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

**National Register of Historic Places  
Registration Form**

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

**1. Name of Property**

historic name *Walter B. Allen Shipwreck (Canaller)*

other names/site number

**2. Location**

street & number	7 miles northeast of Sheboygan in Lake Michigan	N/A	not for publication
city or town	Town of Mosel	X	vicinity
state Wisconsin	code WI	county Sheboygan	code 117
			zip code 53081

**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

Date

*James Draeger*

*9/21/11*

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

Walter B. Allen Shipwreck (Canaller)

Sheboygan County

Wisconsin

Name of Property

County and State

#### 4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register.

See continuation sheet.

determined not eligible for the National Register.

See continuation sheet.

removed from the National Register.

other, (explain.)

Signature of the Keeper

Date of Action

#### 5. Classification

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

private

public-local

X

public-State

public-Federal

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

building(s)

district

structure

X

site

object

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

contributing

1

1

noncontributing  
buildings

sites

structures

objects

0 total

**Name of related multiple property listing:**

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

Great Lakes Shipwrecks of Wisconsin

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

0

#### 6. Function or Use

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/Water-Related

**Current Functions**

(Enter categories from instructions)

LANDSCAPE/underwater

#### 7. Description

**Architectural Classification**

(Enter categories from instructions)

OTHER - Two-masted Canaller

**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.)

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Sheboygan County, Wisconsin

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**Summary**

Located seven miles northeast of Sheboygan, Wisconsin, in Lake Michigan the *Walter B. Allen* lies upright and intact in 170 feet of water. Built in Ogdensburg, New York, in 1866 by the shipwright H. C. Pierson, she was the largest of the canaller class of schooners built on the Lakes. Canallers were a unique vessel type developed on the Great Lakes, designed to transit the Welland Canal locks while carrying the maximum amount of cargo through the canal locks with only inches to spare. Grain was transported from ports on western Lake Michigan, collected from the newly settled farmlands of the Midwest, to eastern ports on Lakes Erie and Ontario (largely the cities of Buffalo, Oswego, and Ogdensburg, New York, and Kingston, Ontario). Vessels returning to Lake Michigan were often loaded with coal, used for heating Midwestern cities and powering factories. The *Walter B. Allen* provides historians and archaeologists the unique opportunity to study construction techniques on Great Lakes canallers and the grain trade. The *Walter B. Allen* site has yielded significant information into canaller construction and has the potential to yield further information.

**Site Description**

The *Walter B. Allen* lies on the lakebed on a heading of 235 degrees. The wooden hull of the vessel is amazingly intact, presenting a visually impressive shipwreck site. The vast majority of outer hull and deck planks remain intact: a testament to the superb construction and carpentry used throughout the vessel. As is typical in most Great Lake shipwrecks, the cabin superstructure did not survive the sinking event intact and now sits off the port quarter. The hull is 142.0 feet in length and 25.0 feet in beam, leans 11 degrees to starboard and 3 degrees towards the stern.

Major components of the vessel's standing rigging are extant, including the foremast mainmast, bowsprit and jibboom. At the time of sinking, the jibboom dislodged from its location atop the bowsprit and swung 180 degrees to end up in its current location on the sand at the bow. The jibboom is visible for 39 feet before it disappears into the sand. At its base the jibboom measures 0.9 feet in diameter and is socketed to facilitate its stepping with the bowsprit. From here it tapers slightly toward its tip measuring 0.85 feet at the point at which it is buried. An iron ring 0.4 feet wide is present 13.8 feet from the base of the jibboom to fasten it to the end of the bowsprit.

The bowsprit is stepped into the samson post at an angle of 14 degrees and is round with a flat top and bottom. The bowsprit extends 16.4 feet forward of the rail and 8.2 feet inside the rail to the point where it is stepped into the samson post. There are rods that remain on either side of the bowsprit that hold the bowsprit into position. An upper rail section sits atop the bowsprit. It is likely these rods could be removed so the bowsprit could be unstepped and stowed on deck when transiting the canal locks in tight quarters.

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Two fairleads are fastened to the top of the rail on each side of the stem to handle lines for the head rigging. The first set are 7.5 feet aft off the stem on either side while the second set are 13.9 feet from the stem.

The canaller's bluff bow is readily apparent with the stem post sitting at 90 degrees to the keel. The stempost is 0.8 feet sided, 1.1 feet molded and is rabbeted to accept the outer hull planking. The stem post extends 17.3 feet vertically from the sand to the underside of the bowsprit.

According to historical records, on Sunday, April 11, 1880, the *Walter B. Allen* went ashore on South Manitou Island at the north end of Lake Michigan in a storm. During the stranding, the *Walter B. Allen* lost one of her large anchors and her mainsail so at the time of sinking she only had one anchor. It appears that the remaining anchor was removed by divers, who cut the anchor chain outside the hawse pipe to remove it. The port and starboard hawse pipes are extant, both measuring 1.1 feet in diameter, iron rimmed and centered 1.9 ft aft of the stem post. Both catheads are extant extending 2.6 feet out from the inside of the top rail and measuring 0.6 feet high by 0.7 feet wide.

The samson post's forward edge is located 11.2 feet from the peak of the bow, and the mortise for the bowsprit is visible on the forward surface. The samson post is 1.2 feet molded by 1.3 feet sided and rises 5.8 feet above the deck. The top of the samson post is topped with a metal cap.

The windlass is located 13.2 feet aft of the bow with the crosshead still attached to the forward side of the samson post. The two purchase rods connecting the crosshead to the purchase rims are also extant. From the crosshead the windlass pawl is 1.8 feet long by 0.7 feet wide by 0.2 feet thick. The windlass has a strongback 3.9 feet wide by 0.45 feet long and 0.3 feet thick however, it is not fixed to the carrick bits instead it is attached to the pawl bitt. The gypsy heads are 1.7 feet wide and 1.2 feet in diameter on end while the carrick bits are 1.1 feet by 1.0 feet and stand 3.8 feet above the deck. The overall windlass dimension is 13 feet, the barrel is 2.7 feet wide and the purchase rims are 0.4 feet wide by 0.3 feet thick and made of iron. The central barrel in which the pawl rests is 1.4 feet wide and the arms which support the carrick bitt and cheek to the deck are 2.4 feet long 0.2 feet wide and 0.3 feet thick. The anchor chain is wrapped around the windlass twice and on the portside there is an eye bolt turned into the top of windlass that has a metal spike driven into the windlass as a chain stopper.

A forecastle scuttle is located immediately aft of the windlass and is 2.9 feet by 2.9 feet square, and rises 2.9 feet above the deck creating a companion way which is aft facing. The scuttle sits atop a combing which raises 1.1 feet above the deck. Just aft of the scuttle lays a pile of anchor chain which covers a hatch leaving only the portside forward corner visible. The hatch extends 0.3 feet from deck then steps over 0.2 feet and up 0.2 feet to a domed cap. The chain itself has a link size of 0.5 feet by 0.4

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feet and is 0.1 feet thick. There is a hole 0.55 feet in diameter for the chain to be stowed below decks 1.8 feet to port of the forecastle scuttle.

The main rail is intact around the entire perimeter of the deck and is 1.2 feet wide, and 0.4 feet thick. The rail rises 4.4 feet above the covering board at the stem post, 3.6 feet at midships, and 4.7 feet in the area of the cabin. The rail is supported by bulwark stanchions 0.5 feet sided by 0.6 feet molded, with a space of 3.7 feet between stanchions. The outer bulwark planking is missing in a number of locations around the wreck; however, where it is extant, it is a single plank 0.3 feet tall by 0.05 feet thick, and is 1.0 feet above the covering board. The inner bulwark planking is also extant in a number of places where it is to be found directly beneath the rail 1.5 feet high, and .1 feet thick and another inner bulwark plank is extant 1.1 feet above the covering board, 0.45 feet tall and 0.3 feet thick. The covering board is 0.4 feet thick by 1.2 feet wide, and is rounded on its inside corner to meet the deck planking which abuts the covering board directly.

There are fifteen mooring bitts in total installed on both sides of the deck – a set at the bow located forward of the fore chainplates, another amidships just forward of the centerboard trunk hatch, another one just forward of the deck house and another aft of the cabin at the stern. Each bitt is paired except the one located amidships on the port side which is a single bitt. All of the bitts are fastened to the inside of the bulwark stanchions. Each bit is 0.8 feet thick, 0.65 wide, and rises 5.6 feet above deck level.

A separate single bitt is located 79.9 feet aft of the bow along the midline of the vessel. This bitt is forward of the mainmast and is 0.9 feet by 0.9 feet wide, and rises 4.4 feet above the deck, iron arms extend 0.9 feet from either side of the bitt to form a cleat.

At the fore and aft sections of the vessel, the chainplate covering board extends to form a rub rail which joins with the stem and stern posts respectively. This covering board is 0.5 feet wide and 0.15 feet thick. A second rubbing strake is present below previous described covering board and is 0.73 feet wide and 0.1 feet thicker than the surrounding planking. It is fastened 3.49 feet below the covering board and extends from just aft of the stem post and terminates at the transom. A third rubbing strake is extant below the two previously described and, like the first rubbing strake, is only present at the fore and aft sections of the vessel.

The outer hull planks are in excellent condition throughout the entire vessel. At midships, the outer hull planking below the sheer measure 0.4 feet, 0.6 feet, 0.5 feet, 0.54 feet, 0.5 feet, 0.35 feet, 0.6 feet, 0.73 feet, 0.7 feet, 0.65 feet, 0.65 feet, and 0.65 feet.

The deck is almost entirely intact except for a relatively small area around the mainmast which was

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heaved when the mast toppled. The deck planks vary in width between 0.4 feet and .55 feet. In general, the planks remain very tightly caulked and distinguishing individual planks proves difficult.

Three bilge pumps are located on deck, as well as a large portable steam pump that was onboard at the time of sinking. The forward bilge pump is located 32.2 feet aft of the bow and 2.7 feet aft of the foremast. This is a double acting bilge pump and rises 3.4 feet above the deck. Its arm is 1.8 feet in length and 0.3 feet in thickness and connects to lever rods that go into the pump itself. The lower framework of the pump is 2.1 feet above the deck 1.7 feet wide and 0.7 feet thick. A single action bilge pump is located amidships 22.5 feet aft of the foremast. This pump rises 3.0 feet from the deck to the top of the arm which is 3.3 feet in length and faces downwards and aft. The aft bilge pump is located 4 feet aft of the mainmast and is a single action pump. Only the lower portion of the pump is extant with the plunger and arm missing.

The steam pump and donkey boiler is 19.6 feet aft of the foremast on the starboard side of the vessel with its pipes still leading from inside the hull and over the side. The pump remains on deck atop a four-wheeled cart. The cart's handle for maneuvering lays flat on the deck.

The foremast remains intact rising 59 feet vertical above the deck. The masts on the *Walter B. Allen* were vertical and not raked. The leading edge of the foremast is located 23.2 feet aft of the bow and the mast is 6.5 feet in circumference above the mast table. On the aft side of the foremast at the base are two windlass mechanisms. The lower one is 1.0 feet above deck and overall is 4.2 feet in width with a 2.4 feet center barrel. The ratchet is 0.2 feet and gypsy head is 0.07 feet wide and 0.6 feet thick. The upper windlass is 1.7 feet above deck and 4.2 feet overall with a 0.2 feet thick iron rod. Just above the windlass, the fife rail is extant forming a semicircle around the mast, which opens towards the aft. The fife rail is 0.6 feet wide and 0.3 feet thick with the top surface sitting 2.7 feet above the deck. The fife rail is supported by five stanchions 0.5 feet by 0.5 feet. The stanchions sit two on either side of the mast with a single stanchion forward of the mast facing the bow which has an iron eye 0.3 feet wide. The fife rail also has two holes for belaying pins from the center forward they are 0.7 feet aft on either side with the holes 0.1 feet in diameter. The mast table is extant sitting 3.7 feet above the deck. It is 0.4 feet wide and 0.35 feet thick. The table itself is made up of five cheeks spaced equally around mast 0.3 feet by 0.3 feet and 1.1 feet long tapering down toward the deck. The foremast top is extant, fastened to the mast 50 feet above the deck; however, all of the top's decking was removed during the sinking. The cross trees are 7.5 feet long by 0.7 feet by 0.7 feet and are fastened atop the trestle trees with iron bolts. The trestle trees run fore and aft and are 4.8 feet by 0.7 feet by 0.7 feet. Attached to the trestle trees running athwartships, the front plate is 1.2 feet by 0.7 feet by 0.7 feet. The cross tree is 50 feet above the deck.

The foremast chainplates start 22.5 feet aft of the bow. The chainplate covering board is still extant 0.5

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feet by 0.2 feet running the length of the chainplates and extending forward to the stem post. The chainplates themselves are 0.3 feet wide by 0.1 feet thick and extend 5.7 feet below the top rail. The spacing between the five chains is as follows; between the first and second 2.6 feet, second and third 2.5 feet, third and fourth 1.8 feet, and fourth and fifth 0.6 feet. Belaying pin racks are still extant on both the port and starboard rail adjacent to the foremast 11.7 feet long 0.4 feet wide by 0.2 feet thick and centered on the chain plates. The racks have ten holes each 0.15 feet in diameter with one wooden belaying pin extant, 1.4 feet in length.

The mainmast is extant at 82.3 feet aft of the bow, but has toppled toward the port bow and now lies across the port rail at an angle of 23 degrees with the masthead at a water depth of 125 feet. The mainmast rose 61 feet above the deck and has a circumference above the mast table of 6.8 feet. Attached to the aft side of the mainmast are two windlass mechanisms. The lower one is 1.0 feet above deck and overall is 4.2 feet in width with a center barrel 2.4 feet, the ratchet is 0.2 feet and gypsy head is 0.07 feet wide and 0.6 feet thick. The upper windlass is 1.7 feet above deck and 4.2 feet overall and has a 0.2 feet thick iron rod. The top has slid down around the mast and lies at an angle with its port side resting on deck. Five sail hoops remain extant around the mainmast above the mast table. The trestle trees run fore and aft and are 4.5 feet long by 0.7 feet wide by 0.7 feet thick. Attached to the trestle trees running athwartships is the forward and aft cross trees which are 5.5 feet outward on either side of the trestle tree framing and is by 0.4 feet by 0.7 feet. The decking on the top is 3.8 feet by 0.8 feet wide by 0.05 thick. Sections of decking remain on both starboard and port sides of the top with four planks remaining on the starboard side and six planks remaining on the port side. The bottom edge of the top supports four iron eyes screwed into the underside of the four corners. The eyes measure 0.3 x 0.3 feet.

The mainmast chainplates start 83.2 feet aft of the bow with five chainplates on either side of the hull and the covering boards still extant. The plates are spaced 0.65 feet between the first and second, 2.45 feet between the second and third, 2.3 feet between third and fourth, and 2.6 feet between fourth and fifth. Belaying pin racks are still extant on both the port and starboard rail adjacent to the mainmast 11.7 feet long 0.4 feet wide by 0.2 feet thick and centered on the chain plates. The racks have ten holes each 0.15 feet in diameter.

Three cargo hatches allow access to the hold; the forward and aft hatches are the largest with the hatch amidships being of smaller construction and partially blocked by the presence of the large centerboard trunk in this location. Both the forward and aft cargo hatches are 7.0 feet wide by 6.6 feet long, while amidships the hatch is 6.5 feet long by 5.3 feet wide. All three cargo hatches are identical in construction with the head ledge at both ends butt scarphed to the coaming and an iron chaffing band 0.2 feet wide fastened around the outside of the hatch. The center of the forward head ledge has an iron ring latch 0.2 feet in diameter while the aft head ledge has a metal hinge in the center both of which

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would have been used to secure the hatch cover. The coamings extend 0.8 feet above the deck while the head ledges are curved and at their highest point are 1.0 feet above the deck. The carling below the hatch is 0.7 feet high giving an interior height of 1.5 feet along the coamings, and 1.7 feet at the highest point of the head ledges. Off to the starboard of the aft hatch is a hatch cover which is 6.8 feet long by 2.6 feet wide.

Below decks there is a single hold in which the deck beams are of varying size depending on their location within the hull. Those beams which are closest to the cargo hatches are 0.8 feet molded and 0.6 feet sided, while those further away from the hatches are 0.3 feet molded and 0.67 sided. The spacing between deck beams remains consistent throughout the vessel at 2.0 feet. The beams are supported by hanging knees 0.65 feet wide with an arm length of 2.9 feet and body 2.7 feet long. In addition, dagger knees are found throughout the hull to further support the deck beams. These are at 45 degrees to the deck beams and are 0.55 feet wide with arm length of 2.65 feet and body of 3.45 feet. The hold stanchions are between 0.3 feet and 0.35 feet thick by 0.65 feet wide and are spaced between 1.8 feet and 2.35 feet apart. The deck beam shelf is 2.0 feet high while the rest of the ceiling planking is 1.0 feet high until it disappears into the silt. There is no hogging arch present inside the hull and it was not possible to measure the dimensions or spacing of the vessel's frames. Toward the bow a bulkhead ran athwartships separating the forecabin from the cargo. Access to the forecabin is gained through a break in the bulkhead revealing the crew's quarters and what was likely the chain locker. The crew's quarters contained bunks along either side of the hull, a possible stove on the starboard side, and also a hat and a shoe. The breasthook is also visible at the termination of the bow and is 0.8 feet thick and each arm is 3.4 feet long. The chain locker had a length of chain hanging down from the deck above and collecting in a large wooden box, two block and tackles are also extant.

The *Walter B. Allen* carried a single centerboard located on the vessel's centerline. The centerboard trunk itself is 27.4 feet long and starts 20.3 feet aft of the foremast and extends 5.7 feet behind the hatch amidships. The centerboard trunk is 1.5 feet wide and extends 3.1 feet above the silt to the deck, with the boards measuring 0.55 feet, 0.55 feet, 1.0 feet and 1.0 feet wide; all 0.45 feet thick. A reinforcing beam measuring 1.1 feet by 0.65 feet is present on either side of the centerboard trunk. The centerboard itself is not visible within the trunk due to the accumulation of silt and mussel shells within the trunk. The centerboard winch is extant on the deck just aft of the hatch amidships. Two turns of chain are wrapped around the winch but without further information it is impossible to tell if the centerboard is extended or stowed.

Just forward of the cabin on deck is a boom measuring 47 feet from the end to the middle of the jaws which are 2.9 feet wide and 0.3 feet thick. It appears that the boom was stowed on deck prior to the sinking and is still in the same place.



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The stern cabin is readily discernable on deck, marked by the cabin's coaming. The cabin itself is not rectangular. The forward section of the coaming is 16.5 feet wide and the aft 15.2 feet with each side 16 feet long. The cabin sole is supported by nine athwartships beams that are spaced 1.3 feet and are between 0.6 and 0.3 feet wide. The majority of the floor planking inside the cabin was lifted during the sinking event and lies strewn throughout the cabin however a small section survived measuring 5.3 feet in length, 0.7 in width, and 0.1 in thickness. A small section of the cabin wall is still extant standing vertical against the forward coaming. It measures 6.8 feet high, 0.12 feet wide, and 0.7 feet thick. The cabin roof was dislodged during the sinking event and now sits off the starboard stern quarter. The aft companionway is located just to the starboard of the rudder post measuring 1.9 feet by 1.1 feet.

The center of the rudder post is located 138.2 feet on the baseline. The rudder post is 1.1 feet in diameter and rises 2.5 feet above the deck. The vessel was steered with a wheel that was mounted to the aft deck and connected to the worm gear. Recreational divers removed the wheel in the late 1970s and it is now on display at the American Club at Kohler. The forward leg of the wheel stand is 136.5 feet aft of the bow with the rear leg 139.3 feet aft of the bow. Both standards are 0.4 feet thick, 2.0 feet wide at top and 1.2 feet wide at deck and stand 2.0 feet above the deck. The iron spikes which the wheel sat upon are 0.1 feet wide and 0.7 feet tall.

The rudder is turned to starboard and is 10.6 feet tall, 0.8 feet thick, and extends 3.8 feet aft of the rudder post at its widest part. The blade is constructed from five vertical timbers attached to the rudder post. No preventers are extant. The sternpost is not raked and sits at 90 degrees to the keel. It is 1.0 feet sided by 1.0 feet molded.

The transom is angled at 25 degrees and is 18.3 feet wide at the rail, 5.8 feet tall in the center and curves with a radius of 2.6 feet. The outside of the transom was decorated with three stars 0.7 feet wide by 0.7 feet high. The stars are 0.4 feet below the transom rails and are spaced at 4.6 feet intervals. The star on the starboard side has been removed by looters. At the stern one of the folding lifeboat davits is extant. The davit is 7.4 feet long and is tapered from 0.5 feet up to 0.9 feet high.

Off the stern quarter are the remains of the ship's yawl boat. The boat is extant for 16.3 feet from its stern forward to where it is broken up and disappears into the sand. The yawl boat is carvel planked and had a beam of 6.1 feet and a depth of 1.9 feet at its transom. The outer hull planking of the yawl boat is 0.5 feet wide by 0.07 feet thick. A rubbing strake is present 0.15 feet below the top strake. The boat was built with single frames 0.1 foot wide by 0.13 foot deep and with a spacing of 0.13 feet between frames. A seat is extant 5.2 feet forward from the stern which is 6.1 feet long and 0.63 feet wide and 0.12 feet thick.

Off the stern quarter is a boom which is 65.5 feet from its end to the inside of the jaws. The boom is

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1.24 feet in circumference at its forward end and tapers towards the aft end to a circumference of 0.77 feet with a metal band 0.1 feet present at the tip. At 15.0 feet from the aft end of the boom is a section of brass banding 2.0 feet long which has been riveted to the boom as a repair or to fasten two spars together. A further 2.0 feet forward from the banding a large 'U' bolt is extant most likely the attachment point for a block. The outside of the jaws are 3.0 feet in diameter with an inside diameter of 2.4 feet, a metal inset is also present running along the inside of the jaws.

A spar, 48.3 feet in length is also present amidships off the starboard side. At its aft end the spar is square 0.9 feet by 0.9 feet and it tapers towards its forward extent to a diameter of 0.6 feet. A metal band 0.3 feet wide is present 4.0 feet aft of the forward end of the boom. Midway along the spar, 28 feet from the aft end, an iron cable is wrapped around it before it disappears into the sand. Off the starboard side amidships is another spar 58.5 feet in length. The aft end of the spar is square and tapers to 0.3 feet where it disappears into the sand at the forward extent.

**Summary Paragraph**

Located seven miles northeast of Sheboygan, Wisconsin, the *Walter B. Allen* lies in 170 feet of water. Built in 1866 and sunk in 1880, the *Walter B. Allen* represents a class of vessel, the canaller, traveling the longest routes of any of the trades carrying grain grown in the heartlands to the eastern cities and returning with coal to fuel the development of the Midwest. Little historical documentation exists on canallers' construction and operation. Much of our understanding of this type of vessel lies on the lakebed and comes from archaeological data recovered from wreck sites like the *Walter B. Allen*. The *Walter B. Allen* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Walter B. Allen* was discovered in 1975 and documented in 2010. Due to its extreme depth, the *Walter B. Allen* remained lightly visited by divers in her early years when looting was prevalent and only recently has had an increase in visitation; as a result, many of the cultural artifacts remain with the vessel. The *Walter B. Allen* has produced a wealth of archaeological knowledge on canal schooner construction and use, and it will continue to produce important archaeological data.

Walter B. Allen Shipwreck (Canaller)  
Name of Property

Sheboygan County  
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

1866-1880

### Significant Dates

1866

### Significant Person

(Complete if Criterion B is marked)

N/A

### Cultural Affiliation

Euro-American

### Architect/Builder

Pierson, H. C.

### Narrative Statement of Significance

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

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**The Great Lakes Grain Trade**

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

Wisconsin's first encounter with a European sailing vessel occurred in 1679 when LaSalle's ill-fated *Le Griffon* landed on the Door County peninsula. LaSalle continued southward to explore the Mississippi valley. *Le Griffon*, loaded with furs bound for the European market, departed Washington Island on 18 September 1679, never to be seen again. Following *Le Griffon*, it was nearly 100 years before a sailing vessel again entered Lake Michigan. It is probable that ventures onto Lake Michigan were made by King George's Royal Navy in the 1760s, but the next confirmed sailing ship to enter the lake was John Askin's *Archange* in 1778, which sailed to Chicago and Green Bay in search of corn to supply Canadian fur traders (Quaife 1944). From the *Archange* to 1815, most sailing vessels on Lake Michigan supported military outposts such as Fort St. Joseph and Fort Dearborn (present day Chicago). In 1818, the *Walk-in-the-Water* was the first steamer constructed on the upper lakes. It entered Lake Michigan one year later to sail to Green Bay (Mansfield 1899:184, 596; Mills 1910).

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

A unique vessel type developed on the Great Lakes that was designed to transit the Welland Canal locks while carrying the largest possible amount of cargo; these box-shaped vessels were called

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

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

With increases in grain traffic and vessel size, the small canal locks were soon obsolete. The Canadian government purchased the Welland Canal Company and expanded the canal in 1846, reducing the number of locks to 27 and cutting a more direct route. The new locks were expanded to allow vessels of 150 feet in length, 26.5 feet in beam, and 9 feet in depth. The canal's original wooden locks became control weirs for the new canal, reducing the physical labor of towing ships from lock to lock (Aitken 1997; Mansfield 1899; *St. Lawrence Seaway Management Corporation* 2003).

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

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

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

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

The Lake Michigan grain trade consisted of mostly wheat until 1848, when corn began shipping in increasing quantities. Oats, barley, and rye were also shipped in small quantities (Cooper 1988). Buffalo and Oswego were early rivals for Lake Michigan grain, with Buffalo capturing a larger share of the trade during the early years. Oswego's disadvantage was that to reach Oswego from Lake Michigan, vessels were required to transit the Welland Canal and were charged a toll of six dollars per thousand bushels, a toll not required to reach Buffalo. By the 1870s, however, canal tolls from Buffalo to Syracuse equaled or exceeded the Welland Canal tolls, and with a shorter route from Oswego to eastern sea ports, Oswego's grain traffic swelled (Oswego Daily Palladium 1897). Vessels returning to Lake Michigan were often loaded with coal from ports on Lakes Erie and Ontario, used for heating Midwestern cities and powering steam-powered factories. Coal tonnage grew with transportation improvements between the mines to eastern lake shipping ports (Mansfield 1899).

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

**Service History**

The canaller *Walter B. Allen* was built by Master builder H. C. Pierson at Ogdensburg, New York, in 1866 and registered at that same port on 14 May 1866. She measured 136 8/10 feet in length, 26 2/10 feet in beam, and 11 1/10 feet depth of hold. Her capacity was 296 15/100 tons. She was a canaller, built to pass through the Welland Canal Locks and built to the largest of that class of vessels. She was

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schooner-rigged with two masts, one deck, and no figurehead. The vessel was built for 41 year-old Walter B. Allen and his father, 71 year-old Elijah B. Allen, who were commercial merchants of the firm E. B. Allen & Son of Ogdensburg. Her first captain was Timothy Larkin (Bureau of Navigation 1866).

Elijah B. Allen had taken his eldest son David (26 years old at the time and 3 years older than Walter), and his second child, Walter B., into partnership as E. B. Allen & Sons on 10 April 1849. Their business was located on 34 Water Street in Ogdensburg. The Allen family resided in the town of Oswegatchie, New York. By 1870, Walter B. Allen was recorded as possessing \$90,000 in real estate and \$54,000 in personal estate (*St. Lawrence Republican and General Advertiser* 1849; Unites States Census Bureau 1840; 1850; 1870). Elijah Allen's worth is unknown at the time the schooner was purchased.

The *Walter B. Allen's* maiden voyage appears to have been a trip from Ganonoque (Ontario), Canada, west to Chicago, Illinois, in May 1866. The vessel was reported passing through the Welland Canal on 23 May 1866 and passing Buffalo, New York, on 27 May. The *Buffalo Daily Courier* celebrated the first time the Ogdensburg vessel passed that port (*Buffalo Evening Courier & Republic* 1866a; *Buffalo Daily Courier* 1866a). This trip seems to have occurred before the issue of *Walter B. Allen's* official number, 26561, which was assigned on 23 July 1868 (Bureau of Navigation 1866).

Only fragments of the *Walter B. Allen's* sailing schedule are available for the 1866 season. The *Walter B. Allen* arrived in Chicago sometime during the first week in June. Although her arrival went unreported, she cleared Chicago on 8 June 1866 loaded with 20,000 bushels of corn consigned to W.O. Brown, arriving in Buffalo on 14 June 1866 (*Buffalo Evening Courier & Republic* 1866b; 1866c). It is uncertain what her return cargo was or where it was loaded, but on 20 June 1866 the *Walter B. Allen* was reported having passed upbound at Detroit (*Buffalo Daily Courier* 1866b; *Buffalo Evening Courier & Republic* 1866d). The *Walter B. Allen* is next reported downbound at Detroit on 4 July 1866, and two days later downbound through the Welland Canal carrying an unknown grain cargo from Chicago to Oswego, New York (*Buffalo Daily Courier* 1866c; *Buffalo Evening Courier & Republic* 1866e). Canadian tariffs on wheat, corn, and flour cargoes passing downbound through the Welland Canal were 20 cents per ton, a rate which was collected from 1863-1883, encompassing the career span of the *Walter B. Allen* (Bureau of Statistics 1885; Kingsford 1865).

The *Walter B. Allen* disappeared from contemporary news sources for the 1866 summer. On 3 September 1866, however, she was reported heading upbound at Detroit (*Buffalo Evening Courier & Republic* 1866f). She reappeared in a report by the *Buffalo Evening Courier & Republic* (1866g) to have passed downbound at Detroit on 20 October with a return trip upbound on 27 October (*Buffalo*

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*Evening Courier & Republic* 1866h). There is no other record of her sailing for the 1866 season.

The *Walter B. Allen*'s sailing history is equally spotty for the 1867 season. A notice in the *Buffalo Daily Courier* (1867a) on 24 August 1867 reported that the *Walter B. Allen* took lumber from Au Sauble to Chicago at a rate of \$2.75 per board foot. The next mention of the vessel is an arrival notice at the Port of Buffalo on 7 November 1867 where the vessel was under the command of Captain Larken having arrived from Milwaukee with 19,000 bushels of wheat consigned to Bentley & Co. (*Buffalo Daily Courier* 1867b). During a gale on the night of 1 December 1867, while bound from Chicago to Ogdensburg loaded with wheat, the *Walter B. Allen* went ashore at Pilot Island in the St. Lawrence River. A tug and steam-pump were sent to her assistance and repairs to the vessel were made over the winter months (*Buffalo Daily Courier* 1867c; *New York Tribune* 1867).

With the opening of the 1868 shipping season, the *Walter B. Allen* gained a new Master. Captain George Cochrane replaced Timothy Larkin at the helm on 15 April 1868 at the Port of Ogdensburg (Bureau of Navigation 1866). The thirty year-old Cochrane, a career sailor, was born and resided in Oswegatchie, New York (United States Census Bureau 1870).

On 19 June 1868, the *Walter B. Allen* arrived at the Port of Buffalo with 20,000 bushels of corn consigned to M. L. Crittenden (*Buffalo Daily Courier* 1868a). The vessel cleared Buffalo the next day for Sauble River, Ontario (*Buffalo Daily Courier* 1868a). The amount of grain on this cargo was disputed, however, and Mr. Smith, a weighmaster from the Board of Trade, was brought in to confirm that the amount of corn delivered was actually 19,954 bushels rather than the 20,000 bushels listed on the bill of lading (*Buffalo Daily Courier* 1868b). The next mention of the vessel in the press was on 8 September 1868 where she was noted as upbound at Detroit (*Buffalo Daily Courier* 1868c). On 21 September 1868, the *Walter B. Allen* departed Chicago for Buffalo loaded with wheat carried at 8 cents per bushel. With an average cargo of 20,000 bushels, this would equate to a transportation cost of \$1,600 per shipment. She passed Detroit on 30 September, but her arrival at Buffalo went unnoted in the newspapers (*Buffalo Daily Courier* 1868d; 1868e).

The *Walter B. Allen* was noted as passing downbound at Detroit on 20 October 1868, but there is no record of her upbound passage, nor a listing of her cargo or her destination (*Buffalo Daily Courier* 1868f). On the evening of 11 November 1867, the *Walter B. Allen*, laden with wheat for Oswego, went ashore on the Toronto Islands and was reported to be leaking badly (*Buffalo Daily Courier* 1868g; *Daily Eagle* 1868; *Daily Union & Advertiser* 1868). On the morning of 14 November 1868, the tug *Hiram Calvin*, under command of Captain John Donnelly, pulled the damaged *Walter B. Allen* from the beach and towed the schooner along with the brig *Henry Roney* into Kingston, Ontario, for repair. They first proceeded to Ogdensburgh where they delivered *Walter B. Allen*'s cargo, and then to Garden



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Island to discharge the cargo from the *Henry Roney* before proceeding to Kingston (*Daily News* 1868).

Captain Charles N. Cramer took command of the *Walter B. Allen* on 21 April 1869 (Bureau of Navigation 1866). Capt. Cramer, a forty-four year old Ohio born sailor, resided in Oswegatchie, New York (United States Census Bureau 1870).

The shipping history for the 1869 season is spotty at best. The first trip of the 1869 season brought the *Walter B. Allen* into the Port of Milwaukee during the second week of May, departing the city 20 May 1869 for St. Catharines, Ontario, with 15,161 bushels of wheat (*Buffalo Daily Courier* 1869a). Although there is no other record detailing the ports or cargo of her next trip, the *Walter B. Allen* was noted as passing Detroit downbound on 1 July 1869 (*Buffalo Evening Courier & Republic* 1869a). The schooner departed Chicago on 28 July 1869 with wheat for Port Colborne, Ontario, carried at one cent per bushel (*Buffalo Evening Courier & Republic* 1869b). On 19 August 1869, the *Walter B. Allen* was reported passing upbound at Detroit, but again there is no information on cargo or points of departure or destination (*Buffalo Evening Courier & Republic* 1869c). The next mention of the *Walter B. Allen* by contemporary newspapers marks her arrival at Buffalo on 13 September from Chicago with 19,600 bushels wheat for G. S. Buzard & Co. (*Buffalo Evening Courier & Republic* 1869d). She turned around quickly and passed Detroit bound for the upper lakes on 20 September 1869 (*Buffalo Evening Courier & Republic* 1869e).

A major snow and wind storm blew across the Great Lakes during the afternoon and evening of Wednesday, 27 October 1869 (*Buffalo Daily Courier* 1869b). While off Grand River in Lake Erie in the teeth of the gale, the *Walter B. Allen's* second mate, Antoine Cutway, while working on deck passing the reef-platt to the mainsail, was washed overboard and drowned. The storm eventually caused the *Walter B. Allen* to turn around and run downwind to Buffalo to ride out the storm. She received only slight damage (*Buffalo Commercial Advertiser* 1869; *Buffalo Daily Courier* 1869b; *Buffalo Morning Express* 1869). Repaired quickly, on 31 October 1869, the *Walter B. Allen* passed upbound at Detroit bound for Chicago (*Buffalo Evening Courier & Republic* 1869f). The schooner then loaded wheat and corn at Chicago and departed for Ogdensburg on 12 November 1869. The grain rates were recorded at 17 cents per bushel for wheat and 16 cents per bushel for corn (*Buffalo Evening Courier and Republic* 1869g). It is uncertain whether these were selling prices or transportation costs. The vessel passed downbound at Detroit on 23 November 1869 on the final trip of the season (*Buffalo Evening Courier & Republic* 1869h)

Captain Cramer remained at the helm for the 1870 shipping season. The *Walter B. Allen* was reported upbound in the Welland Canal on 27 April 1870 hauling a load of railroad iron from Oswego to Toledo (*Oswego Daily Press* 1870a). The *Walter B. Allen* was reported as passing upbound at Detroit on 5

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May bound for Milwaukee (*Daily Standard* 1870a). The schooner cleared Milwaukee on 17 May 1870 and arrived at the Port of Buffalo on 24 May 1870 with 15,000 bushels of wheat for J.M. Richmond & Co., and 4,100 bushels for S.K. Worthington (*Buffalo Evening Courier & Republic* 1870a; 1870b). The *Walter B. Allen* then departed Buffalo on 28 May 1870 for Chicago with 547 tons of coal, passing upbound at Detroit on 30 May 1870 (*Buffalo Evening Courier & Republic* 1870c; *Daily Standard* 1870b). On 15 June 1870, the schooner was chartered from Chicago to Kingston to haul wheat at 9 cents per bushel (*Buffalo Evening Courier & Republic* 1870d). The *Walter B. Allen* then passed downbound at Port Colborne through the Welland Canal on 25 June 1870 on her way to Kingston (*Buffalo Evening Courier & Republic* 1870e; *Oswego Daily Press* 1870b). The schooner returned to Chicago on 25 July 1870, but it is uncertain what cargo was loaded at Chicago (*Oswego Daily Press* 1870c). The *Walter B. Allen* then disappears from the historic record until mid-September. On 19 September 1870, the *Walter B. Allen* was chartered from Milwaukee to Buffalo with barley at 4 ½ cents per bushel (*Buffalo Evening Courier & Republic* 1870f). Loaded with 21,271 bushels, she cleared Milwaukee on 21 September and passed Detroit on 25 September 1870 (*Buffalo Daily Courier* 1870).

The *Walter B. Allen* returned to Milwaukee from Cleveland on 13 October 1870 with 550 tons of coal (*Buffalo Evening Courier & Republic* 1870g). It is uncertain what cargo she carried back east, but the *Walter B. Allen* departed Buffalo on 29 October 1870 for Milwaukee with 300 tons of coal (*Buffalo Evening Courier & Republic* 1870h). She arrived at Milwaukee on 7 November 1870, with her cargo weighing in with 282 tons delivered (*Buffalo Evening Courier & Republic* 1870i). It is unknown when the *Walter B. Allen* departed Milwaukee but she was recorded downbound with wheat in the Welland Canal for Ogdensburg on 16 November 1870 (*Buffalo Evening Courier & Republic* 1870j)

Captain Cramer was presumed to be the *Walter B. Allen*'s Master for the entirety of the 1870 season, due to the appearance of his name on the enrollment documents and the occasional mention in newspaper accounts. However, hand-written into the enrollment documents are the names P. Hackett, and J.N. Chany, who may also have served as the *Walter B. Allen*'s Master at some point between the beginning of the 1869 and the close of the 1870 shipping seasons. There are no specific dates associated with either name (Bureau of Navigation 1866).

On 15 May 1871, the *Walter B. Allen*'s enrollment was surrendered and a new enrollment issued. Elijah B. Allen had died on 16 February 1869 and the new enrollment indicated that Walter B. Allen became sole owner with an explanation that he was "owner of one equal undivided half" and as "Executer of the last will and testament of Elijah B. Allen, deceased", he was therefore owner of the other undivided half of the schooner *Walter B. Allen* (Bureau of Navigation 1866; 1871a). All other enrollment information remained unchanged. This enrollment was surrendered 7 days later at the Port

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of Chicago on 22 March 1871, for another change of owners and districts when the *Walter B. Allen* was sold to Chicago parties for \$16,350 (Bureau of Navigation 1871a, *Oswego Daily Press* 1871). A new enrollment was entered by J. M. (John) Long to indicate that he owned three eighths of the vessel, the firm of Long & Schaffel owned one half, and that William Long owned the remaining one eighth of the *Walter B. Allen*. Her home port was changed to Chicago and William Long became the vessel's new Master (Bureau of Navigation 1866; 1871a).

The Longs spared no time in putting their new vessel to work and immediately dispatched her to the lower lakes. The *Walter B. Allen* is recorded as passing upbound through the Welland Canal on her way to Erie on 19 April, loaded with iron ore (*Buffalo Evening Courier & Republic* 1871a). She offloaded at Erie and returned to Chicago on 2 May 1871 (*Buffalo Evening Courier & Republic* 1871b). At Chicago there were reports of the ship taking on wheat for Erie, but she departed Chicago for Kingston, Ontario, on 6 May loaded with 19,851 bushels of corn (*Buffalo Daily Courier* 1871a; *Buffalo Evening Courier & Republic* 1871c). She passed downbound through the Welland Canal on her way to Kingston on 18 May 1871 and returned back through the Canal upbound on 31 May for Cleveland (*Buffalo Evening Courier & Republic* 1871d; 1871e). It is uncertain if her cargo was unloaded at Cleveland, but on 6 June 1871 the *Walter B. Allen* passed upbound at Detroit for Chicago (*Buffalo Evening Courier & Republic* 1871f). At Chicago the schooner loaded 20,076 bushels of corn and departed on 19 June 1871 for Buffalo (*Buffalo Evening Courier & Republic* 1871g). She was reported to have passed downbound at Detroit on 24 June (*Buffalo Evening Courier & Republic* 1871h). The *Walter B. Allen* cleared Buffalo on 29 June 1871 for Chicago with 215 tons of coal (*Buffalo Courier & Republic* 1871i). At Chicago she loaded 20,380 bushels of corn and departed on 17 July for Buffalo, arriving at that port on 27 June 1871 (*Buffalo Evening Courier & Republic* 1871j; 1871k). At Buffalo she loaded with 550 tons of railroad iron and departed for Chicago on 29 July 1871 (*Buffalo Daily Courier* 1871b; *Buffalo Evening Courier & Republic* 1871l). There is no mention of the ship's arrival in Chicago or her departure for eastern ports, but the *Walter B. Allen* is recorded as passing downbound at Detroit on 21 August (*Buffalo Evening Courier & Republic* 1871m).

While in port at Ogdensburg on the evening of 23 August 1871, John Mulvany, Captain of the *Walter B. Allen*, attended a lecture given by Baron DeCamin. During the lecture derogatory comments were made about the Catholic Church which caused a riot in the street where Captain Mulvany stuck and seriously injured DeCamin, and Captain Mulvany subsequently fled to Canada to avoid arrest (*New York Tribune* 1871). John Mulvany was not formally listed as Captain on the of the *Walter B. Allen*'s enrollment documents, although this was not an uncommon practice for the time.

The *Walter B. Allen* passed Detroit on 6 September, upbound for Chicago where she arrived on 11 September 1871 (*Buffalo Daily Courier* 1871c; 1871d). She loaded wheat at 9 ½ cents per bushel and

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departed on 13 September 1871 for Port Colborne, Ontario (*Buffalo Daily Courier* 1871e). She passed Detroit downbound on 20 September 1871 and arrived at the Port Colborne grain elevator on 23 September 1871 (*Buffalo Daily Courier* 1871f; *Buffalo Evening Courier & Republic* 1871n). The *Walter B. Allen* passed Detroit upbound on 8 October 1871 for Chicago and passed downbound on 30 October for Kingston, Ontario (*Buffalo Daily Courier* 1871g; 1871h; 1871i; 1871j). At Kingston, the *Walter B. Allen* loaded railroad iron and departed on 14 November 1871 for Chicago (*Buffalo Daily Courier* 1871k). She passed Detroit upbound on 18 November on her final trip of the 1871 shipping season (*Buffalo Daily Courier* 1871l).

The *Walter B. Allen*'s enrollment was surrendered at the Port of Chicago on 16 April 1872 for a change in owners (Bureau of Navigation 1871b). A new enrollment was entered the same day indicating that J.M. Long had bought out Long & Schaffel to now own seven-eighths of the vessel with William Long retaining his own one-eighth share and remaining as Master (Bureau of Navigation 1872).

For the first trip of the 1872 season, the *Walter B. Allen* arrived at Buffalo on 16 May from Chicago (*Buffalo Evening Courier & Republic* 1872a). A quick turn around at Buffalo saw the ship upbound at Detroit on 19 May on her return trip to Chicago (*Buffalo Evening Courier & Republic* 1872b). The *Walter B. Allen* loaded corn at 5 cents per bushel and cleared Chicago for Buffalo on 29 May 1872 (*Buffalo Evening Courier & Republic* 1872c). At Buffalo, she loaded 500 tons of coal on 7 June and passed Detroit heading upbound on 12 June to arrive at Chicago on 21 June 1871 (*Buffalo Daily Courier* 1872a; 1872b, *Buffalo Evening Courier & Republic* 1872d).

The *Walter B. Allen* took on 21,050 bushels of corn at Chicago and cleared for Buffalo on 26 June (*Buffalo Evening Courier & Republic* 1872e). She arrived into Buffalo on 5 July to unload her cargo and took aboard 500 tons of coal (*Buffalo Evening Courier & Republic* 1872f). The charter for the Chicago-bound coal was \$1.00 per ton (*Buffalo Evening Courier & Republic* 1872g). She departed Buffalo on 17 July, passed Detroit on 1 August, and arrived into Chicago on 12 August 1872 (*Buffalo Evening Courier & Republic* 2 1872h; 1872i). The *Walter B. Allen* returned to the Port of Buffalo arriving on 8 September 1872 from Chicago. She was again chartered for coal to Chicago and took aboard 550 tons at \$1.05 (*Buffalo Evening Courier & Republic* 1872j; 1872k).

At Chicago, the *Walter B. Allen* took on grain and upon her journey to the lower lakes, while on Lake Huron she was caught in a gale damaging her hull and sails. She was taken into Detroit for repairs (*Detroit Free Press* 1872). Repairs were made quickly and the schooner departed Detroit on 3 October and arrived into Buffalo on 9 October 1872 (*Buffalo Evening Courier & Republic* 1872l; *Buffalo Evening Courier & Republic* 1872m). Her sailing scheduled for the remainder of the 1872 season is incomplete. She is noted as passing Port Huron, Michigan/Sarnia, Ontario, downbound and grain

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laden on 4 December, which was her final trip for the year (*Buffalo Evening Courier & Republic* 1872n).

There is no available record of clearings or departures for the *Walter B. Allen* prior to the month of May for the 1873 season. She loaded 20,100 bushels of corn at Chicago on 10 May at 7 cents per bushel and departed that port on 12 May 1873 (*Buffalo Daily Courier* 1873a; 1873b). She passed Detroit downbound on 22 May on her way to Buffalo (*Buffalo Daily Courier* 1873c). The schooner arrived back in Chicago on 5 June 1873 where she loaded 20,000 bushels of corn and departed on 9 June (*Buffalo Daily Courier* 1873d; 1873e). She passed Detroit on 12 June and arrived into the Port of Buffalo on 15 June 1873 (*Buffalo Daily Courier* 1873f; *Buffalo Evening Courier & Republic* 1873a). On 16 June 1873, the *Walter B. Allen* was chartered to carry coal to Duluth at \$1.50 per ton. She cleared Buffalo with 510 tons of coal for Duluth on 19 June and passed Detroit on 21 June 1873 (*Buffalo Daily Courier* 1873g; *Buffalo Evening Courier & Republic* 1873b; 1873c). In 1873, passage through the Soo Locks required a toll of 4 cents per ton of cargo (Lorimer 1909). The *Walter B. Allen* passed Detroit on her way to Buffalo on 11 July and made that port on 14 July and cleared on 15 July 1873 with 550 tons of coal chartered at \$1.25 for Chicago (*Buffalo Daily Courier* 1873h; 1873i; 1873j). She arrived at Chicago on 27 July and loaded 20,000 bushels of corn and departed on 2 August for Buffalo (*Buffalo Daily Courier* 1873k; 1873l).

On 22 August, the *Walter B. Allen* arrived in at the Port of Chicago, took on grain for Buffalo, and was report to passing downbound at Detroit on 31 August 1873 (*Buffalo Daily Courier* 1873m; *Buffalo Courier* 1873n; *Oswego Daily Palladium* 1873a). She arrived at Buffalo on 02 September where she loaded 500 tons of coal chartered for Chicago at \$1.12 ½ per ton and cleared that port on 03 September 1873 (*Buffalo Daily Courier* 1873o). She passed Detroit upbound on 06 September 1873 (*Buffalo Daily Courier* 1873p).

On 17 October 1873, the *Walter B. Allen* arrived into the Port of Buffalo from Chicago under the command of Captain Lamy. There is no documentation of Captain Lamy on the enrollment documents, and this may have been a temporary or unregistered change in Master. When she arrived into Buffalo she was loaded with 19,000 bushels of wheat (*Buffalo Daily Courier* 1873q). Her sailing scheduled for the remainder of the 1873 season is incomplete.

With the start of the 1874 shipping season, the *Walter B. Allen* was downgraded to an A2 insurance rating and valued at \$15,000 by the Board of Lake Underwriters (Board of Lake Underwriters 1874). She was recorded as passing downbound at Detroit for an unknown destination on 5 May with a return passing upbound on 12 May on her way to Chicago (*Buffalo Daily Courier* 1874a; *Buffalo Evening Courier & Republic* 1874a). At Chicago she was chartered to carry 20,000 bushels of corn to Buffalo

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at 4 cents per bushel (*Buffalo Daily Courier* 1874b). She passed Detroit on 26 May and arrived into the Port of Buffalo on 28 May under the command of Captain William Long (*Buffalo Daily Courier* 1874c; 1874d). Reports indicate the vessel passing Detroit upbound on 1 June and arriving into Chicago on 9 June 1874 (*Buffalo Daily Courier* 1874e; 1874f). The schooner then loaded 20,625 bushels of corn at Chicago and departed for Buffalo on 12 June 1874. The vessel must have had fair winds as she was reported to have passed Detroit on 13 June (*Buffalo Daily Courier* 1874g; 1874h).

On 22 June, the *Walter B. Allen* was chartered to carry 530 tons on coal at only 40 cents per ton from Buffalo to Chicago, and she departed Buffalo on 22 June 1874 (*Buffalo Evening Courier & Republic* 1874b; *Buffalo Daily Courier* 1874i). She passed Detroit on 27 June and arrived into the Port of Chicago on 3 July 1874 (*Buffalo Daily Courier* 1874j; 1874k). At Chicago, she loaded 20,000 bushels of corn and departed on 8 July for Buffalo (*Buffalo Daily Courier* 1874k). She passed Detroit on 11 July and arrived into Buffalo on 19 July 1874 (*Buffalo Daily Courier* 1874l; 1874m; 1874n). The *Walter B. Allen* was then chartered to carry coal from Buffalo to Racine, Wisconsin, at a rate of \$1.25 per ton and departed Buffalo on 23 July (*Buffalo Daily Courier* 1874o). It is uncertain when she arrived at the Port of Racine to unload her cargo, but she arrived into Chicago on 28 July 1874 (*Buffalo Daily Courier* 1874p). The vessel again passed Detroit on 31 August bound for Buffalo, where she arrived on 2 September and cleared the next day with 550 tons of coal on a return trip to Chicago (*Buffalo Daily Courier* 1874q; 1874r). The schooner passed Detroit on 5 September and arrived into the Port of Chicago on 28 September (*Buffalo Daily Courier* 1874s; 1874t). Her sailing scheduled for the remainder of the 1874 season is incomplete, and there is only one notice of a late season charter to carry wheat from Chicago to Buffalo at 8 cents per bushel, clearing Chicago on 3 November 1874 (*Buffalo Evening Courier & Republic* 1874c).

Winter lay-up for winter of 1874-1875 was short for the *Walter B. Allen*; she was reported loading grain at Chicago on 30 March 1875 (*Buffalo Evening Courier & Republic* 1875a). The next mention of the vessel in contemporary newspapers is well into the 1875 season. On 12 June 1875, loaded with 19,800 bushels of corn, the *Walter B. Allen* cleared Chicago for Buffalo (*Buffalo Daily Courier* 1875a). It is uncertain when she made that port, but she was reported passing back upbound at Detroit on 29 June 1875 (*Buffalo Daily Courier* 1875b).

On 14 July 1875 the *Walter B. Allen* cleared Chicago with 20,000 bushels of corn for Buffalo (*Buffalo Daily Courier* 1875c). With favorable winds, she passed downbound at Detroit on 15 July and arrived into Buffalo under the command of Captain William Long on 17 July 1875. She unloaded her cargo and cleared the next day (*Buffalo Evening Courier & Republic* 1875b; 1875c).

A need for vessels on the lower lakes to carry coal to Lake Michigan ports developed mid-summer

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1875. Shippers offered 50 cents per ton of coal for vessels to carry the cargo, but carriers were asking 75 cents per ton. The *Walter B. Allen's* next cargo of coal was loaded at Ashtabula, Ohio, on 19 July 1875 and consigned to Chicago at a rate of 70 cents per ton (*Buffalo Daily Courier* 1875d; *Buffalo Evening Courier & Republic* 1875d; 1875e).

The *Walter B. Allen* loaded 18,427 bushels of wheat at Chicago and cleared that port on 24 August bound for Buffalo (*Buffalo Daily Courier* 1875e), arriving there under the command of Captain Long on 1 September to offload and take on 570 tons of coal for Chicago. She cleared Buffalo on 3 September, passing Detroit on 9 September 1875 on her upbound trip (*Buffalo Evening Courier & Republic* 1875f; 1875g; 1875h).

On 8 October, the *Walter B. Allen* was reportedly chartered to take wheat from Chicago to Kingston, Ontario. Loaded with 19,000 bushels, she cleared Chicago on 10 October, passing Detroit on 14 October 1875 (*Buffalo Daily Courier* 1875f; 1875g; *Buffalo Evening Courier & Republic* 1875i;). It is uncertain if her destination was incorrectly reported at the time of clearing Chicago or if there was a last minute change of orders, but she arrived at the Port of Buffalo on 17 October 1875 under the command of Captain Lamy (*Buffalo Daily Courier* 1875h).

On 4 November 1875, the schooner took on 18,000 bushels of wheat and cleared the Port of Chicago for Buffalo (*Buffalo Daily Courier* 1875i). She offloaded her cargo at Buffalo and took on coal at 75 cents per ton for her final trip to Chicago before the 1875-1876 winter lay-up (*Buffalo Evening Courier & Republic* 1875j)

No records of clearings, arrivals, or accidents have been uncovered for the 1876 shipping season, and the next appearance of the *Walter B. Allen* does not occur until she was reported to have passed upbound through the Welland Canal on 24 May 1877 from Ogdensburg, New York, to Cleveland, Ohio, running light (*Oswego Daily Times* 1877a). In July 1877, the *Walter B. Allen* was receiving a general overhaul at the Bates' Shipyard in Manitowoc, Wisconsin, and having her spars cut down (*Oswego Daily Times* 1877b). About this time the Russo-Turkish War was escalating and Europe was searching to replace their Russian market supplies. The Europeans looked to the Great Lakes for vessels and trade. Many vessel owners were reluctant to send their vessels across the ocean, but some chose to charter them for European voyages rather than have them laid up. Two canallers owned by Mr. Irish and Mr. Bullen were chartered to carry supplies from Oconto and Suamico, Wisconsin, to England at a rate of \$20 per 1,000 pounds of cargo. J.M. Long explained to the *Chicago Tribune* that he was considering the option of changing the *Walter B. Allen* over for service in the transatlantic trade (*Chicago Tribune* 1887; *Oswego Daily Times* 1877b). Long must have changed his mind about sending his vessel overseas, however, because on 4 August 1877 the *Walter B. Allen* was chartered to

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carry corn from Chicago to Buffalo (*Buffalo Daily Courier* 1877a). She was reported to have passed Detroit downbound on 15 August 1877 (*Buffalo Daily Courier* 1877a; *Oswego Daily Times* 1877d).

On 11 September 1877, the *Walter B. Allen* was chartered to carry 19,104 bushels of wheat from Chicago to Oswego, New York, at 7 ¼ cents per bushel, consigned to M. Merick of Oswego (*Oswego Daily Times* 1877e). She cleared Chicago on 12 September, passing Detroit on 18 September, and arrived in Port Colborne, Ontario, for a downbound passage through the Welland Canal on 19 September 1877 (*Buffalo Daily Courier* 1877b; *Oswego Daily Times* 1877f; 1877g). She arrived into Oswego on 26 September 1877 under the command of Captain Higgins (*Oswego Daily Times* 1877h), although Captain Higgins is not recorded on the enrollment documents.

The *Walter B. Allen* loaded coal at Oswego and cleared that port on 29 September for Chicago (*Oswego Daily Times* 1877i). At Chicago, the vessel was chartered for corn bound for Buffalo. She cleared Chicago on 13 October, passing downbound at Detroit on 17 October (*Buffalo Daily Courier* 1877c; 1877d). On 27 October 1877, the *Walter B. Allen* was hired to carry railroad ties from Tawas, Michigan, to Chicago at \$1.62 ½. This was her final charter of the year before winter lay-up (*Buffalo Daily Courier* 1877e).

The shipping history for the *Walter B. Allen*'s 1878 season is incomplete. On 29 April 1878 the *Walter B. Allen* was chartered to carry corn at 3 cents per bushel from Chicago to Buffalo (*Oswego Daily Palladium* 1878a). Then, on 17 June 1878, the *Walter B. Allen* arrived into the Port of Buffalo from Chicago with 19,836 bushels of corn consigned to M. W. Blapro, and with 17,000 bushels of wheat, 4,400 barrels of flour, and 310 hides for L.S.T. Company (*Buffalo Daily Courier* 1878). On 10 July, the schooner was reported passing downbound at Port Huron, Michigan, and on 19 July 1878 she was reported passing upbound at Detroit (*Oswego Daily Palladium* 1878b; *Oswego Daily Times* 1878). Outside of these listing no other arrivals, passages, or clearings were found in contemporary news reports.

At the opening of the 1879 shipping season, it was announced to the *Oswego Morning Herald* (1879a), that Captain George McMorrان would take command of the *Walter B. Allen*, replacing Captain Higgins. Again, there is no information within the enrollment documentation of Captain George McMorrان. The *Walter B. Allen* passed Port Huron, Michigan, downbound on 11 June. There was no indication of her destination port or cargo (*Buffalo Morning Express* 1879a).

On 5 July 1879, the *Walter B. Allen* was reported as leaking badly while taking refuge in Beaver Harbor on Lake Michigan. She was heavily loaded with railroad iron, and the tug *Leviathan* was sent to her assistance. The tug took the schooner in tow to Detroit, passing Port Huron on 8 July 1879



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(*Oswego Morning Herald* 1879b; *Buffalo Daily Courier* 1879a).

The *Walter B. Allen* had just been repaired and placed back into service when she suffered a second accident in 1879. During a gale on the evening of 8 August 1879, she went ashore on Point au Pelee Island in Lake Erie. She was carrying grain loaded at Toledo bound for Buffalo when the accident occurred. A propeller out of Detroit spotted the vessel on the beach the next morning, but the seas were too rough to assist her (*Buffalo Evening Courier & Republic* 1879b). A tug was finally sent to her assistance on the morning of 12 August, but the schooner was afloat before the tug reached her. Although she was leaking badly, she continued on to Buffalo, reaching Sloan's dock for repairs (*Buffalo Morning Express* 1879b; *Oswego Daily Palladium* 1879; *Oswego Daily Times* 1879; *Oswego Morning Herald* 1879c). At the time of the grounding, the *Walter B. Allen's* insurance rating was listed as A2 with an overall value of \$9,000. She was underinsured at \$5,000 by the St. Paul Insurance of St. Paul, Minnesota, and Northwestern Insurance of Milwaukee (*Buffalo Evening Courier & Republic* 1879a).

Repairs were made to the hull, and on 14 August 1879 the *Walter B. Allen* cleared Buffalo with 350 tons of coal for Detroit (*Buffalo Evening Courier & Republic* 1879b). On 1 September, she arrived back at the Port of Buffalo from Detroit with 20,000 bushels of wheat consigned to Preston & Wright. At her helm was a new Master, Captain William Jones (*Buffalo Daily Courier* 1879b). There is no information within the enrollment documentation of Captain William Jones.

Her next arrival at the Port of Buffalo was on 9 September 1879. She arrived with 19,039 bushels of wheat consigned to R. Hall & Co. She loaded 400 tons of coal for Detroit and cleared the Port of Buffalo on the same day with Captain G.W. Holt as Master (*Buffalo Daily Courier* 1879c). Again, there is no information within the enrollment documentation of Captain G.W. Holt.

On 25 September 1879, the *Walter B. Allen* was chartered to carry wheat from Detroit Buffalo at 7 ½ cents per bushel, but wheat rates declined for subsequent charters (*Buffalo Daily Courier* 1879d). On 31 October 1879, the rate for wheat was negotiated at 5 cents per bushel (*Buffalo Evening Courier & Republic* 1879c), and she arrived into the Port of Buffalo on 1 November with 18,000 bushels of wheat (*Buffalo Daily Courier* 1879e). From Buffalo, the *Walter B. Allen* then traveled to the upper Lakes. No information of her port or cargo was uncovered, but she is noted as passing downbound at Port Huron on 18 November 1879 for her final trip of the 1879 shipping season (*Buffalo Daily Courier* 1879f; *Buffalo Evening Courier & Republic* 1879d).

On the night of Saturday, 10 April 1880, a fierce storm swept Lake Michigan and caused damage to a large number of vessels. It was noted that in northern Lake Michigan there remained a large amount of

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floating ice - some broken up and some heavy pieces were said to be no less than six or eight feet thick. With Captain George McMorran at the helm, the *Walter B. Allen* went ashore at South Manitou Island in northern Lake Michigan and took as much as six feet of water in her hold. In the struggle to stay off the beach, the *Walter B. Allen's* large anchor and mainsail were lost. At the time of her grounding, she was carrying 19,000 bushels of corn that had been loaded at Chicago and insured for \$9,000. The insurance was split \$5,000 in the Lloyds and \$4,000 in the Mercantile. The hull was insured for \$8,000, with \$3,000 in the Lloyds, \$2,500 in the Manhattan, and \$2,500 in the Phoenix (*Buffalo Daily Courier* 1880; *Buffalo Evening Courier & Republic* 1880a; *Chicago Tribune* 1880b; *Milwaukee Sentinel* 1880a).

On 13 April 1880, the tug *Caroline Williams* of Manistee, Michigan, arrived to lend assistance and installed a large steam pump and hawser on the *Walter B. Allen's* deck. It was planned to tow the disabled vessel to Manitowoc for repairs, but because Manitowoc had no facility for handling the waterlogged grain it was determined that the *Walter B. Allen* would need to be taken to Milwaukee (*Milwaukee Sentinel* 1880a).

The *Walter B. Allen* was under tow of the tug *Caroline Williams* and had just passed Manitowoc on the morning of 16 April 1880 when the wind picked up and the seas began building. The seas were soon breaking over the vessel, filled her to the rail, and extinguished the fires of the steam pump. Waves continued to come aboard, making it impossible for the crew to relight the fires in the boiler. Soon the waves were so high that they would bury the schooner from the view of the tug and it was decided to remove the crew left aboard the *Walter B. Allen*.

The *Caroline Williams* came alongside the *Walter B. Allen* five times before the last man was removed. By 10:00 AM, less than twenty minutes after the last man was rescued, the *Walter B. Allen* disappeared. It was snowing so heavily that it was not exactly known where the *Walter B. Allen* went down (*Chicago Tribune* 1880b; *Door Co. Advocate* 1880; *Manitowoc Tribune* 1880; *Milwaukee Sentinel* 1880b).

Prior to her sinking, the *Walter B. Allen's* insurance rating had been downgraded to B1 and her hull valued at \$13,000 (*Milwaukee Sentinel* 1880b). Although her insurance only covered a portion of the hull's value, that would not be the only financial loss. The underwriters were soon notified that they were also liable for the value of the lost steam pump and rescue equipment that had gone down with the *Walter B. Allen* when she foundered. When the tug *Caroline Williams* was sent to the *Walter B. Allen's* assistance, John M. Long, the *Walter B. Allen's* majority owner, entered into an agreement whereby the risk to equipment was assumed by the vessel, her owners, and her underwriters. This equipment was valued at \$4000 (*Door County Advocate* 1880; *Milwaukee Sentinel* 1880c).

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John M. Long owned another vessel, the schooner *Groton*, which left Chicago with a cargo of corn for Buffalo just hours prior to the *Walter B. Allen's* departure. The *Groton* was also damaged in the storm, losing her bowsprit, damaging her foremast head, and splitting her foresail and jib. The *Groton* had to put in to Mackinaw City to wait out the storm. When asked of his misfortune, Mr. Long replied, "The returns are not yet all in. I have yet to hear from three other vessels, downward-bound with grain cargoes. I have been in the vessel business twenty-two years, owning from five to six sail craft most of the time. And in these twenty-two years the damage altogether has not amounted to as much as I have been called upon to stand within the past nine months. It seems as if such misfortunes run together when they do come" (*Chicago Tribune* 1880a).

The *Walter B. Allen's* enrollment was surrendered on 20 April 1880 indicating the vessel was lost 10 miles northeast of Sheboygan, Wisconsin, in Lake Michigan (Bureau of Navigation 1872). The shipwreck was discovered in 1975 by recreational shipwreck hunters and divers.

**Archaeological Significance**

The *Walter B. Allen* meets the registration requirements for Criteria D at the state level, as established in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Walter B. Allen* is a rare example of a vessel type unique to the Great Lakes that developed to serve the nineteenth-century grain market within the physical constraints of the canal system that connected the Midwest's grain states with eastern markets. Known as canallers, these boxy vessels were built to the constraints of the Welland Canal locks, allowing the vessels to carry the largest amount of cargo possible through the locks with only inches to spare between the vessel's hull and the lock walls and bottom. The largest of the canallers, like the *Walter B. Allen*, were designed to unship their bowsprits in order to pass through the locks. Although the boxy hull shape was claimed by some to diminish the vessel's handling characteristics, the increased cargo capacity and correspondingly greater profits outweighed the perceived lack of seaworthiness.

The canallers' heyday was during the middle of the nineteenth century, before the railroad lines had expanded enough to connect the Midwest and the Atlantic coast with low-cost transportation of bulk cargoes such as grain. While the rail lines were being constructed, vessels like the *Walter B. Allen* moved the vast majority of Midwestern grain in what was the "long haul" of Great Lakes trade routes. As settlers pushed westward into the plains states, they sent an ever-increasing surplus of grain to shipping ports on southwestern Lake Michigan, where the canallers loaded the bulk grain and carried it to the roller mills of the eastern Great Lakes. On their return trips, they most often carried coal cargoes that supplied the Upper Midwest with fuel for heating and industry. This trade fueled the expansion of

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the Grain Belt and the construction of large elevators on western Lake Michigan, some of which are still in operation today.

Canallers like the *Walter B. Allen* played a vital role in the development of the Grain Belt states, providing a vital transportation link between the Midwestern fields and Eastern mills. Developed solely to serve the transportation needs of the grain industry, the canaller quickly disappeared from the Great Lakes as railroad networks expanded and took over bulk shipment of grain from the lake shippers. Today, few archaeological examples of the canaller remain, and the *Walter B. Allen* is one of the best preserved of all known examples. No historical record of their construction exists today, making archaeological examples like the *Walter B. Allen* particularly significant. Information gathered from the *Walter B. Allen* site has increased our understanding of canal schooner construction and use on the Great Lakes. Due to the high level of hull integrity, the *Walter B. Allen* site has vast potential to yield even further insight into this vessel class in future years.

Name of Property

County and State

**9. Major Bibliographic References**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous Documentation on File** (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

**Primary location of additional data:**

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

Name of repository:

**10. Geographical Data**

Acreege of Property less than one acre

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

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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**

<b>name/title</b>	Tamara Thomsen, Matt Carter, and Keith Meyerden	<b>date</b>	11/08/10
<b>organization</b>	Wisconsin Historical Society	<b>telephone</b>	608.221.5909
<b>street &amp; number</b>	816 State Street	<b>zip code</b>	53706
<b>city or town</b>	Madison	<b>state</b>	WI

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1869 *Buffalo Commercial Advertiser*, 28 October.

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1866a *Buffalo Daily Courier*, 1 June.

1866b *Buffalo Daily Courier*, 23 June.

1866c *Buffalo Daily Courier*, 7 July.

1867a *Buffalo Daily Courier*, 24 August.

1867b *Buffalo Daily Courier*, 8 November.

1867c *Buffalo Daily Courier*, 3 December.

1868a *Buffalo Daily Courier*, 20 June.

1868b *Buffalo Daily Courier*, 27 June.

1868c *Buffalo Daily Courier*, 9 September.

1868d *Buffalo Daily Courier*, 29 September.

1868e *Buffalo Daily Courier*, 1 October.

1868f *Buffalo Daily Courier*, 31 October.

1868g *Buffalo Daily Courier*, 13 November.

1869a *Buffalo Daily Courier*, 25 May.

1869b *Buffalo Daily Courier*, 29 October.

1870 *Buffalo Daily Courier*, 26 September.

1871a *Buffalo Daily Courier*, 8 May.

1871b *Buffalo Daily Courier*, 29 July.

1871c *Buffalo Daily Courier*, 7 September.

1871d *Buffalo Daily Courier*, 14 September.

1871e *Buffalo Daily Courier*, 16 September.

1871f *Buffalo Daily Courier*, 25 September.

1871g *Buffalo Daily Courier*, 4 October.

1871h *Buffalo Daily Courier*, 30 October.

1871i *Buffalo Daily Courier*, 31 October.

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- 1871j *Buffalo Daily Courier*, 1 November.
- 1871k *Buffalo Daily Courier*, 15 November.
- 1871l *Buffalo Daily Courier*, 20 November.
- 1872a *Buffalo Daily Courier*, 13 June.
- 1872b *Buffalo Daily Courier*, 24 June.
- 1873a *Buffalo Daily Courier*, 14 May.
- 1873b *Buffalo Daily Courier*, 15 May.
- 1873c *Buffalo Daily Courier*, 23 May.
- 1873d *Buffalo Daily Courier*, 9 June.
- 1873e *Buffalo Daily Courier*, 12 June.
- 1873f *Buffalo Daily Courier*, 13 June.
- 1873g *Buffalo Daily Courier*, 17 June.
- 1873h *Buffalo Daily Courier*, 14 July.
- 1873i *Buffalo Daily Courier*, 16 July.
- 1873j *Buffalo Daily Courier*, 18 July.
- 1873k *Buffalo Daily Courier*, 30 July.
- 1873l *Buffalo Daily Courier*, 6 August.
- 1873m *Buffalo Daily Courier*, 23 August.
- 1873n *Buffalo Daily Courier*, 1 September.
- 1873o *Buffalo Daily Courier*, 4 September.
- 1873p *Buffalo Daily Courier*, 8 September.
- 1873q *Buffalo Daily Courier*, 19 October.
- 1874a *Buffalo Daily Courier*, 6 May.
- 1874b *Buffalo Daily Courier*, 25 May.
- 1874c *Buffalo Daily Courier*, 27 May.
- 1874d *Buffalo Daily Courier*, 30 May.
- 1874e *Buffalo Daily Courier*, 3 June.
- 1874f *Buffalo Daily Courier*, 12 June.
- 1874g *Buffalo Daily Courier*, 13 June.
- 1874h *Buffalo Daily Courier*, 15 June.
- 1874i *Buffalo Daily Courier*, 24 June.
- 1874j *Buffalo Daily Courier*, 29 June.
- 1874k *Buffalo Daily Courier*, 6 July.
- 1874l *Buffalo Daily Courier*, 14 July.
- 1874m *Buffalo Daily Courier*, 17 July.
- 1874n *Buffalo Daily Courier*, 21 July.
- 1874o *Buffalo Daily Courier*, 24 July.

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- 1874p *Buffalo Daily Courier*, 31 July.
- 1874q *Buffalo Daily Courier*, 1 September.
- 1874r *Buffalo Daily Courier*, 4 September.
- 1874s *Buffalo Daily Courier*, 9 September.
- 1874t *Buffalo Daily Courier*, 30 September.
- 1875a *Buffalo Daily Courier*, 16 June.
- 1875b *Buffalo Daily Courier*, 30 June.
- 1875c *Buffalo Daily Courier*, 14 July.
- 1875d *Buffalo Daily Courier*, 20 July.
- 1875e *Buffalo Daily Courier*, 27 August.
- 1875f *Buffalo Daily Courier*, 13 October.
- 1875g *Buffalo Daily Courier*, 16 October.
- 1875h *Buffalo Daily Courier*, 19 October.
- 1875i *Buffalo Daily Courier*, 5 November.
- 1877a *Buffalo Daily Courier*, 4 August.
- 1877a *Buffalo Daily Courier*, 17 August.
- 1877b *Buffalo Daily Courier*, 19 September.
- 1877c *Buffalo Daily Courier*, 13 October.
- 1877d *Buffalo Daily Courier*, 18 October.
- 1877e *Buffalo Daily Courier*, 27 October.
- 1878 *Buffalo Daily Courier*, 18 June.
- 1879a *Buffalo Daily Courier*, 9 July.
- 1879b *Buffalo Daily Courier*, 2 September.
- 1879c *Buffalo Daily Courier*, 10 September.
- 1879d *Buffalo Daily Courier*, 29 September.
- 1879e *Buffalo Daily Courier*, 2 November.
- 1879f *Buffalo Daily Courier*, 18 November.
- 1880a *Buffalo Daily Courier*, 13 April.

**Buffalo Evening Courier & Republic**

- 1866a *Buffalo Evening Courier & Republic*, 24 May.
- 1866b *Buffalo Evening Courier & Republic*, 11 June.
- 1866c *Buffalo Evening Courier & Republic*, 14 June.
- 1866d *Buffalo Evening Courier & Republic*, 22 June.
- 1866e *Buffalo Evening Courier & Republic*, 6 July.
- 1866f *Buffalo Evening Courier & Republic*, 5 September.
- 1866g *Buffalo Evening Courier & Republic*, 24 October.



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- 1866h *Buffalo Evening Courier & Republic* 31 October.
  - 1869a *Buffalo Evening Courier & Republic*, 2 July.
  - 1869b *Buffalo Evening Courier & Republic*, 30 July.
  - 1869c *Buffalo Evening Courier & Republic*, 20 August.
  - 1869d *Buffalo Evening Courier & Republic*, 14 September.
  - 1869e *Buffalo Evening Courier & Republic*, 21 September.
  - 1869f *Buffalo Evening Courier & Republic*, 1 November.
  - 1869g *Buffalo Evening Courier & Republic*, 12 November.
  - 1869h *Buffalo Evening Courier & Republic*, 24 November.
  - 1870a *Buffalo Evening Courier & Republic*, 20 May.
  - 1870b *Buffalo Evening Courier & Republic*, 25 May.
  - 1870c *Buffalo Evening Courier & Republic*, 30 May.
  - 1870d *Buffalo Evening Courier & Republic*, 17 June.
  - 1870e *Buffalo Evening Courier & Republic*, 27 June.
  - 1870f *Buffalo Evening Courier & Republic*, 23 September.
  - 1870g *Buffalo Evening Courier & Republic*, 17 October.
  - 1870h *Buffalo Evening Courier & Republic* 31 October.
  - 1870i *Buffalo Evening Courier & Republic*, 11 November.
  - 1870j *Buffalo Evening Courier & Republic*, 17 November.
  - 1871a *Buffalo Evening Courier & Republic*, 20 April.
  - 1871b *Buffalo Evening Courier & Republic*, 5 May.
  - 1871c *Buffalo Evening Courier & Republic*, 10 May.
  - 1871d *Buffalo Evening Courier & Republic*, 18 May.
  - 1871e *Buffalo Evening Courier & Republic*, 1 June.
  - 1871f *Buffalo Evening Courier & Republic*, 9 June.
  - 1871g *Buffalo Evening Courier & Republic*, 22 June.
  - 1871h *Buffalo Evening Courier & Republic*, 26 June.
  - 1871i *Buffalo Evening Courier & Republic*, 30 June.
  - 1871j *Buffalo Evening Courier & Republic*, 20 July.
  - 1871k *Buffalo Evening Courier & Republic*, 28 July.
  - 1871l *Buffalo Evening Courier & Republic*, 31 July.
  - 1871m *Buffalo Evening Courier & Republic*, 22 August.
  - 1871n *Buffalo Evening Courier & Republic*, 21 September.
  - 1872a *Buffalo Evening Courier & Republic*, 18 May.
  - 1872b *Buffalo Evening Courier & Republic*, 20 May.
  - 1872c *Buffalo Evening Courier & Republic*, 1 June.
  - 1872d *Buffalo Evening Courier & Republic*, 10 June.

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

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 5

*Walter B. Allen Shipwreck (Canaller)*  
Sheboygan County, Wisconsin

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- 1872e *Buffalo Evening Courier & Republic*, 29 June.
- 1872f *Buffalo Evening Courier & Republic*, 8 July
- 1872g *Buffalo Evening Courier & Republic*, 18 July.
- 1872h *Buffalo Evening Courier & Republic*, 2 August.
- 1872i *Buffalo Evening Courier & Republic*, 15 August.
- 1872j *Buffalo Evening Courier & Republic*, 10 September.
- 1872k *Buffalo Evening Courier & Republic*, 11 September.
- 1872l *Buffalo Evening Courier & Republic*, 4 October.
- 1872m *Buffalo Evening Courier & Republic*, 11 October.
- 1872n *Buffalo Evening Courier & Republic*, 4 December
- 1873a *Buffalo Evening Courier & Republic*, 16 June.
- 1873b *Buffalo Evening Courier & Republic*, 19 June.
- 1873c *Buffalo Evening Courier & Republic*, 23 June.
- 1874a *Buffalo Evening Courier & Republic*, 13 May.
- 1874b *Buffalo Evening Courier & Republic*, 23 June.
- 1874c *Buffalo Evening Courier & Republic*, 5 November.
- 1875a *Buffalo Evening Courier & Republic*, 30 March.
- 1875b *Buffalo Evening Courier & Republic*, 18 July.
- 1875c *Buffalo Evening Courier & Republic*, 19 July.
- 1875d *Buffalo Evening Courier & Republic*, 20 July.
- 1875e *Buffalo Evening Courier & Republic*, 23 July.
- 1875f *Buffalo Evening Courier & Republic*, 3 September.
- 1875g *Buffalo Evening Courier & Republic*, 4 September.
- 1875h *Buffalo Evening Courier & Republic*, 10 September.
- 1875i *Buffalo Evening Courier & Republic*, 12 October.
- 1875j *Buffalo Evening Courier & Republic*, 12 November.
- 1879a *Buffalo Evening Courier & Republic*, 11 August.
- 1879b *Buffalo Evening Courier & Republic*, 15 August.
- 1879c *Buffalo Evening Courier & Republic*, 31 October.
- 1879d *Buffalo Evening Courier & Republic*, 18 November.
- 1880a *Buffalo Evening Courier & Republic*, 13 April

**Buffalo Morning Express**

- 1869 *Buffalo Morning Express*, 29 October.
- 1879a *Buffalo Morning Express*, 12 June.
- 1879b *Buffalo Morning Express*, 13 August.

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

**National Register of Historic Places**  
Continuation Sheet

Section 9 Page 6

*Walter B. Allen Shipwreck (Canaller)*  
Sheboygan County, Wisconsin

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Bureau of Navigation

1866 *Walter B. Allen* Permanent Certificate of Enrollment No.6, Port of Ogdensburg, New York, Record Group 41, U.S. National Archives. Washington D.C.

1871a *Walter B. Allen* Permanent Certificate of Enrollment No.2, Port of Ogdensburg, New York, Record Group 41, U.S. National Archives. Washington D.C.

1871b *Walter B. Allen* Permanent Certificate of Enrollment No.100, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1872 *Walter B. Allen* Permanent Certificate of Enrollment No.93, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

Bureau of Statistics

1885 *Report on the Internal Commerce of the United States*. U.S. Government Printing Office. Washington D.C.

Chicago Tribune

1877 *Chicago Tribune*, 7 July.

1880a *Chicago Tribune*, 16 April.

1880b *Chicago Tribune*, 17 April.

Cooper, David J.

1988 1986-1987 Archaeological Survey of the Schooner *Fleetwing* Site, 47 DR168, Garrett Bay, Wisconsin. East Carolina University, *Program in Maritime Studies Research Report No. 6*. Greenville, NC.

Cooper, David J. and Paul P. Kriesa

1992 Great Lakes 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, WI.

Daily Eagle (Poughkeepsie, New York)

1868 *Daily Eagle*, 13 November.

Daily News (Kingston, Ontario)

1868 *Daily News*, 14 November.

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

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

Section 9 Page 7

*Walter B. Allen Shipwreck (Canaller)*  
Sheboygan County, Wisconsin

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Daily Standard (Syracuse, New York)

1870a *Daily Standard*, 7 May.

1870b *Daily Standard*, 1 June.

Daily Union & Advertiser (Rochester, New York)

1868 *Daily Union & Advertiser*, 13 November.

Detroit Free Press

1872 *Detroit Free Press*, 14 December.

Door County Advocate

1880 *Door County Advocate*, 29 April.

Karamanski, Theodore J.

2000 *Schooner Passage: Sailing Ships and the Lake Michigan Frontier*. Wayne State Press.  
Detroit, MI.

Kingsford, William

1865 *The Canadian Canals: Their History and Cost with an Inquiry into the Policy Necessary to Advance the Well-Being of the Province*. Rollo & Adam, Publishers. Toronto, Canada West, Canada.

Lorimer, William

1909 *The Gateway: The Rapids of the St. Mary's*. Klett Schulbuchverl, Publisher. Detroit, MI.

Mansfield, J. H.

1899 *History of the Great Lakes in Two Volumes*. Vol. 1, J. H. Beers & Co., Chicago, IL.

Manitowoc Tribune

1880 *Manitowoc Tribune*, 22 April.

Mills, James Cook

1910 *Our Inland Seas: Their Shipping & Commerce for Three Centuries*. A. C. McClurg and Company, Chicago, IL. Reprinted 1976, Freshwater Press, Inc., Cleveland, OH.

Milwaukee Advertiser

1836 *Milwaukee Advertiser*, 20 October.

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

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

Section 9 Page 8

*Walter B. Allen Shipwreck (Canaller)*  
Sheboygan County, Wisconsin

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Milwaukee Sentinel 14 April 1880

- 1880a *Milwaukee Sentinel*, 14 April.
- 1880b *Milwaukee Sentinel*, 17 April.
- 1880c *Milwaukee Sentinel*, 28 April.

New York Tribune

- 1867 *New York Tribune*, 3 December.

Oswego Daily Press

- 1870a *Oswego Daily Press*, 28 April.
- 1870b *Oswego Daily Press*, 27 June.
- 1870c *Oswego Daily Press*, 28 July.
- 1871 *Oswego Daily Press*, 8 February.

Oswego Daily Palladium

- 1873a *Oswego Daily Palladium*, 1 September.
- 1873b *Oswego Daily Palladium*, 6 November.
- 1878a *Oswego Daily Palladium*, 30 April.
- 1878b *Oswego Daily Palladium*, 11 July.
- 1879 *Oswego Daily Palladium*, 12 August.
- 1897 *Oswego Daily Palladium*, 26 March.

Oswego Daily Times

- 1877a *Oswego Daily Times*, 25 May.
- 1877b *Oswego Daily Times*, 9 July.
- 1877c *Oswego Daily Times*, 13 August.
- 1877d *Oswego Daily Times*, 16 August.
- 1877e *Oswego Daily Times*, 13 September.
- 1877f *Oswego Daily Times*, 15 September.
- 1877g *Oswego Daily Times*, 20 September.
- 1877h *Oswego Daily Times*, 28 September.
- 1877i *Oswego Daily Times*, 1 October.
- 1878 *Oswego Daily Times*, 20 July.
- 1879 *Oswego Daily Times*, 13 August.

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

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

Section 9 Page 9

*Walter B. Allen Shipwreck (Canaller)*  
Sheboygan County, Wisconsin

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Oswego Morning Herald

1879a *Oswego Morning Herald*, 15 May.

1879b *Oswego Morning Herald*, 9 July.

1879c *Oswego Morning Herald*, 13 August.

Quaife, Milo M.

1944 *Lake Michigan: The American Lake Series*. Bobbs – Merrill Company, Indianapolis, IN.

United States Census Bureau

1840 Town of Ogdensburg, St. Lawrence County, New York. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1850 Town of Oswegatchie, St. Lawrence County, New York. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1870 Town of Oswegatchie, St. Lawrence County, New York. U.S. Department of the Interior, Government Printing Office. Washington D.C.

St. Lawrence Republican and General Advertiser

1849 *St. Lawrence Republican and General Advertiser*, 10 April.

The St. Lawrence Seaway Management Corp.

2003 *The Welland Canal Section of the St. Lawrence Seaway*. <<http://www.greatlakes-seaway.com>>

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

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

Section 10 Page 1

*Walter B. Allen* Shipwreck (Canaller)  
Sheboygan County, Wisconsin

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**Boundary Description**

The boundary for the *Walter B. Allen* site is marked by a circle with a radius of 275 feet, centered on the UTM coordinates 0451059 Easting, 4853210 Northing, Zone 16.

**Boundary Justification**

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

Walter B. Allen Shipwreck (Canaller)  
Name of Property

Sheboygan County  
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.)

name/title	date
organization	telephone
street&number	zip code
city or town	state

**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 photos Page 1

*Walter B. Allen* Shipwreck (Canaller)  
Sheboygan County, Wisconsin

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**Photo #1 of 1**

*Walter B. Allen* Shipwreck (Canaller)  
Sheboygan County, Wisconsin  
Photographer Tamara Thomsen  
27 July 2010  
View of bow looking aft

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: WALTER B. ALLEN (canaller) Shipwreck

MULTIPLE NAME: Great Lakes Shipwreck Sites of Wisconsin MPS

STATE & COUNTY: WISCONSIN, Sheboygan

DATE RECEIVED: 9/30/11      DATE OF PENDING LIST: 10/26/11  
DATE OF 16TH DAY: 11/10/11      DATE OF 45TH DAY: 11/15/11  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000811

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    11-10-11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

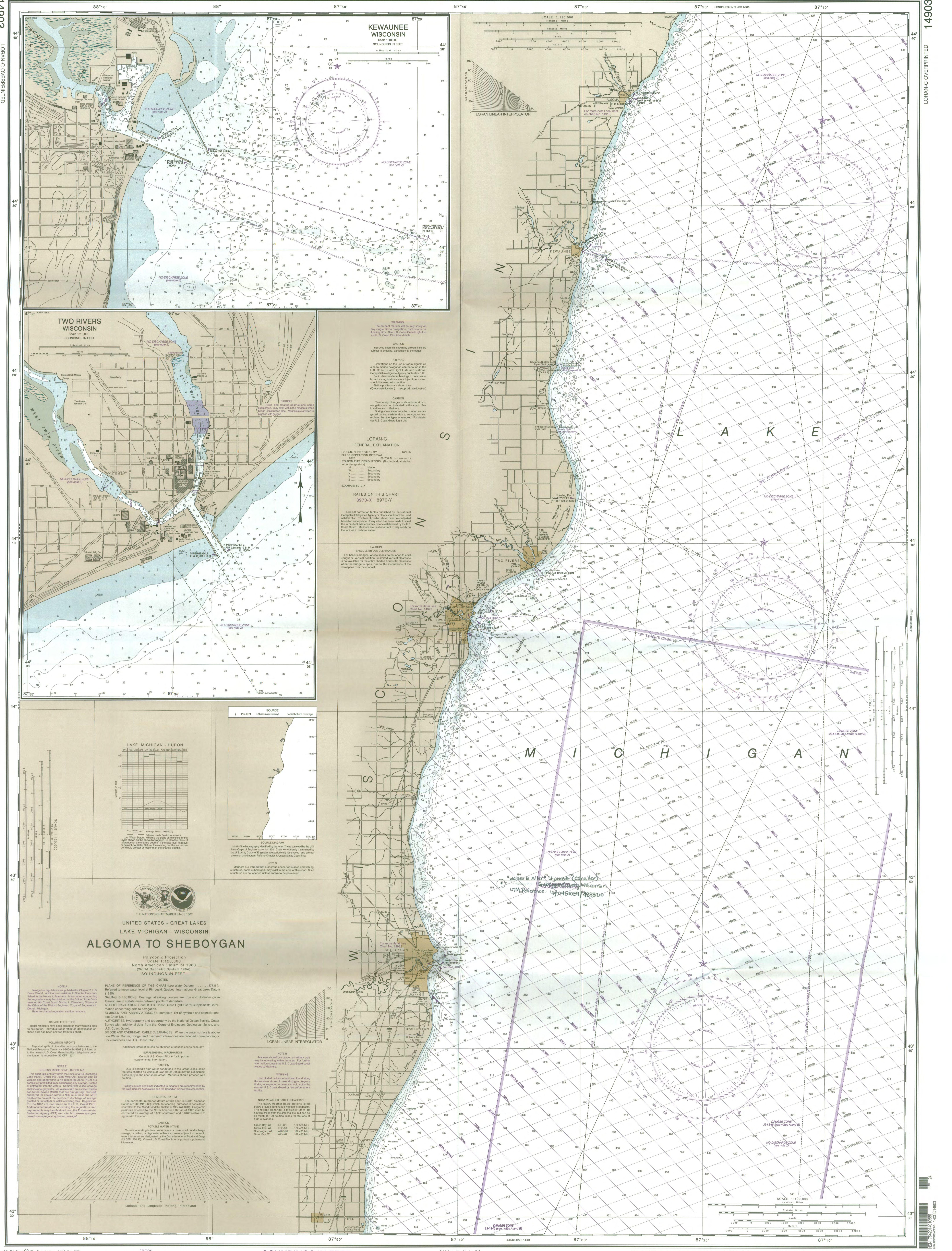


990108459 <WI\_Sheb...001.jpg> 1/4

Walgreens 04805 < > 11/11/10

"Walter B. Allen" Shipwreck (Canaller)  
Sheboygan County, Wisconsin  
Photographer Tamara Thomsen  
27 July 2010  
CD on file with Wisconsin Historical Soc.  
View of bow barking aft.  
Photo 1 of 1

This material has been designed to provide aid in navigation. The National Ocean Service encourages users to submit corrections, additions, or comments to improve the chart to the Coast Survey Office, National Ocean Service, 1400 Constitution Avenue, Silver Spring, Maryland 20910-3202.



24th Ed. Sup. 03B Corrected through NM Sep. 2008  
14903  
LORAN-C OVERPRINTED

CAUTION  
This chart has been corrected to the Notice to Mariners (NM) published weekly by the National Ocean Service, Hydrographic Office, and the Coast Survey. It is not to be used as a substitute for the current edition of the Notice to Mariners. Mariners should consult the Notice to Mariners for the latest information.

SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

Algoma to Sheboygan  
SOUNDINGS IN FEET - SCALE 1:120,000

14903  
LORAN-C OVERPRINTED

14903  
LORAN-C OVERPRINTED

14903

14903



Congress of the United States  
House of Representatives  
Washington, DC 20515-4906

6TH DISTRICT OFFICES  
FOND DU LAC, WI  
(920) 922-1180  
OSHKOSH, WI  
(920) 231-6333

February 14, 2011

RECEIVED

FEB 15 2011

DIV HIST PRES

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

Dear Ms. Penkiunas,

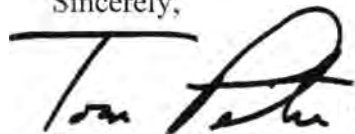
I am writing to support the nomination of the "*Walter B. Allen*" Shipwreck (*Canaller*) in Lake Michigan, for the Wisconsin State Register of Historic Places and the National Register of Historic Places.

I am in full support of this nomination and hope the Wisconsin Historic Preservation Review Board will give this unique property its most serious consideration.

Please keep me apprised of developments. Correspondence on this matter can be directed to me at 490 West Rolling Meadows Drive, Fond du Lac, WI 54937.

If you have any further questions, please contact my Constituent Services Representative, Sadie Vander Velde, at (920) 922-1180 or by email at [sadie.vandervelde@mail.house.gov](mailto:sadie.vandervelde@mail.house.gov).

Sincerely,



Thomas E. Petri  
Member of Congress

TEP:svv



WISCONSIN  
HISTORICAL  
SOCIETY



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

**FROM:** Daina Penkiunas

**SUBJECT:** National Register Nomination

The following materials are submitted on this 27th day of September 2011,  
for nomination of the Walter B. Allen Shipwreck (Canaller) to the National Register  
of Historic Places:

1 Original National Register of Historic Places nomination form

Multiple Property Nomination form

1 CD with electronic images

1 Photograph(s)

1 Original USGS/NOAA map(s)

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

1 Piece(s) of correspondence

Other \_\_\_\_\_

**COMMENTS:**

\_\_\_\_\_ Please insure that this nomination is reviewed

\_\_\_\_\_ This property has been certified under 36 CFR 67

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

\_\_\_\_\_ Other: \_\_\_\_\_

\_\_\_\_\_