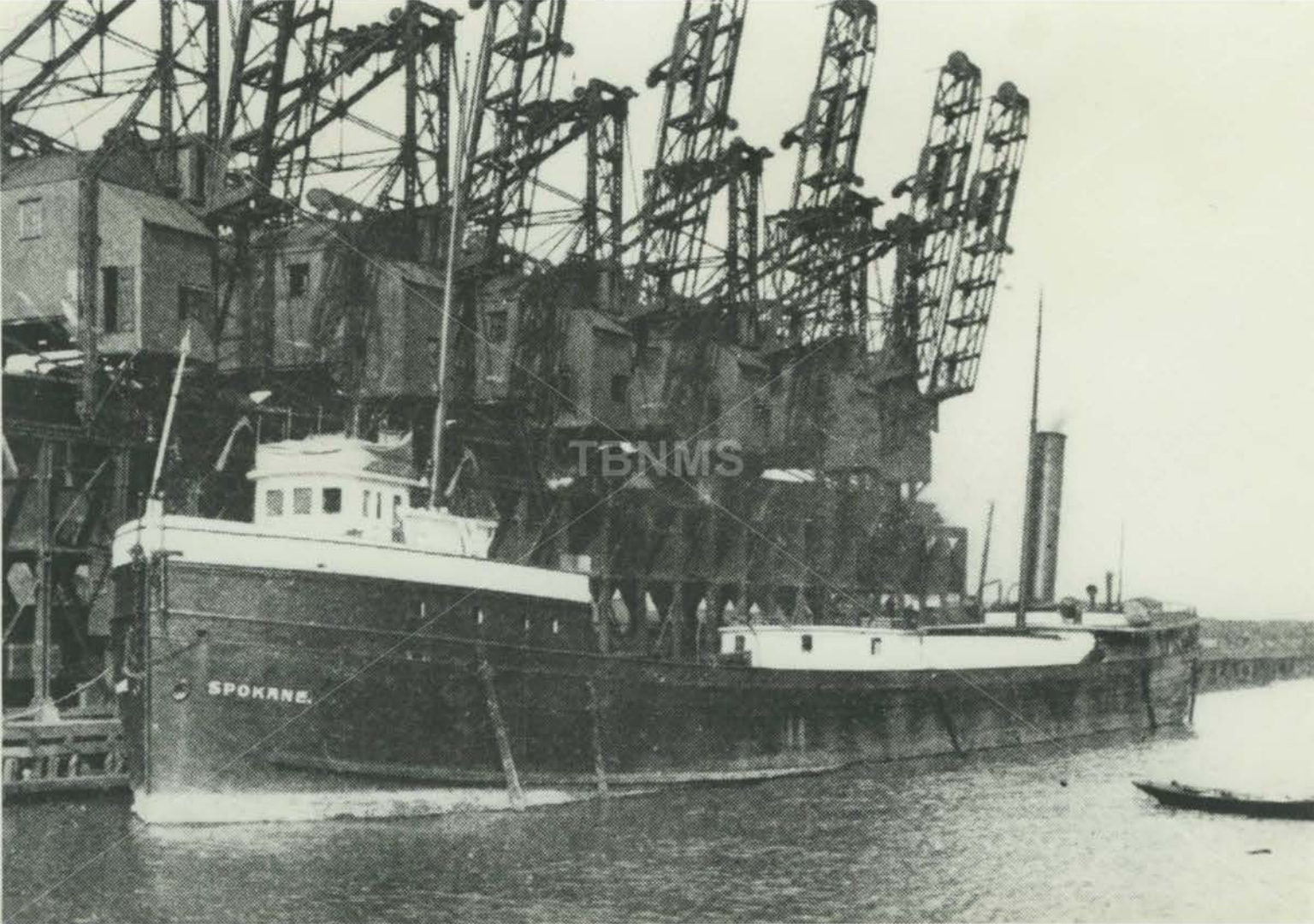



NORMAN
PRESQUE ISLE HARBOR
GRAND LAKE
LONG LAKE
FALSE PRESQUE ISLE
STONEPORT
For more detail see Chart No. 14869
N
W
E
S
NORMAN SHIPWRECK SITE
Presque Isle County (Lake Huron), Michigan
Midships 45.311600 -83.279000
0 2.25 4.5 9 Miles
NOAA Chart 14869

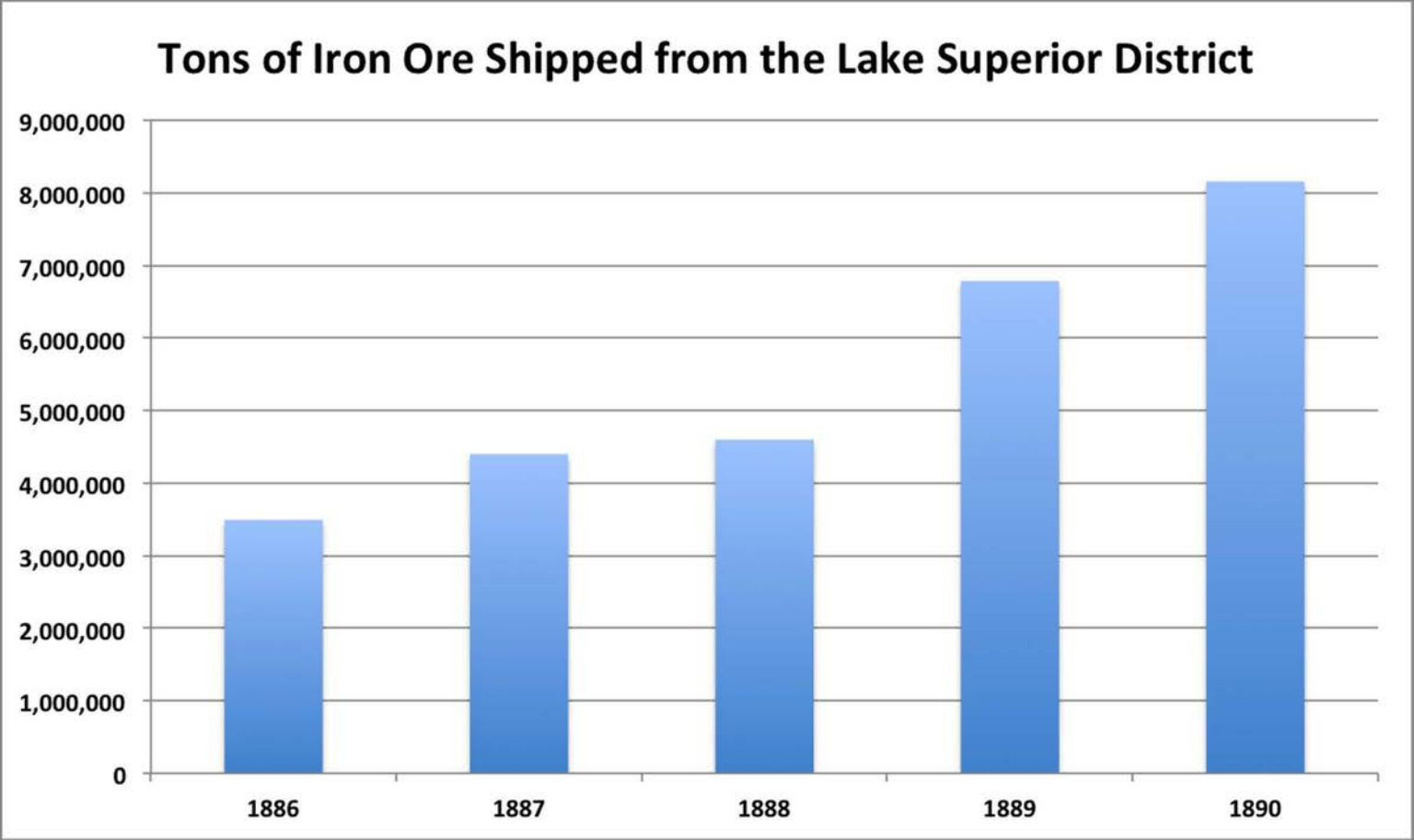



NORMAN

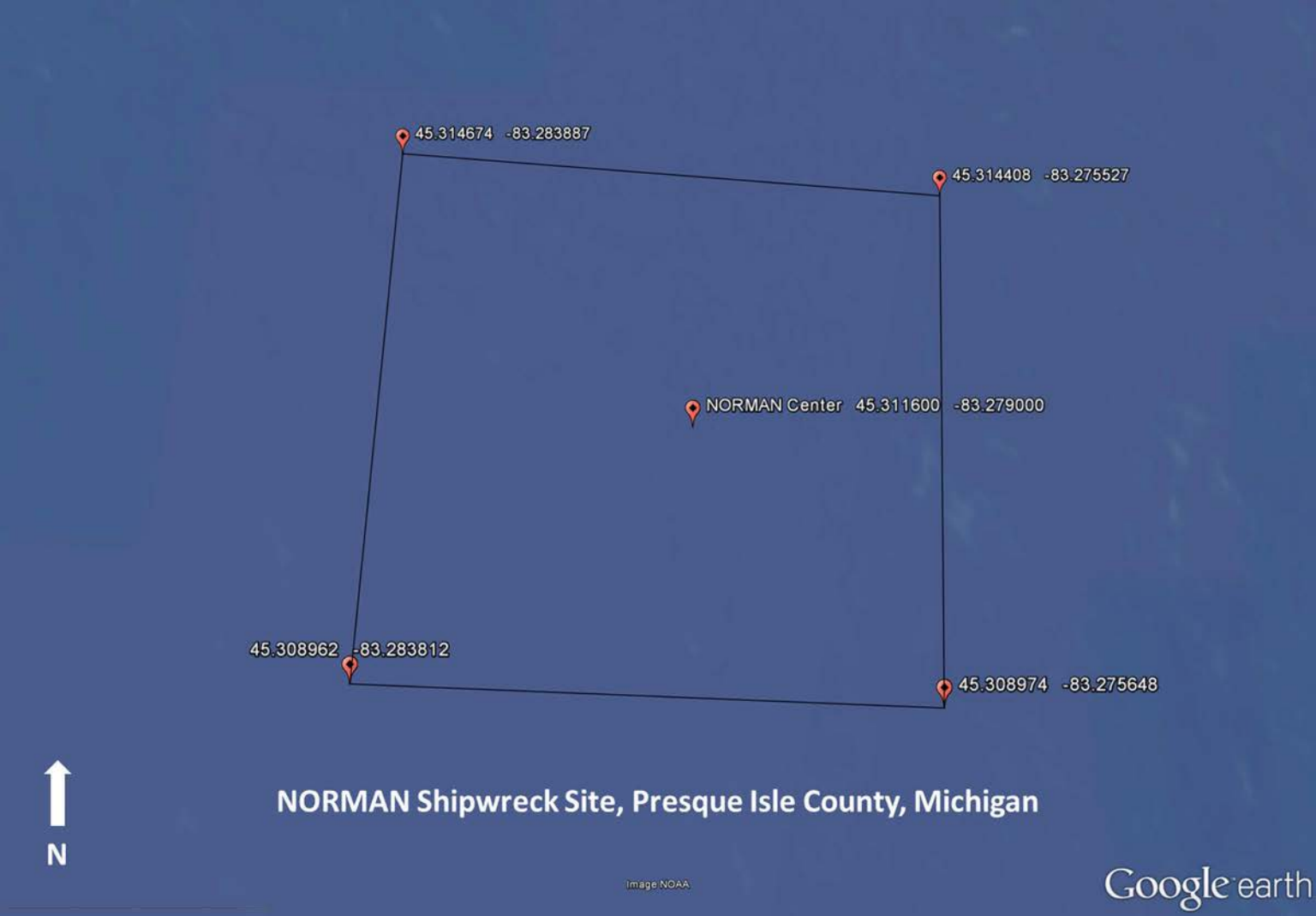

V.T. CO.

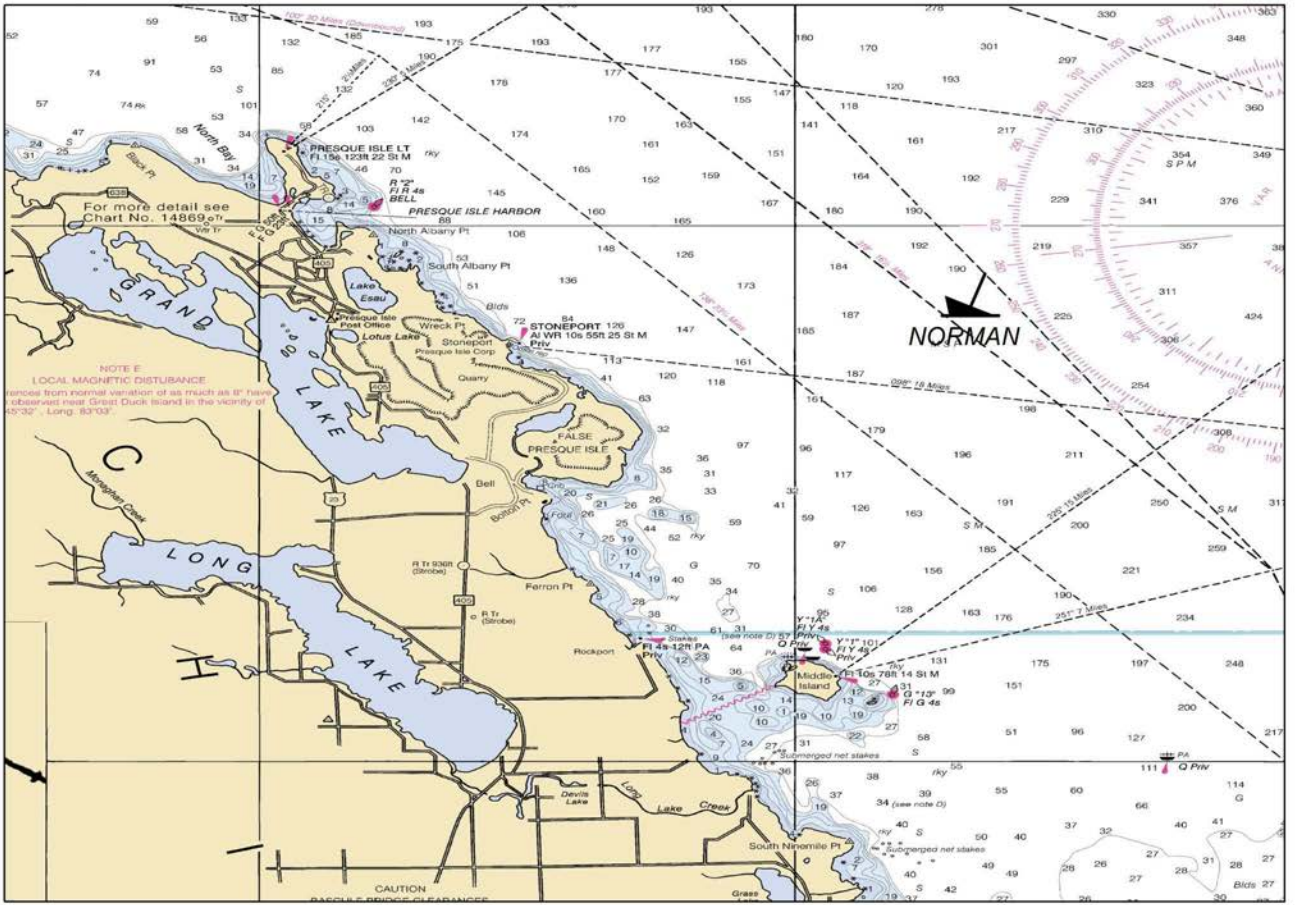



ALPENA
LIM


Tons of Iron Ore Shipped from the Lake Superior District
9,000,000
8,000,000
7,000,000
6,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
0
1886
1887
1888
1889
1890


The Norman Shipwreck, Lake Huron, USA
4:03 / 8:46


45.314674 -83.283887
45.314408 -83.275527
NORMAN Center 45.311600 -83.279000
45.308962 -83.283812
45.308974 -83.275648
N
NORMAN Shipwreck Site, Presque Isle County, Michigan
Image NOAA
Google earth



N
W E
S

NORMAN SHIPWRECK SITE
Presque Isle County (Lake Huron), Michigan

Midships 45.311600 -83.279000

0 2.25 4.5 9 Miles

NOAA Chart 14869

UNITED STATED DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: NORMAN (shipwreck)

MULTIPLE NAME:

STATE & COUNTY: MICHIGAN, Presque Isle

DATE RECEIVED: 10/21/16 DATE OF PENDING LIST: 11/21/16
DATE OF 16th DAY: 12/06//16 DATE OF 45th DAY: ~~11/06/16~~ 12/6/16

REFERENCE NUMBER: 16000819

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

X ACCEPT ____ RETURN ____ REJECT 11/22/16 DATE

ABSRACT/SUMMARY COMMENTS:

SHPO has provided questions in advance of close of comment period, provided answers and replacement pages, also approved the addition of Significance Criterion C, and newly-assembled NR nomination was forwarded to NR archivist on 11/21/16 (see attached).

RECOM./CRITEREA A, C & D

REVIEWER Julie Kierstead DISCIPLINE Archeology

TELEPHONE 202.354.2217 DATE 11/22/16

DOCUMENTATION see attsched comments Y/N

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

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STATE HOUSING DEVELOPMENT AUTHORITY
STATE HISTORIC PRESERVATION OFFICE

KEVIN ELSENHEIMER
EXECUTIVE DIRECTOR

October 6, 2016

Mr. J. Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 Eye Street, NW, 8th Floor
Washington, DC 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the **NORMAN Shipwreck Site** to the National Register of Historic Places. This property is being submitted for listing in the national register. No written comments concerning this nomination were submitted to us prior to our forwarding this nomination to you.

Questions concerning this nomination should be addressed to Robert O. Christensen, National Register coordinator, at (517) 335-2719 or christensenr@michigan.gov.

Sincerely yours,

Brian D. Conway
State Historic Preservation Officer

NORMAN Shipwreck Site

3 messages

Roller, Michael <michael_roller@nps.gov> Tue, Nov 15, 2016 at 11:06 AM
To: christensenr@michigan.gov

Robert,

I am reviewing the National Register nomination for the NORMAN shipwreck. There are a few small issues with the nomination. Because the issues are minor and we have some time before it needs to be signed by the Keeper, I was wondering if we could fix the issues outside of a resubmittal process. Our deadline is 12/6/16. Here are the issues:

Section 2, Page 1. Just want to make sure that the author meant to not check the "not for publication box"

Section 2, Page 1. Criterion C box should be checked

Section 8, Page 14: The last few paragraphs on page 14 got scrambled but they are quite crucial to the argument for Crit A. The specific history of NORMAN should be made clear here. It seems that the NORMAN is the first of six such tankers built by Globe Iron works. Is there evidence of whether other comparable extant examples of these steel steamers exist (other than the Grecian, which is compared in the below discussion of Crit. D below)

Section 8, Page 18. The statement "Their remains may be interred in NORMAN's shipwreck site and warrant protection as a listed property on the National Register of Historic Places." is misleading as there is nothing in the NHPA suggesting that the act is designed to protect human remains, unless they are of an archeological nature and can provide data.

Let me know if making these small corrections are possible. I am not suggesting significant additional information on page 14, but a clarification of what is present. I can replace the signed front page over a corrected form.

Respectfully,

–
Michael P. Roller, PhD
Archeologist, National Park Service
Archeology Program/ National Register/ National Historic Landmarks
1.202.354.2125

Christensen, Bob (MSHDA) <ChristensenR@michigan.gov> Tue, Nov 15, 2016 at 3:04 PM
To: "Roller, Michael" <michael_roller@nps.gov>

To answer your couple questions:

Norman is located in a national marine sanctuary. There's nothing secret at this point about the location. Visiting the wrecks off Alpena contributes a lot to the local economy, with boats and dive-related businesses catering to that interest. The sport diving community there sees the wrecks as important to the economy and works to protect them from plundering.

Crit C should be checked – that was an oversight.

Page 14 – first line of the second paragraph above the "Criterion C: Engineering" heading somehow disappeared. Should say, "NORMAN was the first of six massive steel steamers commissioned by the Menominee Transit". See

Ernstein, Julie <julie_ernstein@nps.gov>

Fwd: Michigan 16000819 NORMAN (shipwreck), - archeology, not restricted

1 message

Roller, Michael <michael_roller@nps.gov> Wed, Dec 14, 2016 at 11:47 AM
To: Julie Ernstein <julie_ernstein@nps.gov>

Documentation of correspondence regarding the NORMAN Shipwreck NR nomination.

------- Forwarded message -------
From: **Joeckel, Jeffery** <jeff_joeckel@nps.gov>
Date: Tue, Nov 22, 2016 at 10:11 AM
Subject: Re: Michigan 16000819 NORMAN (shipwreck), - archeology, not restricted
To: "Roller, Michael" <michael_roller@nps.gov>

I just want to make sure.

The new one
1. Has one change on the first page: Criteria C is checked.
2. The rest of the pages 2-39 have some changes.

Since the original submission has the signatures and our date stamp, I would rather just check criteria C ourselves. (on the E/R sheet we can say that in conjunction with the SHPO we checked Criteria C.)
And replace pages 2-39 with the new one.

So, I'm saying we keep the old page 1 (and check criteria C) and move it onto the rest of the new nomination.

I have saved the new form as Norman Shipwreck Site _NEW.pdf in 16000819 folder on pontus.

Thanks,

Jeff Joeckel
Archivist, National Register of Historic Places
jeff_joeckel@nps.gov
202-354-2225
Website: www.nps.gov/nr
Facebook: www.facebook.com/NationalRegisterNPS
Flickr: www.flickr.com/photos/nationalregister/

On Mon, Nov 21, 2016 at 2:41 PM, Roller, Michael <michael_roller@nps.gov> wrote:

> Jeff,
>
> Michigan
> 16000819 NORMAN (shipwreck), - archeology, not restricted
>
> I reviewed this nomination and asked the SHPO office to clarify and change a few things on the documentation. They responded quite quickly so here is updated documentation. They said that they chose to not check the "Not for Publication" box intentionally, it is a publicly known site already.
>
> Can you replace the front page of the signed version with the contents of this nomination, but with one change? Criterion C needs to be checked on the front page. The 45th day is 12/6
>
> Let me know if this all makes sense!

Best,

Mike

--

Michael P. Roller, PhD
Archeologist, National Park Service
Archeology Program/ National Register/ National Historic Landmarks
1.202.354.2125

--

Michael P. Roller, PhD
Archeologist, National Park Service
Archeology Program/ National Register/ National Historic Landmarks
1.202.354.2125