

Wisconsin Word Processing Format (Approved 1/92)

**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 *Transfer Shipwreck (Self-unloading Barge)*

other names/site number *William McGregor 47MI-0554*

2. Location

street & number	<i>6.0 miles southeast of the Milwaukee Harbor</i>	<i>N/A</i>	not for publication
	<i>Breakwater Lighthouse, in Lake Michigan</i>		
city or town	<i>Milwaukee</i>	<i>X</i>	vicinity
state <i>Wisconsin</i>	code <i>WI</i>	county <i>Milwaukee</i>	code <i>079</i>
			zip code <i>53202</i>

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.)

Sandra Teakman
Signature of certifying official/Title

9/24/2021
Date

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

Transfer Shipwreck (Self-unloading Barge)

Milwaukee County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

X entered in the National Register.

See continuation sheet.

determined eligible for the

National Register.

See continuation sheet.

determined not eligible for the

National Register.

See continuation sheet.

removed from the National

Register.

other, (explain:)

John H. Ernst

for Signature of the Keeper

11/15/2021

Date of Action

5. Classification

Ownership of Property (check as many boxes as apply)

private

public-local

x public-State

public-Federal

Category of Property (Check only one box)

building(s)

district

structure

x site

object

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

contributing

noncontributing

1

buildings

sites

structures

objects

1

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- self-unloading barge

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1872-1923

Significant Dates

1872, 1914, 1923

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Craig, John
Linn, R.W.

Narrative Statement of Significance

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

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Section 7 Page 1

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Introduction

Six miles southeast of the Milwaukee Harbor Breakwater Lighthouse, in the city of Milwaukee, Milwaukee County, Wisconsin, the self-unloading barge *Transfer* (47MI-0554) lies on the clay and silt covered bottom of Lake Michigan in 120 feet of water. The vessel is broken on the lakebed, although all components of the vessel's construction remain on site. *Transfer* was launched as the schooner-barge *William McGregor* at the Linn & Craig Shipyard in Gibraltar, Michigan in 1872 and built for the Northwestern Transportation Company of Detroit, Michigan. The vessel operated in the coal trade between Lake Superior and Lake Erie during its early career and was towed primarily by the steamer *R.J. Hackett*. In 1911, *William McGregor* was purchased by the Milwaukee-Western Fuel Company, renamed *Transfer* and used to transport coal between the company's coal yards and coal receiving plants. In 1914, the vessel was converted into a self-unloading schooner barge. The Milwaukee Electric Railway & Light Company (TMER&L Co.) purchased the ship in 1915 and used it to carry coal from the company's coal yards in Milwaukee's harbor to various powerhouses along the Milwaukee River. In 1923, the TMER&L Co. replaced the aging *Transfer* with the newly converted self-unloading schooner barge *E.M.B.A.*, and *Transfer* was towed 6.0 miles outside of Milwaukee into Lake Michigan and sunk.

The vessel's location remained unknown until the site was discovered in 2009 by shipwreck hunter, Captain Jerry Guyer and became a popular dive site. The site remained unsurveyed until the summer of 2019. Maritime archaeologists and volunteers from the Wisconsin Historical Society documented the shipwreck in August of 2019, collecting measurements, video, and imagery. The *Transfer* site has produced archaeological knowledge about converted self-unloading barge construction and has the potential to yield a vast amount of information about the development of self-unloading technology in the western Great Lakes and converted self-unloading barge operations in the region.

Vessel Description

Transfer was originally constructed as the schooner-barge, *William McGregor*. Purpose built schooner-barges, such as *William McGregor*, largely resembled traditional schooners above the waterline; however, below the waterline they were constructed with boxy hulls. *William McGregor* had a flat bottom, sharp turn of the bilge, flat sides, and a shallow draft. The main difference between schooner-barges and schooners is the reduction in the sail and rigging area. The unique hull design of purpose built schooner-barges made them extremely well suited for conversion to self-unloaders in the early twentieth century. The flat bottom and flat sides of the hull left plenty of space in the hold in which to install machinery. Following its conversion to a self-unloader in 1914, *Transfer* was equipped with two parallel hoppers, a conveyer and elevator system, and an unloading boom on its deck. The vessel's deck planks were removed during conversion, allowing additional coal to be piled inside the hold, and its masts were removed. The vessel's original 1872 hull lines, keelson structure, and construction remained intact during the conversion. Today, the wreck site retains integrity from both phases of its

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life, with all of the hull components in place, and most of the self-unloading machinery *in situ*.

Site Description

The remains of the self-unloading barge *Transfer* (47MI-0554) lie broken on an even keel in 120 feet of water, 6.0 miles southeast of the main Milwaukee harbor entrance in the waters of Lake Michigan, in the town of Milwaukee, Milwaukee County, Wisconsin. The vessel sits nearly perpendicular to shore, on a heading of 85.1 degrees, with its bow facing southwest. The vessel remains broken, although most of its construction components and artifacts remain within its broken hull. No impact crater was discernable around the wreck indicating that the ship hit the lake bottom with little force. The site was discovered in 2009 by shipwreck hunter, Captain Jerry Guyer. The wreckage rises only 11.0 feet off the lakebed measured from the sand to the top of the broken sternpost.

A Phase II archaeological survey of *Transfer* was conducted in August of 2019 by maritime archaeologists and volunteers from the Wisconsin Historical Society. During the survey, archaeologists installed a temporary baseline along the centerline of the ship, stretching 196.1 feet from bottom of the broken stempost to just above the deadwood at the stern. All measurements for the survey were taken from this baseline. The overall length of the wreckage is 200.6 feet. The width of the hull, measured at its widest point, is 57.2 feet. At the time of its build, the vessel was reported to measure 200.0 feet long, with a beam of 33.9 feet. Given the wreck dimensions, location, comparisons to historic imagery, and the remaining self-unloading equipment located within the hull, the remains were determined to be that of the self-unloading barge *Transfer*. Although the vessel now lies broken on the lake bottom and covered in a thick coat of invasive quagga mussels, most of its components and artifacts remain within the footprint of its hull allowing for detailed observations of its construction and self-unloading equipment contained within.

The *Transfer*'s hull is constructed of wood, with its lower hull covered by sections of thin metal sheathing, measuring 0.02 feet thick and 2.3 feet wide. Most of this sheathing remains attached to the vessel's outer hull, however, some rectangular sections are scattered on the lake bottom just to the port side of the wreckage. The hull structure has completely collapsed; the port side hull has fallen inward, into the vessel's hold, and the starboard side has fallen outward. The outer hull planking measures 0.65 feet wide and 0.25 feet thick while the ceiling planking measures 0.7 and 0.8 feet wide and 0.2 feet thick. The vessel's frames can be observed near where the ship is broken at the turn of the bilge. The frame sets have a sided measurement of 0.9 feet (with each futtock measuring 0.45 feet wide), a moulded dimension of 0.7 feet, and are spaced 1.1 feet apart. Most of the large timbers now lie on the starboard side of the shipwreck. Given position the timbers and the hull sides the vessel hit the lake bottom starboard side first.

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Near the bow, the port side outer hull is broken. The forward 28.2 feet of the port side hull is splayed outward. It is likely that this break is where *Transfer* was rammed three times by a tug in an attempt to sink the ship. The vessel's stempost is broken 3.4 feet above the scarp joint where the stem meets the keel. The stempost measures 2.5 feet moulded and 1.8 feet sided and has a 2-degree list forward. The remainder of the stempost is attached to the fallen section of the port side hull.

The breasthook remains intact and attached to the fallen starboard side hull. It measures 3.5 feet in overall width. A single, wooden hogging arch extends from the breasthook, and continues aft along the length of the starboard side hull, until it becomes obstructed by debris 60.3 feet aft of the stempost. The arch measures 1.0 feet square. No metal hogging arches or strapping were located on the vessel's hull.

The forecastle deck remains mostly intact, although it now lies upside down, 12.5 feet forward of the broken stempost. This deck is triangular in shape, and measures 16.4 feet long and 25.2 feet wide overall, measured at what would have been its aft most edge. The deck planking of forecastle measures 0.5 feet wide and is supported by deck beams measuring 0.7 feet wide and 0.6 feet thick, which are spaced 1.2 feet apart.

The starboard side bulwarks are broken and largely missing, while the port side bulwarks remain intact on site, 10.4 feet off the vessel's port side. These bulwarks measure 3.8 feet tall. One set of bitts is located near the stern end of this port section of bulwarks. The bitts each measure 1.2 feet square and are spaced 2.0 feet apart. Additional single bitts line the bulwarks forward. These are unevenly spaced, and each measure 1.0 feet square. As a result of the ship's collision with the lake bottom the interior structural components of the vessel lie haphazardly within the hull.

Transfer's keelson remains intact along the length of the vessel, with both the forward and aft ends of the wreckage resting on an even keel. As a result of the numerous broken deck beams and other timbers within the hull, the keelson is only visible at certain points along the ship's length. Although obscured in most places, *Transfer's* keelson is visible from 60.1 feet to 153.2 feet along the baseline. The keelson measures 1.5 feet wide and 1.8 feet thick. Two sister keelsons flank the keelson and measure 0.7 feet wide. A triangular wooden support was located at 113.6 feet along the baseline. It is made of four timbers, 6.9 feet long, each larger than the other that measure 1.1 feet wide near the ceiling planking and taper to 0.4 feet wide. The purpose of these timbers is not known; however, it is possible that this was a repair to the keelson or additional support for the keelson structure installed as the vessel aged.

A single mast step was located at 102.2 feet on the baseline. The mast step measures 2.5 feet long and 1.2 feet wide. The location of this mast step, near the center of the wreckage, indicates that this was

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the mainmast step. During *Transfer's* conversion, the vessel's masts were removed; however, it is clear that that was the extent of the alterations to the hull structure of the vessel and the keelson remaining completely intact during conversion.

Evidence of the vessel's foremast was located on the site. Although the foremast step is obscured by scattered timbers, a large, rounded timber, measuring 1.5 feet in diameter and 5.8 feet in length, lies on its side 31.2 feet aft of the stempost. This timber has a flat top (cut), and a tenon at its base, which measures 1.0 feet in length that is similar in size to the mortise located at the mainmast step. This tenon would allow the mast to be stepped into the keelson. Although it was reported that *Transfer's* masts were removed during its conversion to a self-unloader, it seems that the foremast was merely cut down at height of the deck, and the lower section remained stepped into the keelson. The vessel's self-unloading hoppers and conveyer systems would not have extended as far forward as the foremast, making its complete removal unnecessary.

The ship's many stanchions remain extant, although fallen to the starboard side of the wreck and broken into multiple sections. These stanchions measure 0.7 feet square and are spaced approximately 1.2 feet apart. The base of each stanchion is equipped with a standing knee with each arm measuring 1.1 feet long, and 0.7 feet wide. The knees are attached to the aft-facing side of the stanchions and extend along the vessel's centerline. The knees were likely added at the time of *Transfer's* conversion to lend additional support to the stanchions in order to hold the weight of the hoppers and coal cargo. A single timber measuring 0.8 feet square remains attached on the port and starboard sides of a section of stanchions. This longitudinal timber would have supported the top of the hoppers. A similar timber is located along the starboard side hull, just beneath the vessel's hanging knees. The *E.M.B.A.* shipwreck site has a hopper support timber like this that remains fully intact. A 20.2-foot section of stanchions, with the hopper support timber attached, is located from 60.0 to 82.2 feet along the baseline on the starboard side of the keelson. Given that all of vessel's stanchions lie on the starboard side of the hull, this is another indication that the vessel collided with the lake bottom starboard side first.

During its conversion to a self-unloader, most of *Transfer's* deck planking was removed to allow coal to be piled high above the vessel's bulwarks. Since the ship never traversed the open lake after its conversion, heavy waves were not a concern, and the deck planking was not needed to keep the vessel's interior dry. The ship's deck beams, deck shelf, and knees, however, were left in place. The deck beams were made up of two timbers; one single timber that extended across the entire width of the vessel, and a shorter timber, located at the vessel's centerline where the stanchions met with the deck beams. The deck beams measure 0.8 feet thick and 0.9 feet wide. The shorter deck beams measure 0.6 feet thick, 0.9 feet wide, and 5.2 feet in length. As a result of the collision with the lake bottom, no deck beams remain in place and all are scattered throughout the wreckage.

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The deck shelf is visible on the starboard side of the vessel. The deck shelf measures 0.4 feet thick and 1.5 feet wide. Deck beams would have rested atop this timber. The vessel's hanging knees are extant on the starboard side hull. These measure 4.3 feet in overall length, and 0.7 feet wide. The top arm of the knees measures 2.4 feet long and 1.1 feet thick at the widest point, tapering to 0.5 feet thick at each end.

The vessel was equipped with numerous metal tie rods that extended across its width. These tie rods measure 0.3 feet in diameter and are secured to the hull just beneath the deck shelf. They extend through the hull structure and are fastened on the exterior of its hull. These were likely added to *Transfer* during its conversion into a self-unloader for additional hull support to allow the vessel to carry more coal cargo reducing stress on the vessel's hull. With the collapse of the hull sides, the tie rods became detached. Some remain attached to the starboard hull and extend upwards, while others are bent beneath the fallen port hull section. Near the bow, a series of five tie rods have been forced completely through the port side hull and extend 1.0 to 2.5 feet above the fallen hull section.

The vessel's sternpost remains upright, extending 11.2 feet off the lake bottom. The sternpost measures 1.2 feet square. The sternpost is curved on its aft-facing side, to allow for the rudder to pivot. The stern deck remains remarkably intact, although it rests 25.1 feet aft of the sternpost, on the starboard side of the vessel. Wreckage extends up to 60.0 feet aft of the sternpost. The stern bulwarks and railing are intact. The rail cap measures 1.5 feet wide. A 12.2 feet long section of starboard bulwark remains connected to the transom by a small, triangular brace. The brace measures 1.5 feet wide and 0.5 feet thick. The port side bulwark is no longer attached to the transom. The fashion timber is attached to the port side bulwark and both rest on the lake bottom off the port side of the wreckage. The fashion timber measures 0.6 feet wide and 0.5 feet thick.

The rudder lies beneath the fallen stern deck. It measures 23.7 feet in overall length and remains completely intact. The rudder blade itself measures 14.2 feet tall, 5.0 feet wide, and 1.2 feet thick. It is composed of multiple pieces of wood fastened together and reinforced with metal. The rudderpost extends through the bottom hull structure. The rudderpost measures 1.9 feet in diameter and has two small metal attachments near its top that measure 0.66 feet in overall width. Near the rudder's base, a small metal eye remained where the preventer chain would have attached. The chain is not extant. Metal strapping remains attached to the sternpost.

Remnants of the vessel's steering apparatus remain where the rudderpost extends through the stern deck. The ship's wheel is not extant, but the spindle, or worm gear, remains and lies in the silt aft of the transom. The crosshead measures 2.5 feet in overall width, the spindle gear measures 0.35 feet in diameter, and the yoke measures 1.5 feet in length and 1.4 feet wide. This mechanism would have

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been attached to the top of the rudderpost and would have allowed the rudder to rotate when the ship's wheel was turned. The entire apparatus was housed inside a wooden box that measures 4.5 feet wide and 2.5 feet in height.

From historic images, it is possible to determine that the ship's wheel was located above this apparatus (not in front of it) and a wooden frame supported the ship's wheel. One side of this wooden frame remains on site and measures 3.0 feet by 2.3 feet overall and is composed of timbers measuring 0.65 feet square. This was likely added to *Transfer's* stern to position wheelsman above the large piles of coal rising up from within the vessel's hull. Two light sockets were located near the base of the wooden "wheelhouse", along with an insulated conduit that contained two wires. Although the ship was not equipped with electricity, when unloading, the vessel could connect to the powerhouse where it was delivering coal, to power these lights along with the self-unloading machinery onboard.

From historic images and documents, it is known that *Transfer* possessed a self-unloading boom and a bucket elevator. It is probable that these features were taken off prior to the vessel's abandonment, as no evidence of these two items is extant at the site. Despite the broken nature of the wreckage, several components of the self-unloading machinery are visible. All of the internal components of the *Transfer's* self-unloading machinery appear to be extant. The vessel was equipped with parallel cable conveyers running the length of the ship's hull, beneath wooden hoppers lined with thin sacrificial wooden planking. Small doors or slots would have opened in the bottom of the hoppers for the coal to funnel into the cable conveyer. The cable conveyer would transport the coal aft within the hull to the vessel's athwartship scraper conveyer, which would transport the coal to the bucket elevator. The bucket elevator would deposit the coal on to the self-unloading boom, which could rotate to deliver coal over the side of the vessel's hull.

Remains of the vessel's cable conveyer are visible on both sides of the keelson. The cable conveyer ran longitudinally along the length of the ship and is composed of a series of circular disks measuring 0.6 feet in diameter, mounted at intervals on a steel cable measuring 0.2 feet in diameter. The cable and disk ran in a curved, U-shaped steel trough that measures 1.1 feet wide. Many manufacturing companies produced cable conveyers. It was not possible to determine which company designed the conveyers found on *Transfer* specifically; however, many of the components look very similar to the Jeffery Manufacturing Co. Steel Cable Conveyer.

Another component of the cable conveyer is the gapped sheave wheels. These wheels operate similarly to regular gears, but they have gaps cut out for the circular disks to align in order to turn the cable conveyer at its end and keep the conveyer rotating. One of these gapped wheels remains near *Transfer's* bow, on the port side of the keelson at 28.8 feet on the baseline. It is not attached to the

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cable conveyer and appears to be broken; however, it is similar in design to the "Jeffery Gapped Sheave Wheels".

An additional component of the longitudinal cable conveyers are bevel gears located at *Transfer's* stern. These gears measure 2.2 feet in overall diameter with teeth measuring 0.5 feet long. The gears sit on wooden supports that measure 2.5 feet square. These are located at 169.0 feet on the baseline on both the port and starboard sides of the hull and would have kept the conveyer system running. An additional gear is located inbound of the port side bevel gear. It rests on its side and is propped up against the bevel gear's wooden support. This gear measures 3.4 feet in overall diameter and was likely a part of the bucket elevator conveyer that brought coal up to the main unloading boom.

The vessel's athwartship conveyer is relatively intact on the port side of the ship at 165.0 feet on the baseline. This appears to be a metal scraper conveyer, which is made up of small metal dividers that progress along a wooden support structure, advanced by a roller chain (similar to a large modern bicycle chain), that was advanced by sprocket gears, located near the vessel's hull walls. This scraper conveyer measures 2.1 feet in overall width, and each divided section measures 1.2 feet long. The metal dividers measure 0.5 feet tall and 0.05 feet thick. Each link of the roller chain measures 0.2 feet wide by 0.3 feet long. The sprocket gear for the port side athwartship conveyer rests on top of the conveyer and measures 1.2 feet in diameter. The roller chain remains loosely draped across the entire stern section of the vessel. No evidence of the vessel's starboard side athwartship conveyer was located during the 2019 survey.

Although *Transfer's* bucket elevator was removed prior to the ship's abandonment, some evidence of it remains on site. The elevator boot was located along the centerline of the vessel near the stern and is 157.7 feet aft of the stempost. This metal boot measures 2.9 feet wide and 4.7 feet long. An elevator boot was commonly installed at the base of bucket elevators and would have been located just beneath where the athwartship conveyer met with the bucket elevator. The boot is comprised of two flat sides to port and starboard, and a curved middle section that followed the curve of the bucket elevator. The boot remains upright and largely intact, with the exception of a triangular piece that is missing from the forward-facing side of the boot. Additionally, a single, V-shaped bucket remains on the site near the vessel's portside bow at 20.7 feet along the baseline. This metal bucket measures 0.05 feet thick, 2.3 feet wide, 1.4 feet long, and 1.0 foot deep. Since no other buckets were located on the site, it is not known if this was originally part of the bucket elevator, or used for something else, however, it's design and shape match many elevator bucket designs from the time period.

Due to the flattened appearance of the vessel and the widely scattered timbers within its hull, *Transfer's* hoppers are not readily visible, however, they remain on site. *Transfer's* hoppers were made of wood, lined with thin wooden sacrificial planking. This planking can be found in piles along

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the length of the keelson; each plank measures 0.1 feet thick. The hoppers themselves were made of wood timbers that measure 0.5 feet wide and 0.3 feet thick, and were spaced directly next to one another, with no opening in between. A section of the starboard side hopper wall is located at 136.8 feet on the baseline that includes 28 timbers. The mechanism for delivering coal from the hoppers to the cable conveyer was not located during the 2019 survey, however, a single rectangular metal combing was located at 21.2 feet aft of the stempost on the vessel's port side. The combing is made of metal 0.25 feet wide and 0.1 feet thick, and measures 1.5 feet by 2.0 feet overall. The internal measurement of the combing measures 1.0 feet by 1.5 feet. There is no clear indication of what this was used for, but it resembles the combings located around the hopper openings for another self-unloading vessel, *Adriatic*.

Additional artifacts scatter the *Transfer* site. Thin, insulated wire is located throughout the vessel; it measures 0.15 feet in diameter. It is likely that this was used to power the machinery onboard once the vessel reached TMER&L Co. powerhouses. Additionally, a large collection of metal sheathing, gears, and roller chain are located within the elevator boot. The roller chain and sprocket gear match those that are associated with the port side athwartship conveyer. It is likely that these components are a part of the starboard side athwartship conveyer (non-extant) and deposited in the boot before the ship's abandonment.

Transfer's cabin no longer remains on site, but the cabin roof is extant. It lies diagonally across the stern section of the vessel from 133.2 feet to 170.1 feet on the baseline. The section of cabin roof measures 18.5 feet in overall width, and 12.6 feet in overall length. The planks covering the roof measure 0.3 feet thick and 0.5 feet wide. A single square hole is located in the cabin roof on the starboard side. This was likely the opening for a stovepipe. A single metal turnbuckle was located within the vessel's hull, at 130.8 feet along the baseline on the port side. This turnbuckle is comprised of two different sections, one of which measures 0.1 feet in diameter and the other measures 0.25 feet in diameter. It is likely that other artifacts are located within the debris of the vessel's hold and have fallen beneath the port side hull or within the bow.

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Land Acknowledgement

American Indian use of watercraft is evidenced by the recovery of 7,000 year old dugouts from the lakes and wetlands in Florida. The presence of adzes, axes, and wedges (pieces esquilles) dating to 10,000 to 10,500 years ago suggests an even earlier date for the production of dugout watercraft. American Indians continued to build dugout canoes even as skin boats and eventually birch bark canoes came into widespread use in the Great Lakes. American Indians adopted and adapted other vessel designs as time passed and ways of traveling, making a living, and living with, the water changed.

A large number of American Indian communities think of Wisconsin as their ancestral home and Wisconsin has been a cross-roads for these and other communities as people have responded to wars, disease, and the arrival of non-Indian settlers.

No American Indian sites have been identified in the vicinity of this shipwreck, but the area has not been systematically investigated for the presence of such sites.

Recently members of the Menominee, Potawatomi, Ojibwe, and Odawa have used this area for hunting, fishing, gathering, and recreation.

Summary

Located 6.0 miles southeast of Milwaukee's Breakwater Lighthouse, in the town of Milwaukee, Milwaukee County, Wisconsin, the remains of the self-unloading barge *Transfer* (47MI-0554) lie in 120 feet of water on the bottom of Lake Michigan. The vessel remains broken on the lakebed, although all construction components of the vessel remain on site. *Transfer* was launched as the schooner barge *William McGregor* at the Linn & Craig Shipyard in Gibraltar, Michigan in 1872, and built for the Northwestern Transportation Company of Detroit, Michigan. The schooner barge was towed primarily by the steamer *R.J. Hackett* as a consort and carried coal between ports on Lakes Erie and Superior. In 1911, *William McGregor* was purchased by the Milwaukee-Western Fuel Company and renamed *Transfer*. It was used to transport coal between the company's coal yards and coal receiving plants, and under service to this company was converted into a self-unloading schooner barge. In 1915, *Transfer* was purchased by The Milwaukee Electric Railway and Light Company (TMER&L Co.) and used to transport coal from the company's coal yards in Milwaukee's harbor to various powerhouses along the Milwaukee River. In 1923, the aging *Transfer* was replaced by the newly converted self-unloading schooner barge *E.M.B.A.* *Transfer* was towed 6.0 miles off Milwaukee and sunk.

Today, the vessel sits upright and broken on the lake bottom with all of its hull components extant and artifacts located within its hull. As one of only three known and two remaining converted self-unloading barges in Wisconsin waters, *Transfer* provides historians and archaeologists the rare chance

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to study the construction of the vessel, its conversion to a self-unloading barge, and the mechanics of the self-unloading equipment used on board. *Transfer* meets the registration requirements for Criterion D at the state level as a good example of a converted barge as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes coal trade. The period of significance (1872-1923) begins with *Transfer's* date of construction as the *William McGregor* and ends with the date of its abandonment and its enrollment documents surrendered.

Operational History

The self-unloading schooner barge *Transfer* began its career as the schooner barge *William McGregor*. The *William McGregor* was launched in 1872 at the Linn & Craig shipyard in Gibraltar, Michigan. The vessel was first enrolled at the port of Detroit, Michigan and assigned the official number 80268. The schooner barge was described as having one deck and three masts measuring 200 feet in length, 33.9 feet in beam, and 13.7 feet in draft, with a carrying capacity of 732.94 total tons of which 695.32 tons capacity were under the tonnage deck and 37.62 tons capacity were between and above decks (Bureau of Navigation 1872).

Master Builders John Craig and R.W. Linn founded the Linn & Craig Shipyard in 1866. The company not only contained a shipyard, but also consisted of a general store and a sawmill. The company built more than one million dollars worth of vessels before Craig moved the company to Trenton, Michigan in 1883. It then became known as J. Craig & Sons (Blume 2012; R.L. Polk & Co 1875).

William McGregor was built for the Northwestern Transportation Company of Detroit, Michigan (Bureau of Navigation 1872). The Northwestern Transportation Company was established in 1869 by Elihu M. Peck and Robert J. Hackett; with stockholders Henry Hackett, William McGregor, David Cotter, Duncan McLaughlin, James Morton, and Andrew Hackett. The company operated a variety of vessels in the marine freight business focusing on the transportation of iron ore and coal as well as passenger services along the lower Great Lakes (Bersey 1900; Henry Taylor & Co 1909; Hilton 2002). A major achievement of the company was the construction of the steamer *R.J. Hackett*. *R.J. Hackett* is known to be the first Great Lakes bulk freighter. This vessel was not only the prototype for modern bulk freighter construction, but its use in towing one or more schooner barges in the coal trade demonstrated the economic benefit of using the consort system in this way (Bersey 1900; Cooper and Kriesa 1992). *William McGregor* was purpose-built to be towed in this type of consort and throughout its career was primarily towed by the *R.J. Hackett*. These factors express the vessel's significance in Great Lakes maritime and the history of commerce.

Very little is recorded for the first few years of *William McGregor's* career. On 20 August 1872, the schooner barge cleared Detroit with 1,184 tons of iron ore (*Detroit Free Press* 1872). On 16 October,

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under tow of the propeller *Forest City*, the schooner barge ran aground while entering the St. Clair Flats. Three other vessels were reported aground at the flats as well, all headed down-bound. Tugs were assisting the other vessels while the *Forest City* continued to Cleveland, Ohio to obtain a hawser to pull the *William McGregor* free (*Cleveland Morning Daily Herald* 1872a). In early December it was reported that the *Forest City* and *William McGregor* did not arrive at Cleveland as expected. No other reports were found explaining the consort's tardiness (*Cleveland Morning Daily Herald* 1872b). On 6 November 1873, it was reported that the schooner barge cleared the port of Buffalo, New York (*Detroit Free Press* 1873).

In 1875 Captain J. Campbell of the *William McGregor* joined three other captains to publish a notice complaining to other mariners of the shallowness of Cleveland Harbor and the dangers of vessels with drafts of thirteen feet or more in entering it. In this notice Captains P.C. Bassett, James Davidson, John Pringle, and Campbell all complained that the harbor at Cleveland was too shallow and vessels could run aground on calm days. They warned other mariners to take notice of the danger and urged the city's mayor to take action by securing the riverbed from erosion by "piling up the bed of the river preparatory to seeding down or planting with potatoes" (*Ashtabula Weekly Telegraph* 1875; *Detroit Free Press* 1875).

At the beginning of the 1876-season Captain Campbell was replaced by Captain J. Sanders (Bureau of Navigation 1872; *InterOcean* 1876a). Captain James M. Sanders (also written as Saunders) was born in 1861 in Kingston, Ontario. He began his maritime career at the age of eighteen and started on the *William McGregor* as a seaman (Mansfield 1899b). On 12 June the schooner barge cleared Chicago for Buffalo, New York with 50,000 bushels of corn (*Chicago Daily Tribune* 1876; *InterOcean* 1876b). On 22 June the *William McGregor* discharged corn at Buffalo from Chicago. The load was 52 bushels short of the agreed upon payment and publications called this overrun of invoice weight "an outrageous shortage and downright thieving" (*InterOcean* 1876c; *Milwaukee Daily Sentinel* 1876). There were no other reports of this type of behavior, although the response from the news media indicated that this was a reoccurring event in the grain trade. The schooner barge arrived in Chicago two more times during the season. The first was from Erie, Pennsylvania with coal on 30 June and the second was from Marquette, Michigan on 6 October, however the cargo was not reported (*InterOcean* 1876d, 1876e). At the end of November *William McGregor* was readied for winter layup in Cleveland but transported to Milwaukee, Wisconsin where it joined 139 other vessels in winter quarters (*Buffalo Commercial* 1876; *Daily Milwaukee News* 1876; *Detroit Free Press* 1876).

The schooner barge began its 1877-season with a change in ownership. The Northwestern Transportation Co. Secretary Robert Hackett was succeeded by George Ceufrie. Since the secretary of the company was listed as the owner of the vessel, enrollments were updated to show this change. There was a rumor that *William McGregor* and the steamer *Forest City* were sold to another owner, but

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this report was disproven (Bureau of Navigation 1877; *InterOcean* 1877a). On 11 June the schooner barge arrived in Chicago from Marquette and cleared two days later to return to that city (*InterOcean* 1877b, 1877c). On 27 November *William McGregor* arrived in Chicago from Milwaukee under tow of the steamer *R.J. Hackett* (*InterOcean* 1877d).

William McGregor began its 1878-season undergoing repairs. In early May as the schooner barge was towed by *R.J. Hackett* through the St. Mary's River, it ran aground on Topsail Island Reef. The vessel was able to stay afloat with a steam pump aboard. When it arrived at Cleveland, *William McGregor* was unloaded of its cargo, taken to Globe Iron Works, and put into dry dock for repairs at a cost of \$700 (*InterOcean* 1878; *Milwaukee Daily Sentinel* 1878). The schooner barge arrived in Chicago from Marquette on 29 June and cleared Chicago for Marquette 17 July. No other reports were found for the vessel's movements (*Chicago Daily Tribune* 1878; *InterOcean* 1878b). On 16 September an Endorsement of Change of Master listed that Captain Henry Sanders temporarily replaced James Sanders as captain of the vessel. James Sanders returned to his post as Master on 1 October. Henry Sanders again took command on 4 October. In Cleveland on 23 October Captain Joseph Sanders became Master of the *William McGregor* (Bureau of Navigation 1877). Although these three men share a last name, no documents could be found to determine if the men were related.

The *Milwaukee Daily Sentinel* (1879) reported that the *R.J. Hackett* and consort *William McGregor* would spend the 1879-season in the ore trade plying between Marquette and Lake Erie ports. Although little documentation supports this statement, the schooner barge was recorded arriving in Marquette on 12 June. The vessel also arrived in Marquette on 25 August and cleared the same day (*InterOcean* 1879a, 1879b). *William McGregor* finished its season with a change in Master. Henry Sanders again took command of the schooner barge on 4 November (Bureau of Navigation 1877).

During the 1880-season the schooner barge cleared Escanaba, Michigan on 1 June, 7 September, and 18 October and cleared Cleveland for Escanaba on 30 August (*Chicago Daily Tribune* 1880a, 1880b, 1880c; *Detroit Free Press* 1880a, 1880b). By 6 December, *William McGregor* was laid up in Cleveland for the winter (*InterOcean* 1880).

The *William McGregor* began its 1881-season under tow of *R.J. Hackett* and was chartered by the North Chicago Steel & Iron Works to transport iron ore from Escanaba to Chicago at \$1 per ton (*Chicago Daily Tribune* 1881a). No other information was found indicating the length of time the vessels were chartered. The schooner barge arrived in Marquette on 5 June and again on 18 June, and cleared the same day (*Chicago Daily Tribune* 1881b; *InterOcean* 1881a). The vessel arrived in Marquette at the beginning on July (*InterOcean* 1881b). On 11 August *William McGregor* arrived in Marquette and cleared the following day (*InterOcean* 1881c, 1881d). The vessel was also recorded clearing Marquette 24 September and 26 October (*Chicago Daily Tribune* 1881d, 1881e). The

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schooner barge arrived in Marquette 8 November and cleared on 15 November; likely ending the 1881-season (*Chicago Daily Tribune* 1881f, 1881g).

The 1882-season began with repairs for both *R.J. Hackett* and *William McGregor* at a cost \$3,000 for the former and \$1,000 for the latter (*Detroit Free Press* 1882a). It is unknown whether these repairs were in response to an accident or just part of routine maintenance. The enrollment document for the schooner barge was surrendered on 14 April for a change in owner. E.M. Peck became secretary of the Northwestern Transportation Company. As agent for the company, he became owner of the vessel. Captain Joseph Sanders was listed as 'present master' of *William McGregor* (Bureau of Navigation 1882). Reports indicated that *William McGregor* arrived in Marquette on 21 July, 19 September, and 2 October (*Chicago Daily Tribune* 1882d; *Detroit Free Press* 1882c, 1882e; *InterOcean* 1882b, 1882e). The vessel cleared Marquette on 8 June, 22 June, 22 July, 9 August, 22 August, 28 August, and 3 November (*Chicago Daily Tribune* 1882a; 1882b, 1882c, 1882e; *Detroit Free Press* 1882b, 1882d, 1882g; *InterOcean* 1882a, 1882c, 1882d). On 4 September Captain Henry Sanders replaced Joseph Sanders as Master (Bureau of Navigation 1882). On 17 October *William McGregor* unloaded lumber in Detroit harbor near the Michigan Central Wharf (*Detroit Free Press* 1882f).

The *William McGregor* frequented the ports of Chicago, Escanaba, Michigan, and Marquette during its 1883-season. In June the vessel made two trips to Chicago. The first was on 1 June transporting a cargo of coal from Buffalo. It left light the following day. The second was 26 June with a cargo of coal from Cleveland. It left the same day light for Ashtabula, Ohio (*InterOcean* 1883a, 1883b, 1883c). The schooner barge arrived in Escanaba on 7 July. Clearings from Escanaba were reported on 15 May, 10 July, 23 September (*Chicago Daily Tribune* 1883a, 1883b, 1883c, 1883d). It is noted that the vessel arrived in Escanaba and cleared the same day on 30 August, 11 September, and 9 November (*Detroit Free Press* 1883a, 1883b, 1883d; *InterOcean* 1883d). *William McGregor* arrived in Marquette on 7 October and 27 October (*Chicago Daily Tribune* 1883e; *Detroit Free Press* 1883c). On 23 October Captain Joseph Sanders replaced Henry Sanders as Master of the vessel (Bureau of Navigation 1882).

The schooner barge began its 1884-season at the Detroit Dry Dock Company. Although not explicitly stated, this was likely for general maintenance and overhaul (*Detroit Free Press* 1884a). *William McGregor* was reported at Sandusky, Ohio on 23 June. The vessel brought in a cargo of ore from Marquette and cleared light for the Marquette the same day (*Cleveland Herald* 1884). The schooner barge arrived in Cleveland on 6 July, 11 October, 3 November, and 15 November, each time with a cargo of iron ore from Marquette (*Chicago Daily Tribune* 1884a; *InterOcean* 1884a, 1884d, 1884e). Although it was noted only once that the vessel cleared the same day of arrival, it was common practice for *William McGregor* to arrive in port and clear light the same or the following day (*InterOcean* 1884d). The schooner barge cleared Marquette on 28 July under tow of *R.J. Hackett*. The consort was reported passing Detroit down bound on 3 August. No other information about its

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destination was located, but it is believed that the vessels were transporting goods to Cleveland (*InterOcean* 1884b, 1884c). The consort also arrived at Marquette on 23 September and on 10 November (*Chicago Daily Tribune* 1884b, 1884c; *Detroit Free Press* 1884b).

Along with the usual ports, *R.J. Hackett* and *William McGregor* shipped cargo to Milwaukee. The consort transported coal from Buffalo to Milwaukee on 10 June at 65 cents per ton (*Chicago Daily Tribune* 1885a). On 13 June the schooner barge transported 1,500 tons of coal to Milwaukee (*InterOcean* 1885b). It arrived in Milwaukee from Buffalo with coal again on 17 June, 25 July, and 3 August (*InterOcean* 1885c, 1885d, 1885e). The consort arrived in Marquette on 23 May, 7 July, 10 September and 5 November, subsequently clearing the same day (*Chicago Daily Tribune* 1885a, 1885b, 1885d, 1885i; *InterOcean* 1885a). *William McGregor* arrived in Cleveland with iron ore from Marquette on 23 July and 11 November and cleared light for Ashland, Wisconsin on 14 October (*Chicago Daily Tribune* 1885c, 1885h; *InterOcean* 1885f). The vessel also transported cargo to Ashtabula. It was reported that the ship arrived in harbor with ore from Marquette on 26 September and cleared light for Marquette on 18 September and 29 September (*Chicago Daily Tribune* 1885e, 1885f, 1885g).

At the beginning of the 1886-season *William McGregor* passed through the locks at Sault Saint Marie, Michigan up bound on 4 May. The schooner barge was reported passing the Soo locks down bound on 21 May and arrived in Cleveland three days later with a load of iron ore from Marquette. The vessel cleared for a return to Marquette on the same day (*InterOcean* 1886a, 1886b, 1886c). *William McGregor* travelled down bound through the Soo Locks on 3 June and arrived 6 June at Lorain, Ohio with Marquette iron ore (*Chicago Daily Tribune* 1886a, 1886b). On 23 June the schooner barge passed through the Soo Locks up bound under tow of the steambarge *Minneapolis* (*Chicago Daily Tribune* 1886c; *InterOcean* 1886d). *William McGregor* was listed as *Minneapolis*'s consort for much of the season. On 29 June the schooner barge arrived in Lorain with iron ore from Marquette. At this port, Captain Henry Sanders replaced Joseph Sanders at the helm (Bureau of Navigation 1882; *Chicago Daily Tribune* 1886d). The *Minneapolis* and *William McGregor* cleared Marquette on 8 July and arrived in Cleveland on 24 July clearing light for Marquette the following day (*Chicago Daily Tribune* 1886e; *InterOcean* 1886e, 1886f). The consort cleared Marquette on 16 August and was down bound through the Soo Locks on 17 August at 7:30PM. Neither the cargo nor the destination was documented (*Chicago Daily Tribune* 1886g; *Detroit Free Press* 1886). On 11 October the steambarge and schooner barge were reported traveling through the Soo Locks down bound. It is believed they were destined for Cleveland as the consort was documented clearing that port light for Marquette on 17 October (*InterOcean* 1886g, 1886h). The consort was also reported traveling down bound on 4 August and 14 November, although no further information on the destination was documented (*Chicago Daily Tribune* 1886f, 1886h).

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The 1887-season began with an Endorsement of Change of Master. At the port of Erie, Captain Henry Sanders took command of the vessel replacing Captain J.C. Perry on 11 April. No information could be found about when Perry became Master of the schooner barge (Bureau of Navigation 1882). *William McGregor* arrived in Lorain on 13 May. The vessel transported ore from Marquette to Cleveland, arriving in port on 24 May and clearing light for Marquette the following day (*Chicago Daily Tribune* 1887a, 1887b; *InterOcean* 1887a). The *Minneapolis* and *William McGregor* were reported passing the Soo Locks up bound on 24 June (*InterOcean* 1887b). The schooner barge arrived in Cleveland on 29 June with a cargo of iron ore from Marquette (*Chicago Daily Tribune* 1887c; *InterOcean* 1887c). The vessel probably cleared light the same day because it was reported heading up bound at the Soo Locks on 4 July (*Chicago Daily Tribune* 1887d).

On 3 August the vessel arrived in Cleveland from Marquette. Interestingly, instead of iron ore, *William McGregor* carried blocks of stone. The schooner barge cleared light the same day and arrived back in Marquette seven days later (*InterOcean* 1887d, 1887e). The *Minneapolis* and *William McGregor* passed the Soo Locks down bound on 25 August arriving in Cleveland with ore on 27 August. The consort cleared light for Marquette the same day (*Chicago Daily Tribune* 1887e; *InterOcean* 1887f). On 13 September the schooner barge was reported clearing Cleveland light for Marquette (*InterOcean* 1887g). The steambarge and schooner barge were documented passing through the locks four more times this season. The consort passed down bound on 22 September, 7 October, 20 October, and 5 November (*Chicago Daily Tribune* 1887f, 1887g, 1887h; *Detroit Free Press* 1887; *InterOcean* 1887h, 1887i).

The 1888-season began in May when *William McGregor*, under tow of steambarge *R.J. Hackett*, arrived at Marquette for iron ore (*InterOcean* 1888a). Reports indicate that *R.J. Hackett* towed the schooner barge for the entire season. The consort arrived in Cleveland on 25 May with iron ore and cleared for Marquette the following day (*InterOcean* 1888b, 1888c). The vessel was noted passing through the Soo Locks down bound on 3 June and arrived three days later in Fairport, Ohio (*InterOcean* 1888d, 1888e). On 21 August the consort cleared Cleveland light for Marquette. Five days later the steambarge and schooner barge cleared Marquette with ore and arrived at Cleveland on 10 October (*Chicago Daily Tribune* 1888c; *InterOcean* 1888g, 1888h). Documents indicate that *R.J. Hackett* towed *William McGregor* through the locks five additional times that season. The consort passed down bound on 28 June, 19 July, and 28 October and up bound on 12 June and 7 November (*Chicago Daily Tribune* 1888a, 1888b; *Duluth News-Tribune* 1888; *InterOcean* 1888f, 1888i).

The vessel's enrollment document was surrendered at the beginning of the 1889-season with a "change of officers of company" (Bureau of Navigation 1889). E.M. Peck became President of the Northwestern Transportation Company and the vessel's registration was updated accordingly. *William McGregor* began its season earlier than usual, arriving light in Grand Haven, Michigan on 16 April.

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Records indicate that the schooner barge arrived in Georgian Bay, Ontario with 40,000 bushels of corn. It is believed that since it went into service earlier in the season, it was chartered to transport corn between the two locations before the ore trade opened on Lake Superior (*Chicago Daily Tribune* 1889a; *InterOcean* 1889a, 1889b). *R.J. Hackett* and *William McGregor* passed through the Soo Locks down bound on 7 July (*InterOcean* 1889c). On 3 September the schooner barge was chartered to transport coal from Buffalo to Milwaukee at 50 cents per ton (*InterOcean* 1889d). The consort arrived in Cleveland on 21 September with a cargo of coal and cleared the same day for Marquette. They passed through the Soo Locks up bound on 24 September (*Chicago Daily Tribune* 1889b; *Detroit Free Press* 1889). The schooner barge arrived in Cleveland again on 29 October from Marquette (*InterOcean* 1889e). On 12 November the vessel was once again chartered to transport coal from Buffalo to Milwaukee, this time for 60 cents per ton (*Chicago Daily Tribune* 189c).

In January the *InterOcean* (1890a) published seasonal schedules for some of the Great Lakes fleet. In the document, *William McGregor* was listed as consort to the steamer *Boyce* and that it would spend the season in the iron ore trade between Lake Superior and Lake Erie ports. On 2 June the consort was passed through the Soo Locks down bound. They were also recorded passing down bound on 21 July (*InterOcean* 1890b, 1890c). The schooner barge arrived in Cleveland on 31 August, 21 September, 4 October, and 31 October and in Lorain on 21 October (*Chicago Daily Tribune* 1890; *InterOcean* 1890d, 1890f, 1890h, 1890i, 1890j). The vessel passed Detroit 14 September and 2 October (*InterOcean* 1890e, 1890g).

William McGregor began its 1891-season hauling iron ore for the owner of the company. E.M. Peck, the president of the Northwestern Transportation Company, had a particular interest in Cleveland's mills and Michigan's Upper Peninsula mines. In early May the company's vessels *Forest City* and *William McGregor* were used by the owner to transport cargo that he personally purchased (*Detroit Free Press* 1891a, 1891b). On 18 May the consort passed Detroit down bound (*InterOcean* 1891a). At that time trouble was brewing at the Lake Erie docks that caused some shipping delays. One document reported that the company's vessel, *E.M. Peck*, was lying-in-wait at the southern mouth of the Detroit River in Amherstburg, Ontario waiting for the troubles to clear up. As other vessels were heading down bound, it was unknown whether the ships would continue to their destination or be rerouted to other locations (*Detroit Free Press* 1891c). Very little is documented about the ports called on by the *William McGregor*, but the schooner barge continued to travel between Lakes Erie and Superior. Records indicate the vessel passed up bound on the Detroit River 10 June, 10 July, 18 July, 8 August, and 19 August and down bound on 14 August (*Detroit Free Press* 1891d; *InterOcean* 1891b, 1891c, 1891d, 1891e, 1891f). The *Forest City* towed the schooner barge up bound through the Soo Locks on 21 August (*Detroit Free Press* 1891e).

Few records were located for the schooner barge's 1892-season. *William McGregor* ran aground at

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Point Iroquois, Michigan at the end of April. The vessel reportedly sustained no damage and on 30 April was lightered for salvage (*Detroit Free Press* 1892a). The schooner barge passed up bound through the Soo Locks on 5 August (*Detroit Free Press* 1892b). By early December *William McGregor* was laid up in Detroit for the winter (*Chicago Daily Tribune* 1892; *InterOcean* 1892). The permanent enrollment for the schooner barge was surrendered on 15 September for a change of owners. Unfortunately, the additional documentation explaining this change was lost (Bureau of Navigation 1889). It could be that 1893 was the year *William McGregor*, along with other vessels from the Northwestern Transportation Company, were sold to the Vulcan Transportation Company. However, very few documents of this transaction exist outside of a mention of the 'Vulcan fleet' in a *Detroit Free Press* (1896d) article that indicated the fleet consisted of *Forest City*, *R.J. Hackett*, *H.H. Brown* and *William McGregor*.

For its 1894- and 1895-seasons, the schooner barge plied between Lake Erie and Lake Superior ports and the *Forest City* towed the vessel throughout both seasons. In 1894 the ship passed down bound through the Soo Locks on 3 July and arrived at Cleveland and Ashtabula in late August. It cleared Cleveland on 17 October (*Chicago Daily Tribune* 1894a, 1894b; *Detroit Free Press* 1894; *InterOcean* 1894a, 1894b). In 1895 the vessel was cleared Marquette on 4 May (*Detroit Free Press* 1895a). The schooner barge passed Detroit up bound on 24 August and returned down bound on 31 August, arriving in Fairport the same day (*Chicago Daily Tribune* 1895; *Detroit Free Press* 1895b, 1895c). *William McGregor* passed Mackinaw City, Michigan up bound on 2 June. On 10 June the schooner barge arrived in Cleveland towed by *Forest City* (*Detroit Free Press* 1896a, 1896b). On 22 June the consort cleared Marquette for Lake Erie ports (*Detroit Free Press* 1896c). At the end of June, it was recorded that a new grain elevator was under construction in Manitowoc, Wisconsin, and as a result the Wisconsin Central Branch Line was added. Negotiations were in progress to secure the Vulcan fleet "consisting of the steamers *Forest City* and *R.J. Hackett* and barges *H.H. Brown* and *William McGregor*" to transport grain from the new elevator to Buffalo (*Detroit Free Press* 1896d). Further reports of these negotiations could not be found, and *William McGregor* continued between Lake Superior and Lake Erie. The vessel passed Detroit up bound on 11 September (*Detroit Free Press* 1896e). Very little is known about *William McGregor*'s 1897-season. The schooner barge was recorded passing through the Soo Locks down bound on 29 November (*Chicago Daily Tribune* 1897).

In June the schooner barge arrived in the Duluth, Minnesota-Superior, Wisconsin harbor (*Chicago Daily Tribune* 1898a). It is not known whether the vessel was loading or unloading cargo. The vessel passed through the Soo Locks up bound on 23 July and returned two days later heading down bound (*Detroit Free Press* 1898a). Although it was not explicit on this trip, *R.J. Hackett* was probably towing *William McGregor* as the consort was reported passing through the Straits of Mackinac down bound on 28 July (*Chicago Daily Tribune* 1898b). The consort was recorded arriving in Cleveland on 5 September and at Duluth-Superior five days later (*Chicago Daily Tribune* 1898c; *Detroit Free Press*

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1898b; *InterOcean* 1898a). *William McGregor* passed through the Soo Locks on 27 September, although it is not indicated which direction the vessel was headed (*InterOcean* 1898b). The enrollment document for the *William McGregor* expired at the port of Ogdensburg, New York in October. The vessel was issued a temporary enrollment on 26 October. This document listed the owner of the schooner barge as James Findlater, Secretary of the Vulcan Transportation Company, and Captain Ben Tripp as Master (Bureau of Navigation 1898).

In 1898, during the Spanish-American War, there was a shortage of sailing vessels operating along the East Coast. The Atlantic Transportation Company of New York chartered a fleet of 40 to 50 Great Lakes vessels, including schooners and small steamers, to transit through the St. Lawrence Riverway and participate in East Coast shipping for a contract period of three years with the option of purchase. Chartering began in September. By the end of the Great Lakes shipping season most vessels had traveled through the St. Lawrence. A few of the chartered vessels were delayed due to low water levels and *William McGregor* was one of these vessels (Hilton 2002; Mansfield 1899a).

On 20 November 1898, the schooner barge became hung up at the St. Lawrence Rapids and the chartered vessels were required to overwinter until they could be floated over the rapids the following spring. This extended their charter by six months before the vessels that were stuck in the St. Lawrence could be returned to their owners (Hilton 2002). The Atlantic Transportation Company propositioned the vessel owners to call off the charter price until the ships could be freed in the spring, but none of the owners accepted the terms. By 20 November no terms had been agreed upon and the company was required to pay the charter fees. Before the next shipping season was fully underway, the Atlantic Transportation Company folded in June of 1899 (*Detroit Free Press* 1898c).

At the beginning of the year the *Marine Review* (1899) published the line-up for the Vulcan Transportation Company's 1899-season with included the *Forest City* under command of Captain Joseph Sanders, the *R.J. Hackett* under command of Captain Thomas Sanders, and *William McGregor* under command of Captain Alex Glen. *William McGregor* remained in the St. Lawrence River near Ogdensburg, New York so its temporary enrollment was surrendered and replaced with a permanent enrollment listing the same owners but naming Captain Alexander Glen as Master (Bureau of Navigation 1899a). On 17 May the schooner barge arrived back in the Great Lakes. Upon returning home, a new enrollment document was issued on 19 May at the port of Detroit. The vessel's first destination was Cleveland, then it was put on route to Marquette for iron ore (Bureau of Navigation 1899b *Detroit Free Press* 1899a). The few reports show *William McGregor* passed down bound through the Soo Locks on 10 July and passed up bound towed by the *R.J. Hackett* on 3 August (*Chicago Daily Tribune* 1899a; *Detroit Free Press* 1899b). The schooner barge cleared Cleveland light for Marquette on 8 August and 22 November (*Chicago Daily Tribune* 1899b; *InterOcean* 1899a). It traveled up bound on the Detroit River on 22 September (*InterOcean* 1899b).

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The 1900-season was full of erratic accounts of *William McGregor's* whereabouts. Reports indicate the schooner barge was towed by *R.J. Hackett* between Lake Superior and Lake Erie ports. The consort was observed heading up bound in the Detroit River on 8 May and 11 September (*Detroit Free Press* 1900a; *InterOcean* 1900b). The vessels also passed through the Soo Locks heading up bound on 31 August (*Detroit Free Press* 1900b). The consort was documented at Marquette on 20 August, at Cleveland on 23 September, and at Ashtabula, Ohio on 3 July (*Buffalo Commercial* 1900; *Chicago Daily Tribune* 1900; *InterOcean* 1900a). On 19 October *William McGregor* joined a fleet of ships in Harbor Beach, Michigan to take refuge from heavy winds. The collection of vessels sheltered in port overnight and through most of the following morning (*InterOcean* 1900c).

William McGregor continued to call on Lake Erie and Lake Superior ports for its 1901-season. The vessel arrived in Cleveland from Marquette on 5 July and cleared the port heading up bound on 22 July (*Detroit Free Press* 1901a, 1901b). The vessel arrived in Ashtabula on 34 September and Toledo on 7 December; both times clearing light for Lake Superior (*InterOcean* 1901a, 1901e). The vessel was recorded traveling down bound on the Detroit River on 4 October and 18 October. The schooner barge was towed by *R.J. Hackett* on the former trip and by the steambarge *A.G. Lindsay* on the latter trip. *William McGregor* was documented passing through the Soo Locks down bound under tow of *R.J. Hackett* (*Detroit Free Press* 1901c, 1901d; *InterOcean* 1901c). On multiple occasions the consort was met with dangerous weather and had to seek shelter. On 16 October the vessels sought refuge in Marquette. On 29 November they again found themselves seeking shelter, this time in Escanaba (*InterOcean* 1901b, 1901d).

For the next three seasons *William McGregor* continued its usual route between Lake Superior and Lake Erie. The earliest report for the 1902-season occurred with the schooner barge's arrival at Marquette on 20 April (*InterOcean* 1902a). Although documentation is inconsistent, reports indicate that the vessel's route must have been a constant one. On 12 May *William McGregor* was recorded passing through the Soo Locks twice in one day. The schooner barge passed through up bound at 1PM and passed down bound at 10:40PM (*InterOcean* 1902b). The vessel passed through the locks once more that year down bound in August 1903 (*InterOcean* 1903a). *William McGregor* was recorded passing up bound on the Detroit River in July 1902, October 1903, and July and September 1904 (*Detroit Free Press* 1902, 1903, 1904a, 1904b). The schooner barge's main destination was Cleveland, arriving in port once in October 1903 and four times in September and October 1904 (*Chicago Daily Tribune* 1903, *Detroit Free Press* 1904c, 1904d; *Duluth News-Tribune* 1904a, 1904b; *InterOcean* 1904b). Other stops reported include a Marquette arrival on 27 October 1902, a clearing of Escanaba on 16 August 1903, and an arrival at Green Bay on 29 June 1904 (*Chicago Daily Tribune* 1902; *InterOcean* 1903a, 1903b, 1904a). In October 1904, Captain William McDonald temporarily replaced Alexander Glen as Master until Captain Glen returned on 26 November (Bureau of Navigation 1899b).

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The 1905-season brought major changes for *William McGregor*. Captain H.C. McCallum of Detroit purchased the *R.J. Hackett* and *William McGregor*. Captain G.W. Manual became Master, but its homeport remained Detroit. The enrollment document for the schooner barge was surrendered on 10 April and the consort was put on the "general carrying" trade. This included the transportation of iron ore and coal, but the *R.J. Hackett* was also fit out with derricks to handle salt and general merchandise (*Advocate* 1905; Bureau of Navigation 1905; *Detroit Free Press* 1905a). On 27 May the consort passed up bound on the Detroit River (*Detroit Free Press* 1905). On 11 June the vessels arrived in Cleveland and cleared on 15 June for Milwaukee (*Duluth News-Tribune* 1905a, 1905b; *InterOcean* 1905a). On 27 June the schooner barge arrived in Escanaba (*Detroit Free Press* 1905c). On 14 July *William McGregor* cleared Manitowoc for Escanaba (*InterOcean* 1905b). At the end of the 1905 season the steambarge *R.J. Hackett* was lost in a fire. In the years that followed this loss, *William McGregor* saw a stream of ownership changes and inconsistency in work. This may have been influenced by the loss of the schooner barge's primary means of propulsion.

At the beginning of the 1906-season reports were published indicating that *William McGregor* was purchased by Fritz Reinbenach of Alpena, Michigan (*Advocate* 1906; *Detroit Free Press* 1906a). By the first of April, the schooner-barge was fitted out and staffed at Detroit (*Buffalo Morning Express* 1906). On 19 April the vessel's enrollment document was surrendered for a change in owner. The owner listed on the document was John G. Doyle of Detroit, not Reinbenach. Captain Daniel Kelly took *William McGregor*'s helm, and its homeport remained Detroit (Bureau of Navigation 1906a). During the month of August, the schooner barge passed up bound in the Detroit River on the 11th and 29th (*Detroit Free Press* 1906b, 1906c). Around this time Captain Gromand Hansen replaced Kelly as Master (Bureau of Navigation 1906a).

On 1 October *William McGregor* once again changed ownership. Its enrollment document was surrendered listing Captain James E. Sheehan of Detroit as sole owner and Master of the schooner barge. Six day later, the document was amended naming Captain Gormand Hansen as Master of the vessel in lieu of Sheehan (Bureau of Navigation 1906b). On 2 October *William McGregor* arrived at Toledo. On its up bound trip, the vessel took shelter at Harbor Beach, Michigan on 13 October (*Detroit Free Press* 1906d, 1906e). The last reports for the season recorded the schooner barge clearing Cleveland on 5 November (*Detroit Free Press* 1906f).

Only one account of the vessel's movements could be found for the 1907-season. On 3 October *William McGregor* arrived light at Sandusky from Detroit (*Sandusky Star-Journal* 1907). The schooner barge was towed by the steamer *Norseman*. This was a temporary arrangement as the barge *Sophia Minch* was purchased to be the steamer's consort and *William McGregor* was used until the *Sophia Minch* could be fitted out (*Detroit Free Press* 1907).

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For the 1908-season, *William McGregor*'s first arrival was reported at Chicago from Ontario (*Duluth News-Tribune* 1908). The vessel was towed by the steamer *Oregon* from Chicago to St. Ignace, Michigan for a load of pulpwood. After its return, the schooner barge was put in dry dock for repairs. After the repairs were completed, finding work for the schooner barge became difficult. The *Advocate* (1908) reported that, "the tow-barge *McGregor*, which was last week released from the boxes after repairs, is still at the shipyard, having been unable to get a load." Finally, on 16 July, the vessel cleared Cleveland for the Soo Locks. It was towed along with fellow barges *J. Godfrey*, *J.B. Lozen* by the steamer *Street*. On the return trip on Lake Huron, the *Street* caught fire (*Detroit Free Press* 1908a, 1908b). The crew managed to escape the blaze, but no other accounts of the steamer's loss and post fire actions of the barges could be located. *William McGregor* was observed passing up bound through the Soo Locks on 13 November. It is unknown what vessel was towing the schooner barge or to which port it was destined (*Detroit Free Press* 1908c).

William McGregor began its 1909-season with a change in Master. To prepare for the upcoming season Captain J.E. Cornwall replaced G. Hansen on 19 May (Bureau of Navigation 1906b). The early months were busy for the schooner barge. The vessel was recorded passing up bound through the Soo Locks on 12 June, 10 July, and 21 July. It was also noted passing Detroit down bound on 24 June. These records indicated movement between Lakes Erie and Superior, but the destinations, cargoes, and towing vessels are unknown (*Detroit Free Press* 1909a, 1909b, 1909c, 1909d). At the end of July Captain Sheehan, owner of the schooner barge, replaced Captain Cornwall as Master (Bureau of Navigation 1906b). In August *William McGregor* passed Detroit down bound on the 26th heading for Lake Erie ports (*Detroit Free Press* 1909e). On 14 September the vessel's enrollment document was surrendered for a change in district. James Sheehan moved the schooner barge's homeport from Detroit to Buffalo. Sheehan remained the sole owner and Master (Bureau of Navigation 1909). *William McGregor* continued on the same route between Lake Superior and Lake Erie through the end of November; passing Detroit up bound on 3 October and down bound on 24 November (*Detroit Free Press* 1909f, 1909g). The schooner barge was taken to Buffalo at the end of the season for winter lay up (*Buffalo Commercial* 1910a).

In the spring Captain Sheehan purchased the steamer *Montana* to tow the *William McGregor* for the 1910-season (*Buffalo Evening News* 1910). Captain Alfred C. Landen temporarily replaced Sheehan as Master (Bureau of Navigation 1909). On 14 May the vessel was reported clearing Buffalo. On the 21st of May the ship passed Detroit up bound and arrived in Duluth on 11 June (*Detroit Free Press* 1910a, 1910b, 1910c). On 6 July *William McGregor* passed Detroit down bound and arrived in Cleveland the same day. Seven days later the vessel cleared Cleveland with coal for Port Huron and passed Detroit on the evening of 16 July (*Buffalo Commercial* 1910b; *Detroit Free Press* 1910d, 1910e; *Duluth News-Tribune* 1910). On 12 August *William McGregor* arrived in Milwaukee. This was the vessel's last trip

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on the lakes. Upon its arrival at Milwaukee, its enrollment document was surrendered listing the schooner barge as 'abandoned' (Bureau of Navigation 1909; *Detroit Free Press* 1910f). However, that was not the final day for the thirty-eight-year-old schooner barge.

The Ship's Conversion

In 1911 *William McGregor* was purchased by the Milwaukee-Western Fuel Company of Milwaukee. The vessel was converted into a tow barge and renamed *Transfer*. The ship was used specifically on the city's rivers to transport coal. As the vessel would no longer travel on the open waters of the Great Lakes it did not require documentation, hence the 'abandoned' status of *William McGregor*'s last enrollment. A side effect of a career in this new service is that there is very little documentation describing the movements of this type of craft.

In the early 1900s Milwaukee was the second largest coal-receiving port on the Great Lakes, only surpassed by Duluth-Superior. To manage the vast amount of coal coming into the port, the Milwaukee-Western Fuel Company was organized in 1901 by the consolidation of five smaller companies, including the B. Uhrig Coal Company, R.P. Elmore Company, H.M. Benjamin Coal Company, F.R. Buell Company and George S. Eastman Company, to create the largest coal enterprise in the northwest. The Milwaukee-Western Fuel Company was a wholesale dealer and retail supplier of coal, receiving bulk cargos and selling to local industries as well as out of state consumers. The city contained six coal yards and twenty-nine coal-receiving plants within the harbor. To handle this volume of cargo the Milwaukee-Western Fuel Company employed two large river tugs and two barges, the *Transfer* (formerly the *William McGregor*) and the *Transport* (formerly the schooner *C.C. Barnes*) (Milwaukee Harbor Commission 1914; Volmert and Hatala 1991).

By 1914 *Transfer* was equipped with self-unloading machinery that was used to transfer coal directly into bins connected to the city's powerhouses. The *Transport* was not equipped with advanced machinery and was used to transport coal from one yard to another as needed (Milwaukee Harbor Commission 1914). The *Transfer* became the name and icon for the company's safety bulletin in November 1914 (*Transfer* 1914). The monthly newsletter focused on safety practices and news from across all of the company's coal yards. Some safety issues pertained to the barge *Transfer*. In March crane operator Edward Sutton suggested that the company change the system of exhausting the steam from the winch engines to decrease the possibility of burns and scalding to those nearby.

In 1915 *Transfer* was purchased by The Milwaukee Electric Railway and Light Company (TMER&L Co.). TMER&L Co. was organized in 1896 out of a series of company mergers and consolidations. The company provided almost all of the commercially available electrical power in the city of Milwaukee, including street lighting and the electric trolley system (Rucker 1998). Between 1915 and 1923 the company used a fleet of self-unloading barges to transport coal from various yards to

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TMER&L Co. powerhouses: Oneida Street house, Commerce Street house, and Commonwealth Street house. These vessels include *Transfer*, *Collier*, and *E.M.B.A.* that were all towed by the tug *Lorena* (Rail and Wire 1923a).

To cater to the company's demand for coal, *Transfer* contained self-unloading machinery capable of unloading 200 tons of coal per hour. The machinery included a double-hopper hold that extended the entire length of the ship. The hoppers filed cargo to two conveyor belts, one on each side that carried the coal to two elevators, which discharged the cargo onto another conveyor located on a boom for easy movement and unloading. Interestingly, the vessel did not produce its own power, but would plug into the powerhouses to power the machinery (Rail and Wire 1915). By June 1916, *Transfer* made 400 trips transporting a total 6000,000 tons of coal (Rail and Wire 1916).

Transfer continued in this capacity until 6 December 1923 when she was replaced by the newly purchased schooner-barge *E.M.B.A.* (Rail and Wire 1923a). *Rail and Wire* mentioned preparations for the vessel's abandonment, but no details could be found. Images from the newsletter show that the boom and tower were removed from the vessel before abandonment. Hank Ehmke, Captain and manager of all of the TMER&L Co. fleet, stove in the barge's windows with an axe to assist in its sinking. The sixty-year old vessel was towed six miles east of the harbor entrance. When finally set adrift on Lake Michigan, the barge was rammed by a tug three times near its starboard bow. *Transfer* quickly took on water and slid beneath the waves where it was abandoned in 120 feet of water. During its twelve-year service as a coal barge *Transfer* made 1,525 round trips between the coal docks and powerhouses carrying a total of 1,830,000 tons of coal (Rail and Wire 1923b).

Archaeological Significance

The Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describe converted barges as unpowered vessels that were always towed, and were used for hauling bulk cargos, wrecking and salvage, construction, dredging, logging, or other heavy marine uses. Frequently, Great Lakes barges were cut down, unrigged old schooners, schooner barges, or steamers, which utilized the original vessel's hull shape and reinforcement scheme. The *Transfer* site (47MI-0554) retains excellent archaeological integrity although broken and scattered on the lake bottom. Sites such as the *Transfer* present a rare opportunity to study and learn about Great Lakes converted self-unloading barges, their modifications, and their use. As one of only three known converted self-unloading schooner barges documented in Wisconsin waters, the *Transfer* site has added a significant amount of information about the implementation of self-unloading technology in converted schooner barges and their use on the Great Lakes.

Transfer meets the registration requirements for Criterion D at the State Level as a good example of a Great Lakes converted barge vessel type as described in the Multiple Property Documentation *Great*

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Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes coal industry. The *Transfer* is a rare example of a vessel type that was vital to Wisconsin's economy, the economy of the Midwest, and transportation infrastructure prior to the development of road and rail networks. The vessel's operation history offers an important look at the use of early consort systems in the Great Lakes during the mid to late nineteenth century, and the development of schooner-barges over time. Additionally, the vessel's conversion to a self-unloader offers important information on the conversion of wooden sailing vessels, specifically schooner barges, into labor saving tools, and allows for a more nuanced understanding of the development of the Great Lakes maritime industrial landscape. Only two examples of this vessel type remain in Wisconsin waters, making *Transfer* particularly important. Additionally, the vessel's remains allow for an in depth look at converted self-unloading barge construction, a little understood vessel type.

Many opportunities remain for future archaeological research on the *Transfer* site. Although much information was gathered from the wreckage, the *Transfer* remains heavily broken and scattered, with the entire port side hull lying across the wreckage. This leaves great potential for other artifacts and information to remain remarkably preserved beneath this hull section. Much of the self-unloading machinery was identified during the 2019 survey; however, many smaller artifacts associated with the vessel's trade, navigation, and additional components of the self-unloading equipment are likely preserved beneath this fallen section of the hull. Additional information from the site may significantly add to our understanding of the construction of Great Lakes converted barges, specifically self-unloading schooner barges. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, and later converted. Early converted wooden self-unloading schooner barges in the Great Lakes were incredibly unique and varied widely in their construction and design. No two conversions were the same. *Transfer* allows researchers to add to the knowledge and understanding of this distinctive vessel type.

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- 1881b *Chicago Daily Tribune*. 6 June
- 1881c *Chicago Daily Tribune*. 2 July
- 1881d *Chicago Daily Tribune*. 25 September
- 1881e *Chicago Daily Tribune*. 27 October
- 1881f *Chicago Daily Tribune*. 9 November
- 1881g *Chicago Daily Tribune*. 16 November
- 1882a *Chicago Daily Tribune*. 23 July
- 1882b *Chicago Daily Tribune*. 11 August
- 1882c *Chicago Daily Tribune*. 23 August
- 1882d *Chicago Daily Tribune*. 20 September
- 1882e *Chicago Daily Tribune*. 4 November
- 1883a *Chicago Daily Tribune*. 16 May
- 1883b *Chicago Daily Tribune*. 8 July
- 1883c *Chicago Daily Tribune*. 10 July
- 1883d *Chicago Daily Tribune*. 24 September
- 1883e *Chicago Daily Tribune*. 8 October
- 1884a *Chicago Daily Tribune*. 4 November
- 1884b *Chicago Daily Tribune*. 11 November
- 1884c *Chicago Daily Tribune*. 12 November
- 1885a *Chicago Daily Tribune*. 10 June
- 1885b *Chicago Daily Tribune*. 7 July
- 1885c *Chicago Daily Tribune*. 23 July
- 1885d *Chicago Daily Tribune*. 10 September
- 1885e *Chicago Daily Tribune*. 18 September
- 1885f *Chicago Daily Tribune*. 26 September
- 1885g *Chicago Daily Tribune*. 29 September
- 1885h *Chicago Daily Tribune*. 14 October
- 1885i *Chicago Daily Tribune*. 5 November
- 1886a *Chicago Daily Tribune*. 3 June
- 1886b *Chicago Daily Tribune*. 7 June

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- 1886c *Chicago Daily Tribune*. 24 June
- 1886d *Chicago Daily Tribune*. 30 June
- 1886e *Chicago Daily Tribune*. 25 July
- 1886f *Chicago Daily Tribune*. 5 August
- 1886g *Chicago Daily Tribune*. 17 August
- 1886h *Chicago Daily Tribune*. 14 November
- 1887a *Chicago Daily Tribune*. 13 May
- 1887b *Chicago Daily Tribune*. 25 May
- 1887c *Chicago Daily Tribune*. 29 June
- 1887d *Chicago Daily Tribune*. 4 July
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- 1887f *Chicago Daily Tribune*. 22 September
- 1887g *Chicago Daily Tribune*. 7 October
- 1887h *Chicago Daily Tribune*. 20 October
- 1888a *Chicago Daily Tribune*. 29 June
- 1888b *Chicago Daily Tribune*. 20 July
- 1888c *Chicago Daily Tribune*. 21 August
- 1889a *Chicago Daily Tribune*. 16 April
- 1889b *Chicago Daily Tribune*. 21 September
- 1889c *Chicago Daily Tribune*. 12 November
- 1890 *Chicago Daily Tribune*. 1 September
- 1892 *Chicago Daily Tribune*. 5 December
- 1894a *Chicago Daily Tribune*. 28 August
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- 1897 *Chicago Daily Tribune*. 29 November
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1882b *Detroit Free Press*. 9 June
1882c *Detroit Free Press*. 23 July
1882d *Detroit Free Press*. 24 August
1882e *Detroit Free Press*. 4 October
1882f *Detroit Free Press*. 17 October
1882g *Detroit Free Press*. 5 November
1883a *Detroit Free Press*. 1 September
1883b *Detroit Free Press*. 13 September
1883c *Detroit Free Press*. 27 October
1883d *Detroit Free Press*. 11 November
1884a *Detroit Free Press*. 18 April
1884b *Detroit Free Press*. 24 September
1886 *Detroit Free Press*. 18 August
1887 *Detroit Free Press*. 5 November
1889 *Detroit Free Press*. 25 September
1891a *Detroit Free Press*. 10 May
1891b *Detroit Free Press*. 11 May
1891c *Detroit Free Press*. 18 May
1891d *Detroit Free Press*. 19 July
1891e *Detroit Free Press*. 22 August
1892a *Detroit Free Press*. 30 April
1892b *Detroit Free Press*. 6 August
1894 *Detroit Free Press*. 4 July
1895a *Detroit Free Press*. 4 May
1895b *Detroit Free Press*. 31 August
1895c *Detroit Free Press*. 1 September
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1896b *Detroit Free Press*. 11 June
1896c *Detroit Free Press*. 23 June
1896d *Detroit Free Press*. 28 June
1896e *Detroit Free Press*. 12 September
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1898b *Detroit Free Press*. 6 September
1898c *Detroit Free Press*. 20 November
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1899b *Detroit Free Press*. 3 August
1900a *Detroit Free Press*. 9 May
1900b *Detroit Free Press*. 1 September
1901a *Detroit Free Press*. 6 July
1901b *Detroit Free Press*. 23 July
1901c *Detroit Free Press*. 4 October
1901d *Detroit Free Press*. 18 October
1902 *Detroit Free Press*. 9 July
1903 *Detroit Free Press*. 7 October
1904a *Detroit Free Press*. 24 July
1904b *Detroit Free Press*. 17 September
1904c *Detroit Free Press*. 28 September
1904d *Detroit Free Press*. 19 October
1905a *Detroit Free Press*. 2 April
1905b *Detroit Free Press*. 28 May
1905c *Detroit Free Press*. 27 June
1906a *Detroit Free Press*. 22 February
1906b *Detroit Free Press*. 12 August
1906c *Detroit Free Press*. 30 August
1906d *Detroit Free Press*. 2 October
1906e *Detroit Free Press*. 13 October
1906f *Detroit Free Press*. 6 November
1907 *Detroit Free Press*. 30 March
1908a *Detroit Free Press*. 17 July
1908b *Detroit Free Press*. 22 July
1908c *Detroit Free Press*. 13 November
1909a *Detroit Free Press*. 12 June
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1909c *Detroit Free Press*. 10 July
1909d *Detroit Free Press*. 21 July
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1878a *InterOcean*. 22 May
1878b *InterOcean*. 1 July
1879a *InterOcean*. 14 July
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1880 *InterOcean*. 6 December
1881a *InterOcean*. 20 June
1881b *InterOcean*. 2 July
1881c *InterOcean*. 12 August
1881d *InterOcean*. 13 August
1882a *InterOcean*. 23 June
1882b *InterOcean*. 22 July
1882c *InterOcean*. 23 August
1882d *InterOcean*. 29 August
1882e *InterOcean*. 3 October
1883a *InterOcean*. 1 June
1883b *InterOcean*. 2 June
1883c *InterOcean*. 26 June
1883d *InterOcean*. 12 September
1884a *InterOcean*. 7 July
1884b *InterOcean*. 29 July
1884c *InterOcean*. 4 August
1884d *InterOcean*. 12 October
1884e *InterOcean*. 16 November
1885a *InterOcean*. 24 May
1885b *InterOcean*. 13 June
1885c *InterOcean*. 18 July

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

**National Register of Historic Places
Continuation Sheet**

Section 9 Page 7

*Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin*

-
- 1885d *InterOcean*. 25 July
 - 1885e *InterOcean*. 4 August
 - 1885f *InterOcean*. 11 November
 - 1886a *InterOcean*. 5 May
 - 1886b *InterOcean*. 22 May
 - 1886c *InterOcean*. 25 May
 - 1886d *InterOcean*. 24 June
 - 1886e *InterOcean*. 9 July
 - 1886f *InterOcean*. 27 July
 - 1886g *InterOcean*. 11 October
 - 1886h *InterOcean*. 14 October
 - 1887a *InterOcean*. 25 May
 - 1887b *InterOcean*. 24 June
 - 1887c *InterOcean*. 29 June
 - 1887d *InterOcean*. 4 August
 - 1887e *InterOcean*. 11 August
 - 1887f *InterOcean*. 29 August
 - 1887g *InterOcean*. 13 September
 - 1887h *InterOcean*. 7 October
 - 1887i *InterOcean*. 5 November
 - 1888a *InterOcean*. 17 May
 - 1888b *InterOcean*. 25 May
 - 1888c *InterOcean*. 26 May
 - 1888d *InterOcean*. 3 June
 - 1888e *InterOcean*. 6 June
 - 1888f *InterOcean*. 13 June
 - 1888g *InterOcean*. 27 August
 - 1888h *InterOcean*. 10 October
 - 1888i *InterOcean*. 29 October
 - 1889a *InterOcean*. 16 April
 - 1889b *InterOcean*. 24 April
 - 1889c *InterOcean*. 8 July
 - 1889d *InterOcean*. 3 September
 - 1889e *InterOcean*. 30 October
 - 1890a *InterOcean*. 10 January
 - 1890b *InterOcean*. 8 June
 - 1890c *InterOcean*. 22 July
 - 1890d *InterOcean*. 1 September
 - 1890e *InterOcean*. 15 September
 - 1890f *InterOcean*. 22 September
 - 1890g *InterOcean*. 3 October
 - 1890h *InterOcean*. 5 October
 - 1890i *InterOcean*. 22 October
 - 1890j *InterOcean*. 1 November
 - 1891a *InterOcean*. 18 May
 - 1891b *InterOcean*. 11 June

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 8

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

1891c *InterOcean*. 10 July
1891d *InterOcean*. 9 August
1891e *InterOcean*. 15 August
1891f *InterOcean*. 19 August
1892 *InterOcean*. 5 December
1894a *InterOcean*. 30 August
1894b *InterOcean*. 17 October
1898a *InterOcean*. 6 September
1898b *InterOcean*. 27 September
1899a *InterOcean*. 8 August
1899b *InterOcean*. 22 September
1900a *InterOcean*. 3 July
1900b *InterOcean*. 12 September
1900c *InterOcean*. 20 October
1901a *InterOcean*. 4 September
1901b *InterOcean*. 16 October
1901c *InterOcean*. 22 October
1901d *InterOcean*. 29 November
1901e *InterOcean*. 7 December
1902a *InterOcean*. 20 April
1902b *InterOcean*. 12 May
1903a *InterOcean*. 16 August
1903b *InterOcean*. 18 August
1904a *InterOcean*. 29 June
1904b *InterOcean*. 19 October
1905a *InterOcean*. 11 June
1905b *InterOcean*. 14 July

Mansfield, J. B.

1899a History of the Great Lakes in Two Volumes. Vol. 1, J. H. Beers & Co., Chicago, IL
1899b History of the Great Lakes in Two Volumes. Vol. 2, J. H. Beers & Co., Chicago, IL

Marine Review (Cleveland, OH)

1899 *Marine Review*. 5 January

Milwaukee Daily Sentinel (Milwaukee, WI)

1876 *Milwaukee Daily Sentinel*. 23 June
1878 *Milwaukee Daily Sentinel*. 23 May
1879 *Milwaukee Daily Sentinel*. 20 March

Milwaukee Harbor Commission

1914 Extent and Capability of the Terminal Facilities in Milwaukee Harbor. *Annual Report of the Milwaukee Harbor Commission*. Milwaukee, WI

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 9

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Rail and Wire

1915 Rail and Wire, Vol III. No 3. August. Employees' Mutual Benefit Association. Public Service Building, Milwaukee, WI

1916 Rail and Wire, Vol IV. No 1. June. Employees' Mutual Benefit Association. Public Service Building, Milwaukee, WI

1923a Rail and Wire, Vol XI. No 2. July. Employees' Mutual Benefit Association. Public Service Building, Milwaukee, WI

1923b Rail and Wire, Vol XI. No 7. December. Employees' Mutual Benefit Association. Public Service Building, Milwaukee, WI

R.L. Polk & Co.

1875 Michigan State Gazetteer and Business Directory. R.L. Polk & CO. The Tribune Printing Company, Detroit, MI

Rucker, Della G.

1998 Commerce Street Power Plant. Nomination to the National Register of Historic Places. Rucker Historical Research. Green Bay, WI

Sandusky Star-Journal, The (Sandusky, OH)

1907 *Sandusky Star-Journal*. 3 October

Transfer, The

1914 The Transfer. No.9. November. Published monthly in the interest of its employees by the Milwaukee-Western Fuel Company. Milwaukee, WI

1915 The Transfer. No.13. March. Published monthly in the interest of its employees by the Milwaukee-Western Fuel Company. Milwaukee, WI

Volmer, Les and Carlen Hatala

1991 Milwaukee-Western Fuel Company Building, Nomination to the National Register of Historic Places. Department of City Development, Milwaukee, WI

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

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Verbal Boundary Description:

The boundary for the *Transfer* site is marked by a 1.62-acre circle with a radius of 150 feet, centered on the NAD 1893 UTM coordinates 437732 Easting, 4763115 Northing, Zone 16T.

Boundary Justification:

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

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

**National Register of Historic Places
Continuation Sheet**

Section photos Page 1

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Photo #1 of 5

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

2019

Transfer's stern, looking forward



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

**National Register of Historic Places
Continuation Sheet**

Section photos Page 2

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Photo #2 of 5

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

2019

Transfer's broken stern and rudder



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

**National Register of Historic Places
Continuation Sheet**

Section photos Page 3

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Photo #3 of 5

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

2019

The port athwartship conveyer



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

**National Register of Historic Places
Continuation Sheet**

Section photos Page 4

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Photo #4 of 5

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

2019

Transfer's cable conveyer



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

**National Register of Historic Places
Continuation Sheet**

Section photos Page 5

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Photo #5 of 5

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Photographer Tamara Thomsen

2019

The elevator boot near the vessel's stern



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section figures Page 1

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Figure 1: Historic Image, *William McGregor*, circa 1880s

Figure 2: Historic Image, *Transfer*, circa 1916

Figure 3: Historic Image, *Transfer's* abandonment in Lake Michigan, circa 1923

Figure 4: Site map

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

**National Register of Historic Places
Continuation Sheet**

Section figures Page 2

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Figure #1 of 4

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Circa 1880s

William McGregor under towed in consort



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

**National Register of Historic Places
Continuation Sheet**

Section figures Page 3

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Figure #2 of 4

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Circa 1916

Transfer unloading coal in the Milwaukee River following its conversion



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

**National Register of Historic Places
Continuation Sheet**

Section figures Page 4

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

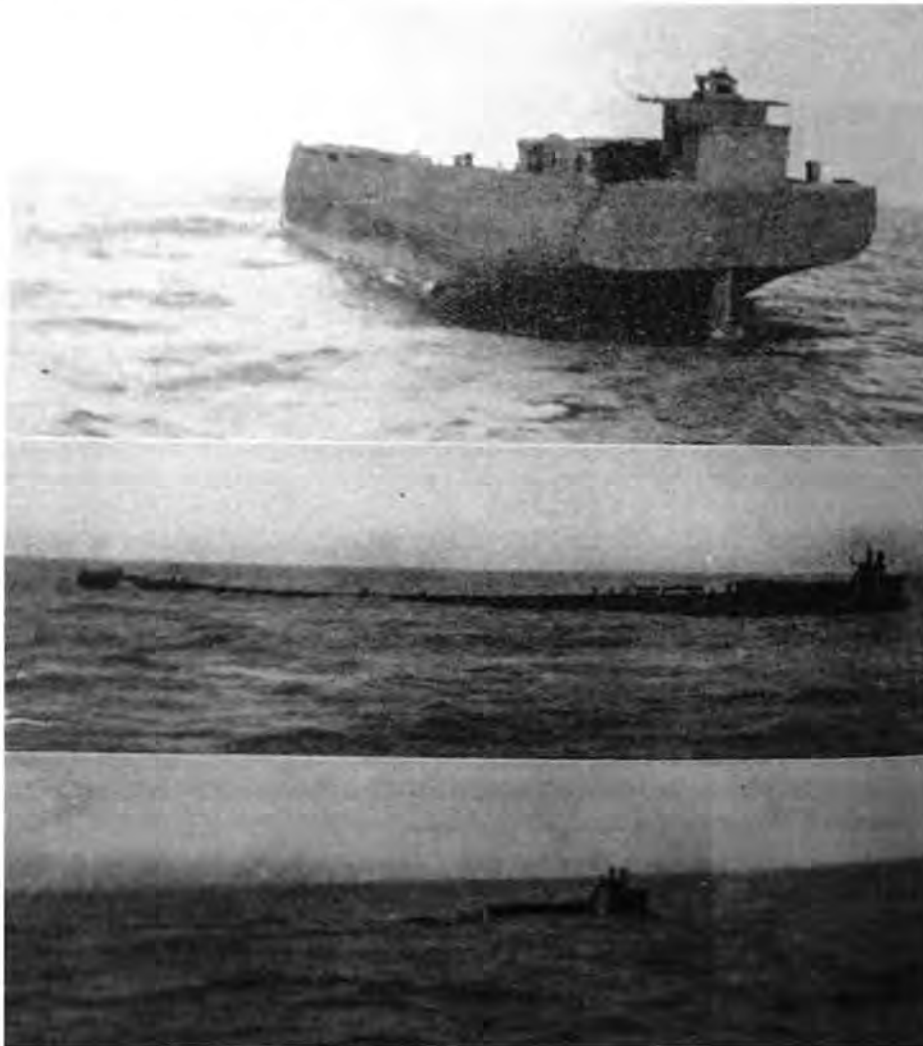
Figure #3 of 4

Transfer Shipwreck (self-unloading barge) 47MI-0554

Milwaukee County, Wisconsin

Circa 1923

Transfer's abandonment in Lake Michigan



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

**National Register of Historic Places
Continuation Sheet**

Section figures Page 5

Transfer Shipwreck (Self-unloading Barge)
Lake Michigan, Milwaukee County, Wisconsin

Figure #4 of 4

Transfer Shipwreck (self-unloading barge) 47MI-0554
Milwaukee County, Wisconsin
Location of *Transfer*

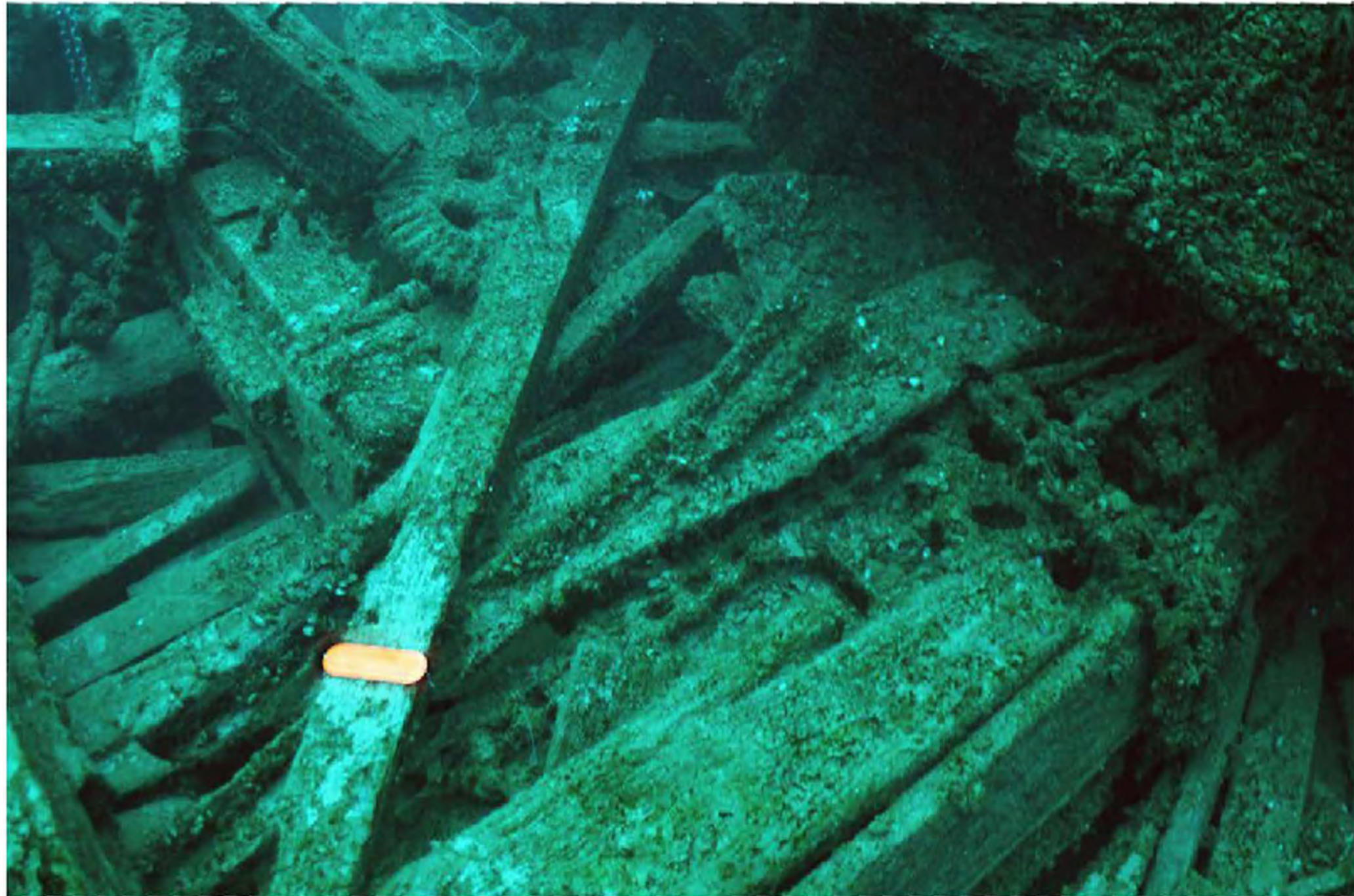




Transfer Shipwreck (Self-unloading Barge), in Lake Michigan, near Milwaukee, Milwaukee County, 1 of 5



Transfer Shipwreck (Self-unloading Barge), in Lake Michigan, near Milwaukee, Milwaukee County, 2 of 5



Shipwreck (Self-unloading Barge), in Lake Michigan, near Milwaukee, Milwaukee County



Transfer Shipwreck (Self-unloading Barge), in Lake Michigan, near Milwaukee, Milwaukee County, 4 of 5



Transfer Shipwreck (Self-unloading Barge), in Lake Michigan, near Milwaukee, Milwaukee County, 5 of 5

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 9/29/2021 Date of Pending List: 10/13/2021 Date of 16th Day: 10/28/2021 Date of 45th Day: 11/15/2021 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input checked="" type="checkbox"/> CLG | |

Accept Return Reject 11/15/2021 Date

Abstract/Summary
Comments:

Transfer Shipwreck (Self-unloading Barge) is located at a depth of 120 feet, six miles southeast of the Milwaukee Harbor Breakwater Lighthouse in Lake Michigan, near Milwaukee, Wisconsin. The 1.62-acre site consists of the wreck and associated debris field. It is listed in the National Register at the state level of significance under criterion D in the areas of Archeology/Historical-Nonaboriginal, Commerce, and Maritime History. Its period of significance spans its original launch in 1872 as the schooner-barge William McGregor and ends in 1923 with its replacement by a newer self-unloading barge and intentional sinking outside Milwaukee. Transfer meets the registration requirements established for the Miscellaneous Vessels (Converted Barge) property type in the Great Lakes Shipwrecks of Wisconsin MPDF and retains subsurface integrity with much of its hull components extant as well as artifacts located within the hull. The National Register documentation is not restricted.

The vessel's location was discovered in 2009, after which it became a popular dive site. In 2019 it was documented by maritime archeologists and volunteers from the Wisconsin Historical Society performing a Phase II archeological survey during which they collected measurements, photographs, and video footage, undertook comparative analysis with historic imagery, and identified the remains as those of the self-unloading barge Transfer.

The site has yielded information regarding the development of self-unloading technology as well as converted self-unloading barge operations in the western Great Lakes. In addition, it retains excellent archeological potential and is noteworthy in so far as its original 1872 hull

lines, keelson structure, and construction remained intact during the conversation and “Today, the wreck site retains integrity from both phases of its life, with all of the hull components in place, and most of the self-unloading machinery in situ” (Section 7, pp. 1-2). In addition, the nomination notes that Transfer is one of only three known and two remaining converted self-unloading barges in Wisconsin waters. All told, the vessel, “. . . is a rare example of a of a vessel type that was vital to Wisconsin’s economy, the economy of the Midwest, and transportation infrastructure prior to the development of road and rail networks. The vessel’s operation history offers an important look at the use of early consort systems in the Great Lakes during the mid to late nineteenth century, and the development of schooner-barges over time. Additionally, the vessel’s conversation to a self-unloader offers important information on the conversation of wooden sailing vessels, specifically schooner barges, into labor saving tools, and allows for a more nuanced understanding of the development of the Great Lakes maritime industrial landscape” (Section 8, p. 16).

Recommendation/
Criteria Transfer meets the registration requirements for a converted barge established in the Great Lakes Shipwrecks of Wisconsin MPDF. The 1.62-acre site consists of the wreck and associated debris field and is listed at the state level of significance under criterion D in the areas of Archeology/Historical-Nonaboriginal, Commerce, and Maritime History. Its period of significance spans its original launch in 1872 and intentional sinking in 1923.

Reviewer	<u>Julie Ernstein</u>	Discipline	<u>Archeologist</u>
Telephone	<u>(202)354-2217</u>	Date	<u>11/15/2021</u>

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

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



WISCONSIN
HISTORICAL
SOCIETY

TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Twenty-eighth day of September 2021, for the nomination of Transfer Shipwreck (Self-unloading barge) to the National Register of Historic Places:

- _____ Original National Register of Historic Places Nomination Form
- 1 _____ NRHP Nomination form PDF
- _____ Multiple Property Nomination form
- 5 _____ Photograph(s) submitted as PDF, made with selection of TIFFs
- _____ CD with image files
- _____ Map(s)
- 4 _____ Sketch map(s)/figures(s)/exhibit(s) – all embedded in nomination form
- 1 _____ Piece(s) of correspondence, scans attached to this submittal form
- _____ Other:
- _____
- _____

COMMENTS:

- _____ Please ensure that this nomination is reviewed
- _____ This property is being nominated at the National level of significance
- _____ This property has been certified under 36 CFR 67
- x _____ Please note that all physical materials will be submitted as directed by the NPS
- _____



Office of the City Clerk

Jim Owczarski
City Clerk
jowcza@milwaukee.gov

Richard G. Pfaff
Deputy City Clerk
rpfaff@milwaukee.gov

February 11, 2021

Peggy Veregin
National Register Coordinator
Wisconsin Historical Society
Division of Historic Preservation and Public History
816 State Street
Madison, WI 53706

Dear Ms. Veregin:

RE: CLG Review of the National Register Nomination for the *Transfer* Shipwreck. 6.0 miles southeast of the Milwaukee Harbor Breakwater Lighthouse, in Lake Michigan

In accordance with the provisions of the Certified Local Government Agreement between the City of Milwaukee and Wisconsin State Historic Preservation Office, the Milwaukee Historic Preservation Commission has reviewed the National Register nomination for the *Transfer* Shipwreck. The Commission determined that the property met the Statement of Significance as outlined in the application and voted to support the nomination on February 8, 2021.

If you need additional information or have any questions please feel free to contact the Historic Preservation Commission staff at (414) 286-5722.

Sincerely,

Carlen Hatala, Staff
Milwaukee Historic Preservation Commission
841 North Broadway Room B-1
Milwaukee, WI 53202
(414) 286-5722
Carlen.hatala@milwaukee.gov

