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

**National Register of Historic Places  
Registration Form**

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

**1. Name of Property**

historic name *Home Shipwreck (Schooner)*

other names/site number

**2. Location**

street & number 9 miles northeast of Hika Park in Lake Michigan

city or town Town of Centerville

state Wisconsin code WI county Manitowoc

N/A

not for publication

X

vicinity

code 071

zip code 53015

**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.)

*James A. Ariga*  
Signature of certifying official/Title

11/5/10  
Date

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

Home Shipwreck (Schooner)

Manitowoc County

Wisconsin

Name of Property

County and State

### 4. National Park Service Certification

- I hereby certify that the property is:
  - entered in the National Register.
    - See continuation sheet
    - determined eligible for the National Register.
      - See continuation sheet
      - determined not eligible for the National Register.
        - See continuation sheet
        - removed from the National Register.
        - other, (explain):

*Edson H. Beall*

12-29-10

*Joe*

Signature of the Keeper

Date of Action

### 5. Classification

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

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

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

private	building(s)	contributing	noncontributing
public-local	district		buildings
X public-State	structure	1	sites
public-Federal	X site		structures
	object		objects
		1	0 total

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

Great Lakes Shipwrecks of Wisconsin

**Number of contributing resources is 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: Schooner

**Materials**

(Enter categories from instructions)

Foundation NA

walls NA

roof NA

other NA

### Narrative Description

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

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Section 7 Page 1

*Home* Shipwreck (Schooner)  
Manitowoc County, Wisconsin

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**Summary**

Nine miles northeast of Hika Park in the Village of Cleveland, Manitowoc County, Wisconsin, the schooner *Home* lies upright in 170 feet of water. Shipwright William B. Redfield constructed this small lakeshoring schooner in Portland (Sandusky), Ohio, in 1843. The *Home* worked as a lakeshoring vessel on Lake Erie primarily carrying grain and merchandise between Sandusky, Ohio, and Buffalo, New York, for owner Captain Morris Tyler. Her last five years of operation were spent on Lake Michigan working primarily in the lumber trade. While enroute to Chicago from Manitowoc, Wisconsin, the *Home* was lost in an early morning collision with the schooner *William Fiske* off Cleveland, Wisconsin. Today, the *Home* is representative of a relatively undocumented vessel type and trade, Great Lakes lakeshoring, and provides historians and archaeologists the rare chance to study this little-documented vessel class. Once common on the Great Lakes, these small schooners occupied a special niche in the Great Lake's regional economy, providing important economic and cultural links between frontier coastal communities. Their construction and operation was largely undocumented during the nineteenth century, however, and today the lakeshoring schooner is one of the least understood vessel classes to have sailed the Great Lakes.

**Site Description**

Sheboygan wreck hunter and diver Steve Radovan discovered the shipwreck known as the *Home* on 25 April 1981 (Radovan 1981). The vessel was first dived by Jim Brotz, John Steele, and Steve Radovan on 2 May 1981. Radovan's logbook entry from that date describes a small, two-masted schooner with one of the masts broken off at deck level and the other lying across the rail. Despite searching, no name boards or other forms of identifying the vessel were located. Although many artifacts were subsequently salvaged, Mr. Radovan kept a detailed log of all artifacts recovered and many of the artifacts recovered are now curated at the Wisconsin Maritime Museum in Manitowoc, Wisconsin. Although a positive identification of the vessel was never made, Mr. Radovan, on the basis of his historic research, concluded that the wreck was that of the schooner *Home*, built in 1843 in Black River, Ohio, and lost in a collision with the *William Fisk* on 17 October 1858 (Steve Radovan 2008 pers. comm.).

The *Home* lies upright and intact in 173 feet of water nine miles northeast of Cleveland, Wisconsin, in Lake Michigan. The vessel lies on a heading of 030 degrees with less than a one degree port list and a 4 degree bow-down attitude. The vessel's overall length is 98.00 feet, with a beam of 23.7 feet.

The hull is almost entirely intact with the exception of collision damage at the starboard bow and the missing stern cabin.

The foremast was broken at deck level, pulled to the surface in commercial fishing nets, and is now on display at the Rogers Street Fishing Village in Two Rivers, Wisconsin. The mainmast remains intact in

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the hull, but has been unstepped from the keelson and toppled towards the port quarter and now lies at an angle, resting on the port rail with the mast's base beneath the deck on the starboard side of the centerboard trunk. Several of the deck planks and mast partners were sprung around the mast hole when it toppled.

The jib boom is not extant on site, and the bowsprit has been dislodged from the hull and lies on the lakebed beneath the bow at a nearly 90 degree angle to the hull. The bowsprit is 26.6 feet in length and 1.2 feet in diameter. The bowsprit's base lies away from the hull and the bowsprit's head nearly touches the hull to starboard of the stem. The bowsprit's hounding is octagonal in section with the exception of the first 1.3 feet above the tenon that is square in section as well as the bed, located between 7.6 feet and 8.8 feet. Outboard of the bed, the housing is round in section with the exception of two sets of fairleads that are located on either side of the bowsprit. The first set of fairleads is located at the end of the bowsprit and is 4.55 feet in length; the second set of fairleads is located approximately halfway between the head and bed. It appears that the fairleads are carved from the bowsprit timber rather than constructed separately and attached to it, as there are no seams or fasteners visible on any of the fairleads. The bowsprit's head is also square in section for the last .45 feet where the bowsprit cap was fitted. The bowsprit was supported by rope bowsprit guys eye spliced to iron thimbles on iron eyes fastened to either side of the hull aft of the stem. No turnbuckles or other evidence of bobstays was visible on the underside of the bowsprit.

The stem is raked forward at 24 degrees and has a stem iron that protects the forefoot that terminates approximately 18 inches above the lakebed where it is fastened to the stem with an iron bolt. A single chain bobstay is fastened to the front of the stem, and just below the bobstay an iron bolt penetrates the stem athwart ships and fastens two other chains on either side of the stem. These two chains, along with the bobstay, run aft along the starboard side of the hull and are tangled in the starboard anchor and anchor chain that lie in a tangle beneath the hull.

A heavy amount of damage is located on the starboard bow that is consistent with collision damage. Outboard of the windlass, the hull is stove in to form a V-shape that extends 3.6 feet below deck, and the deck planks forward of the windlass are not extant on the starboard side. The starboard rail and bulwark stanchions were carried away from the foremast chainplates forward, along with the starboard cathead and hawse block. The starboard cathead now lies in a tangle of anchor chain and rigging that lies on the lakebed beneath the collision damage.

The port cathead is not extant, but what appears to be a section of the port cathead lies on deck just aft of its former location. The cathead supported an iron folding stock anchor that has fallen to the lakebed directly beneath where the port cathead was fastened; the anchor stands upright on its crown, supported

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by its anchor chain that runs from the eye straight up to the port hawse pipe. Each chain link is .275 feet long, .25 feet wide, with a link diameter of .5 feet. The chain is attached to the anchor via an iron ring that is 1.2 feet in diameter. The anchor's shank is 5.9 feet long with arms that measure 4.2 feet from the bill to bill, and each palm measures 1.1 feet in width.

There is a large bight of anchor chain that extends approximately 75 feet off the vessel's port bow. The chain runs out from beneath the hull with approximately 200 feet of chain lying on the lakebed in a large loop. This chain appears to have spilled from the chain locker through the collision damage as the vessel descended, as several strands of anchor chain pass through the collision damage and under the hull, in addition to a large tangle of anchor chain that lies on the lakebed below the collision damage. It also appears that the starboard anchor impacted the lakebed prior to the hull, as only a fluke and part of the iron stock are visible protruding from beneath the hull. The starboard cathead lies on the lakebed immediately aft of the anchor.

The outer hull and ceiling planks are all intact with the exception of the collision damage on the starboard bow. Ceiling planks are .6 feet in width, and a bilge strake is fastened inside the hull that is .9 feet tall and is .3 feet thicker than the adjacent ceiling planks. Outer hull planks are .5 feet wide by .3 feet thick. A rubbing strake begins just aft of the stem post and runs the entire length of the ship, also serving as a chain wale where it passed over the chainplates. This rubbing strake is .5 feet tall, .3 feet thick, and is fastened 3.45 feet below the top of the rail. The covering board is 1.2 feet wide by .3 feet thick and abuts deck planks that are .5 feet wide by .1 foot thick.

Due to the hull's integrity, the only accessible frames are cant frames located within the collision damaged area, which consist of double frames constructed from futtocks .4 feet sided by .5 feet molded and a space of 1.0 foot between frames. The bulwark stanchions do not appear to be frame top timbers, but instead appear to be separate timbers that attach to the frames and extend 2 to 3 feet below the covering board. Bulwark stanchions are evenly spaced with 4.6 feet between stanchions. The bulwark stanchions are .6 feet sided by .25 feet molded and support a rail .7 feet wide by .3 feet thick. All three outer bulwark planks are .1 foot thick and decrease in width from .67 feet, .57 feet, and .47 feet from the rail to the covering board, respectively. Caulking is visible between the bulwark planks. Rectangular scuppers are cut into the lowest bulwark plank that are .65 feet long, .25 feet tall, and spaced at 4.2 feet on center. A single plank, .35 feet tall by .1 foot thick, is fastened to the inside of the bulwark stanchions halfway between the rail and the covering board.

The deck beams are .6 feet sided by .5 feet molded and spaced at 2.7 feet between beams. The deck beams are supported solely by a deck clamp .15 feet wide by 1.3 feet tall. The deck clamp is not notched but fits flush to the underside of the deck beams. The clamp is fastened to the side of the hull

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with iron through bolts, and it could not be determined if roves were used due to the large amount of corrosion that surrounded each bolt head. There are no knees fastened beneath the deck, but a chock is fitted between deck beams to fill the space above the deck clamp. Likewise, no deck stanchions were found within the hold, the center of the deck supported solely by the centerboard trunk amidships.

The samson post's forward edge is located at 9.6 feet on the baseline, and the mortise for the bowsprit is visible on the forward surface. The samson post itself is 1.3 feet square and rises 4.55 feet above the deck. The windlass is a Patent system with an iron crosshead fastened to the forward surface of the samson post that connects to two purchase arms that extend forward of the windlass barrel.

A forecandle scuttle is located immediately aft of the windlass with the scuttle's forward headledge located at 12.0 feet on the baseline and the aft headledge located at 14.7 feet on the baseline, measured to the outer edge of the headledges. The scuttle's headledges and coamings are 1.6 feet tall, rise .5 feet above deck level, and are .35 feet thick, giving a scuttle opening of 2.0 feet square inside the coaming on the inside of the coaming. A notch runs the entire circumference of the coaming's outer edge that is .05 deep. There is no visible evidence of a companionway fastened overtop the forecandle scuttle.

A single-acting bilge pump is located immediately aft of the forecandle scuttle at 16.4 feet on the baseline, offset a few inches to the port side of the vessel's centerline. The mount for the pump handle is extant and rises above the pump shaft and forms a U-shape at the top to accept the pump handle, which is not extant. No other bilge pumps were visible on deck.

The forward cargo hatch is 8.0 feet long by 6.3 feet wide with the forward headledge located at 26.2 feet on the baseline. The hatch coaming is 1.1 feet tall by .2 feet thick and rises .6 feet above deck level. The inside edge of the cargo hatch has a notch that is .1 foot square. In addition, each coaming is notched for hatch strongbacks. A single bitt is located abeam of the forward cargo hatch on the starboard side; there is no adjacent bitt extant on the port side.

The aft cargo hatch is 6.2 feet wide by 8.0 feet long with the forward headledge located at 62.7 feet on the baseline. Like the forward cargo hatch, the coaming is 1.1 feet tall by .2 feet thick and rises .6 feet above the deck. The inside edge of the cargo hatch has a notch that is .1 foot square. In addition, each coaming is notched for hatch strongbacks.

The cargo contains split cordwood that still has the bark attached. Each piece of cordwood is between 3 to 5 feet in length and is stacked athwartships in the hold. Ironically, only the port side of the hold is stacked with wood up to the underside of the deck. No cargo is visible on the starboard side of the hold, but only a uniform layer of silt that fills the hold to approximately halfway between the floors and

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deck leaving enough room for a diver to swim through the hold from bow to stern without disturbing the silt. A wooden bulkhead separated the hold from the forecastle, but much of the bulkhead has collapsed and the bulkhead planks now lie around the forecastle and forward hold.

The centerboard is located on the vessel's centerline, and the trunk begins at 34.2 feet on the baseline; its forward edge is flush with the aft headledge of the forward cargo hatch. The centerboard trunk is 19.6 feet long and terminates at 53.8 feet on the baseline. The centerboard trunk is filled with silt that obscures the centerboard within, and it could not be determined if the centerboard is deployed or stowed. The centerboard winch is extant on deck above aft end of centerboard trunk, the winch's leading edge located at 52.0 feet on the baseline. The winch is constructed from wood and has a reduction gear with two warping heads extending from either side of the winch, and the winch chain is intact between the winch and the centerboard.

A single deck plank immediately above the centerboard trunk is not extant, exposing nearly the entire length of the trunk. A large plank lies across on the deck across this opening that is 12.9 feet long by 1.2 feet wide. A short length of heavy chain is attached to the plank, its bitter end attached to a cleat on the deck immediately forward of the centerboard winch. This plank is movable about the deck, and may have been used to secure the foremast sheet above a deck cargo.

The stern cabin's bulkheads were carried away in the sinking, but the remaining cabin opening in the deck is 13.8 feet wide and 13.0 feet in length. The cabin's leading edge is located at 75.2 feet on the baseline. A coaming extends around the entire perimeter of the opening that is .8 feet tall, .2 feet thick, and rises .6 feet above deck level. There is a .1 foot square notch around the outside perimeter of the coaming. The cabin sole is supported by eight athwartships beams that are spaced 2.0 feet on center and are .2 feet sided by .6 feet molded, and are 3.2 feet below the top of the coaming. There is a 2.6 foot wide passageway on either side of the cabin between the coaming and the bulwarks.

The center of the rudder post is located at 93.0 feet on the baseline. The rudder post is .8 feet in diameter and rises 1.6 feet above the deck. A tiller is attached to the rudder post that is 2.7 feet long and .4 feet square. The tiller extends from the rudder post 180 degrees from the rudder blade and is reinforced by an iron strap fastened between the tiller and the rudder post on either side. The vessel was steered with a wheel that was mounted to the aft deck and connected to the tiller via lines or chains that ran to blocks anchored at each quarter, and then to the tiller. The steering mechanism was not extant at the time the vessel was discovered (Steve Radovan 2008 pers. comm.). The rudder is turned hard to port, and is at almost a 90 degree angle to the keel. The rudder blade is 9.5 feet tall, .64 feet thick, and extends 3.1 feet aft of the rudder post at its widest part. The blade is constructed from three vertical timbers attached to the rudder post. No preventers are extant. The rudder angle may coincide with the

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collision damage, indicating the crew was attempting a hard turn to port in an attempt to avoid colliding with the *William Fisk*.

A set of double bits are located just forward of either quarter. Wooden davits are extant at each quarter; extending 4.0 feet beyond the transom and both are .55 feet square. Four vertical holes penetrate the end of each davit, and green paint is still visible on them.

The transom rail is 1.2 feet wide, and vessel's overall length measures 97.9 feet. The transom is angled at 41 degrees and is 18.2 feet wide at the rail and 16.6 feet wide at the bottom. The transom is 6.7 feet tall in the center and 6.0 feet tall on either side, curving with a radius of 1.8 feet. The outside of the transom is unadorned and absent of any port lights.

The foremast broke at deck level, and the base of the foremast remains stepped in the hull. The foremast has a diameter of 1.2 feet, and its center is located at 20.6 feet on the baseline. The upper section of the foremast was pulled to the surface by commercial fishermen and is now on display at the Rogers Street Fishing Village in Two Rivers, Wisconsin.

The mainmast is intact from base to head, but has been unstepped from the keelson and toppled toward the port quarter and now lies at an angle across the port rail. When standing upright, the center of the mainmast was located at 56.8 feet on the baseline, with a diameter of 1.6 feet at deck level. The mainmast rose 67.6 feet above the deck, and a mast table is fastened to the mast 3.7 feet above the deck. A single wooden sail hoop remains intact on the mainmast. The trestle trees are extant at the hounds, 8.2 feet below the masthead. The aft cross tree is extant on the mainmast's port side, but is broken off flush with the starboard side trestle tree; the extant section of cross tree is 4.8 feet long, .6 feet wide, and .3 feet tall, and extends 2.9 feet beyond the port side trestle tree. The iron futtock band is extant below the trestle tree along with three 5.8 foot-long iron futtock shrouds, one of which remains attached to the cross tree.

Both masts were supported by three shrouds on either side, and all chainplates are extant except for the forward chainplate on the starboard foremast, which is mangled from the collision damage. The chainplates are 4.8 feet long and .15 feet wide. The foremast chainplates are spaced at 2.9 feet between the fore and middle chainplates, and 2.6 feet between the middle and aft chainplates. The forwardmost foremast chainplate is abeam of the foremast with the remaining two chainplates fastened aft of the foremast. The mainmast chainplates are spaced 2.5 feet between the middle and fore chainplates, and 3.8 feet between the middle and aft chainplates, but unlike the foremast, the mainmast chainplates are centered on the mainmast.



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An unidentified spar, 32.4 feet in length, lies on the deck along the port bulwarks near the bow. The spar's only distinguishing feature is an iron ring fastened to an iron eye on the spar's aft end. A large number of artifacts are extant around the site including shoes, glass bottle fragments, a ceramic creamer, a small wooden bucket, concretions of iron artifacts, and several intact stoneware jugs. One of the jugs retains excellent markings that include a cobalt blue numeral 2 and a makers stamp, "J. R. Maxfield, Milwaukee." An identical jug is curated at the Kenosha public museum, and research has shown this jug was manufactured between the years 1855 and 1858 in Milwaukee, Wisconsin (Dearolf 1986).

**Summary Paragraph**

Located nine miles northeast of Cleveland, Wisconsin, in Lake Michigan, the schooner *Home* lies upright and intact in 170 feet of water. Built in 1843 and lost in 1858, the *Home* represents a relatively undocumented class of sailing vessel on the Great Lakes, the lakeshoring schooner. The *Home* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). Archaeological information gathered from the *Home* site has significantly increased our understanding of lakeshoring vessel construction and use, and holds vast potential to yield additional significant information essential to understanding nineteenth century maritime commerce and vessel construction.

Name of Property

County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORIC, NON-ABORIGINAL  
 MARITIME HISTORY  
 COMMERCE

**Period of Significance**

1843-1858

**Significant Dates**

1843

**Significant Person**

(Complete if Criterion B is marked)

\_\_\_\_\_

**Cultural Affiliation**

Euro-American

**Architect/Builder**

Redfield, William B.

**Narrative Statement of Significance**

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

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*Home* Shipwreck (Schooner)  
Manitowoc County, Wisconsin

**Vessel History**

Resting in 170 feet of water nine miles northeast of Cleveland, Wisconsin, the schooner *Home* represents a rare example of a once common class of vessels on the Great Lakes, the lakeshoring schooner. Built in 1843 by William Redfield at Portland (now Sandusky), Ohio, the schooner was lost in 1858 from a collision with the schooner *William Fiske*. Representative of a relatively undocumented vessel type and trade, the *Home* provides historians and archaeologists the rare opportunity to study Great Lakes lakeshoring schooner construction and use. Once common to the Great Lakes, these small schooners occupied a special niche in the Great Lake's regional economy, providing important economic and cultural links between frontier coastal communities. Their operation and use was largely undocumented during the nineteenth century, however, historic research into the *Home* has uncovered a rare, comprehensive chronology of its operation that provides a wealth of information regarding the trading practices of one of the least understood vessel classes to have sailed the Great Lakes.

**Service History**

Two schooners were built in the early 1840s on the lower Great Lakes named "*Home*." In 1843, a vessel of 127 tons and 84 feet in length was constructed in Portland (now Sandusky), Ohio. The following year, a vessel of 92 tons and 68 feet in length was constructed at Oswego, New York. Both of these vessels received frequent mention in contemporary newspapers, making a difficult task to differentiate which vessel was which in historic accounts. The situation is aided, however, in that one of the vessels kept almost exclusively to Lake Ontario and the other to Lake Erie with only an occasional trip to the upper lakes during their early careers. By comparing the long trail of arrivals and clearings posted in early newspapers with ownership changes recorded in enrollment documents, it was possible to differentiate with a high degree of accuracy which vessel was which in historic documents, and only those believed to belong to the schooner *Home* sunk off Cleveland, Wisconsin, are included here<sup>1</sup> (ACGNFPL 2009a; 2009b).

The schooner *Home* was launched late in the summer of 1843 from William B. Redfield's shipyard in Portland, Ohio (Everett 1882). At the time of her construction, the vessel was only the second vessel built on the Sandusky River and was recorded to have measured 84 feet 8 inches in length, 23 feet 8 inches in beam, 7 feet 4 inches in depth of hold, and had a rated capacity of 127 59/95 gross tons (ACGNFPL 2009a; Bureau of Navigation 1843). She carried two masts with a square stern and scroll

<sup>1</sup> The smaller schooner, *Home* of Detroit, was constructed in 1844 at Oswego, New York. Also a two-masted schooner, this vessel was slightly smaller at 68 feet 3 inches in length, 18 feet 9 inches in beam, 8 feet 3 inches in depth of hold, and 92 71/95 gross tons. This vessel was lost on Lake Erie on 3 November 1851. This document only reports what has been definitively assigned to the larger *Home* of Sandusky, Ohio (ACGNFPL 2009a; 2009b).

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head, and it was estimated she could carry around eight to ten thousand bushels of wheat (Everett 1882). Her first enrollment was entered at Portland, Ohio, on 3 October 1843, and the 29 year-old Captain Harrison P. Sackett took the helm as her first Master (Bureau of Navigation 1843; Everett 1882; United States Census Bureau 1850b).

The *Home's* construction was contracted by Captain Morris Tyler of Sandusky, Ohio, and Captain Tyler's young son Charles was hired to help build the vessel at a rate of seventy-five cents per day (Everett 1882; United States Census Bureau 1850a). Morris Tyler was born in 1797 in Cayuga County, New York, and moved with his family to Detroit around 1810, where his father, John Tyler, served in the American Army at Fort Detroit during the War of 1812. Morris Tyler, then 15 years old, also served as a dispatcher for General Harrison. Following the end of the war in February 1816, the entire Tyler family moved again via horse and sleigh over the ice to Lower Sandusky, Ohio, where Morris Tyler began his maritime career (Atkins 1898; Keeler 1905; Little 1913). Prior to commissioning the *Home*, Morris Taylor had served as Master of the schooner *Cincinnati* from 1828-1829, the side-wheeler *Ohio* from 1830-1834, and the side-wheeler *Daniel Webster* from 1835-1837 (Everett 1882; Mansfield 1899). In addition to the *Home*, Morris Tyler also commissioned the construction of the vessels *Buckeye* and the *Ohio* at Lower Sandusky, as well as running a general supply store with his brother John that conducted a large percentage of trade with the native peoples of the area (Everett 1882).

The *Home's* sailing career is well documented in both the *Buffalo Morning Express* and *Chicago Tribune*. During her early years under the ownership of Captain Tyler, the *Home* most frequently transported trade goods between Lower Sandusky (Fremont), Ohio, and Buffalo, New York, with occasional stops at ports in between and even an occasional trip to the upper lakes (Everett 1882). The *Home's* first documented trip was between Lower Sandusky and Buffalo in September 1843, a month prior to her first enrollment being entered until early the following month at the Port of Portland (Sandusky), Ohio (*Buffalo Morning Express* 1843a). The *Home* arrived at Buffalo on 11 September 1843 on her maiden voyage with cargo of 3,027 bushels of wheat for Captain Morris and 290 barrels of flour, 4 sacks of wool, and 2 casks of ashes consigned to George W. Tift of Tift & Co., merchants at 36 Prime Street, Buffalo (*Buffalo Morning Express* 1843a; Walker 1844). The *Home* departed Buffalo seven days later with 459 barrels of salt bound for Lower Sandusky (*Buffalo Morning Express* 1843b).

The *Home* made three additional trips between Lower Sandusky to Buffalo in 1843 carrying a variety of items for various consignees. On 6 October 1843, Captain Sackett arrived at Buffalo with 1,464 bushels of wheat consigned to Daw & DeLong, forwarders and commercial merchants at 38 Prime Street, Buffalo; 1,343 bushels of wheat, 8 casks of seed, and 5 casks of ashes for John Fleeharty &

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Company, 40 Prime Street, Buffalo; 24 casks of ashes for Captain Morris Tyler; 500 barrels of flour and 64 casks of seed for Kinne Davis & Company (*Buffalo Morning Express* 1843c; Walker 1844). On 29 October 1843, the *Home* arrived at Buffalo with 906 barrels of flour, 1 bag of wax, and 12 rolls of leather consigned to freight forwarders Hawley & Cobb; 7 barrels of seed for Daw & Delong; 167 barrels of flour, 10 casks of ashes, 2 barrels of seed, and 1 box of wax for Alonzo and Malthus Johnson of Johnson & Company, merchants at 40 Prime Street, Buffalo; and 12 kegs of lard and 6 barrels of seed for Tift & Company (*Buffalo Morning Express* 1843d; Walker 1844). Finally, on 17 November 1843, the *Home* arrived at Buffalo on her last trip into Buffalo for the 1843 season carrying 727 barrels of flour, 3 barrels of pork, 2 casks of ashes, and 3 barrels of seed for Hawley & Cobb, and 1,434 bushels of wheat, 3 barrels of seed, and 1 cask ashes for Captain Morris Tyler (*Buffalo Morning Express* 1843f). After unloading at Buffalo each trip, the *Home* loaded cargoes of general merchandise and salt bound for Sandusky (*Buffalo Morning Express* 1843e, 1843g).

Captain Sackett remained at the *Home*'s helm for the 1844 season. The *Home* made only one trip to Buffalo in April 1844, arriving on 18 April from Sandusky with 600 bushels of wheat, 150 barrels of flour, 23 barrels of pork, 16 barrels of lard and hams, and 6 casks of ashes consigned to J. Mottley & Company; 590 bushels of wheat, 26 casks of ashes, 195 barrels of flour, 10 casks of seeds for Fleeharty & Company; 18 casks of ashes for Kinne & Co.; and 434 barrels of pork and 36 barrels of lard for Mr. Hawley. She returned to Sandusky on 22 April in ballast (*Buffalo Morning Express* 1844a; 1844b).

Although there is no mention in the *Buffalo Morning Express* of the *Home*'s next trip from Sandusky to Buffalo, the 5 May 1844 edition of the *Buffalo Morning Express* (1844c) notes the *Home*'s departure from Buffalo bound for Michigan City, Indiana. No cargo was listed in her departure, so it is uncertain if she was in ballast or loaded. The *Home*'s round trip through Lakes Erie, Huron, and Michigan took a little over a month, returning to Buffalo from Michigan City on 16 June 1844 with 4,949 bushels of wheat, 303 barrels of flour, and 47 barrels of pork consigned to Murray & Company, the forwarding and commercial merchants at 4 Prime Street, Buffalo (*Buffalo Morning Express* 1844d; 1844e; Walker 1844).

For the rest of the 1844 season, the *Home* ferried cargoes between Buffalo and Sandusky. The *Buffalo Morning Express* documented the *Home* clearing Buffalo on 26 June, 15 July, 2 August, and 14 August 1844, all with loads of general merchandise and salt bound for Sandusky (*Buffalo Morning Express* 1844f, 1844g, 1844i, 1844j). The only arrival mentioned during this period was on 29 July 1844, when Captain Sackett arrived at Buffalo from Sandusky with 18 casks of ashes for Mr. Cowen; 60 barrels of flour consigned to Johnson & Company; 70 barrels of flour for M.S. Hawley; and her first cargo of lumber products - 15 m feet for Mr. Bagbee and 12 m feet for John S. Harbeck and Company, a barrel

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stave dealer at 103 Ohio Street, Buffalo (*Buffalo Morning Express* 1844h; Walker 1844). The *Home* arrived again at Buffalo on 27 August 1844 with 314 barrels of flour and 1,282 bushels of wheat for Mr. Hawley; 2,067 bushels of wheat and 2 casks of ashes for Daw & DeLong, and cleared Buffalo on 10 September 1844 for Sandusky with a cargo of salt, castings, and merchandise (*Buffalo Morning Express* 1844k; 1844l). The vessel did not return to Buffalo for another month, when on 8 October 1844 she arrived from Sandusky with 2,060 bushels of wheat consigned to Daw & DeLong; 24 casks of ashes, 62 barrels of flour, 15 kegs of butter, and 882 bushels of wheat for Johnson & Company; 700 bushels of wheat, and 17 barrels of flour for M.S. Hawley (*Buffalo Morning Express* 1844m).

A drought over the summer of 1844 left the water level in the Buffalo harbor so low that many vessels grounded, having to unload offshore and lighter their cargoes into Buffalo Harbor. On 29 October 1844, the *Home* grounded off the end of the Buffalo pier and it took nearly two days to lighter the vessel and pull her free (*Buffalo Morning Express* 1844n). Her arrival was officially recorded as entering Buffalo on 31 October 1844 with 36 sacks of rags, 43 sacks of feathers, 4 casks of ashes, and 8 casks of seed for Mr. Cobb; 284 barrels of flour, 700 bushels of wheat consigned to M.S. Hawley; 74 barrels of flour, 42 casks of ashes, and 3 barrels of pork for Johnson & Co.; 2,460 bushels of wheat, 40 barrels of flour, and 6 casks of ashes for Daw & DeLong (*Buffalo Morning Express* 1844o).

The *Home* remained in Buffalo for six days before departing for her home port of Sandusky loaded with general merchandise (*Buffalo Morning Express* 1844p). The *Home* was able to complete one more trip for the 1844 season, arriving at Buffalo on 22 November 1844 with 644 barrels of flour, 25 hides, 9 bundles of rags, 9 casks of seed, 5 casks of ashes, 1 box of wax, and 1,522 bushels of wheat for Mr. Hawley; 16 casks ashes for Johnson & Company; and 140 barrels of flour for Mr. Cobb (*Buffalo Morning Express* 1844q). The *Home* departed Buffalo on 26 November 1844 with a load of salt bound for Sandusky. On her arrival she was laid up for the winter (*Buffalo Morning Express* 1844r).

The *Home* escaped any mention in the press during the 1845 season with the exception of one account of an incident on Lake Erie on 19 August 1845. Although this incident cannot be positively associated with the *Home* of Sandusky, it can neither be positively associated with any of the other *Homes* sailing in 1845. About 2:00 AM that Tuesday, a vessel named *Home* was off Sturgeon Point in Lake Erie when the cook, Harrison Steward, noted as an African American, was lost overboard. Captain Chadwick lowered a boat and searched for the lost cook, but he could not be found. Captain Chadwick is not associated with the enrollment documents of the *Home* of Sandusky, but it is possible there may have been an undocumented change of Masters during the 1845 season (*Daily National Pilot* 1845).

A new Master came aboard the *Home* for the 1846 season - Captain Baxter of Buffalo, New York. The

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*Home*'s first voyage of the year brought her into Buffalo on 22 April 1846 with 1,600 bushels of wheat consigned to Mr. O. Lee, and 412 barrels of flour and 57 casks of ashes for French Mearch & Company (*Buffalo Morning Express* 1846a). It is uncertain how long the *Home* remained in Buffalo, but she must have departed rather quickly for an early season trip to Chicago that took approximately one month to complete. Captain Baxter was not new to sailing on the Upper Lakes, as he first arrived in Chicago over a decade earlier when he arrived on 27 September 1834 with the schooner *New Connecticut* (Mansfield 1899).

The *Home* returned to Buffalo on 24 May 1846 from Chicago with 5,912 bushels of wheat consigned to Sears & Griffith (*Buffalo Morning Express* 1846b). Remaining in Buffalo for only 5 days, she cleared on 29 May 1846 bound for Sandusky with no cargo listed (*Buffalo Morning Express* 1846c). On 20 June 1846 Captain Baxter arrived again at Buffalo with 267 barrels of flour, 44 casks of ashes, 2 casks of seeds, 4 casks of furs, 1 box of wax, 4 rolls of leather, 10 kegs of lard, 2 kegs of butter, and 1 cask ashes for an undocumented consignee (*Buffalo Morning Express* 1846d). The *Home* unloaded and cleared for a return trip to Sandusky on 23 June 1846 (*Buffalo Morning Express* 1846e). The *Home* again returned to Buffalo on 9 July 1846 from Lower Sandusky with 5 casks of ashes, 13,000 bundles of rags, and 396 bundles of feathers for M.S. Hawley; 1,800 bushels of wheat, 600 bushels of corn, 24 cask of ashes, 40 kegs of butter, 1 box of glass for Mr. Wilson; 22 rolls of leather, 63 barrels of pork, 5 kegs of butter for J.H. Hooker; 56 casks of ashes for Sears & Griffith; and 14 m staves for Mr. Sherman (*Buffalo Morning Express* 1846f). The *Home* cleared Buffalo on 14 July 1846 for Lower Sandusky with no documented cargo, and returned to Buffalo on 25 July with 26 m staves for Mr. Sigerman (*Buffalo Morning Express* 1846g, 1846h).

The *Home* remained in Buffalo for the next eleven days, departing on 5 August 1846 bound for a town named Luck with 55 cords of tanbark (*Buffalo Morning Express* 1846i). It is uncertain where Luck is located, but undoubtedly it was a smaller port somewhere on Lake Erie because on 10 August 1846 Captain Baxter arrived back at Buffalo from Sandusky with 23 m barrel staves for Mr. Harbeck, and 15 casks of ashes for Alonzo W. Johnson, a freight forwarder and commercial merchant at 44 Prime Street in Buffalo (*Buffalo Morning Express* 1846j; Walker 1844). She unloaded quickly and returned to Lower Sandusky on 14 August 1846. Captain Baxter turned the vessel around relatively quickly, returning again to Buffalo on 31 August 1846 with an additional 12 m barrel staves for Mr. Harbeck, in addition to 26 casks of lard, 11 casks of ashes, and 2,500 bushels of wheat for R.H. Haywood (*Buffalo Morning Express* 1846k; 1846l). The *Home* stayed in port only four days, departing on 3 September 1846 for Lower Sandusky, this time carrying 100 barrels of salt (*Buffalo Morning Express* 1846m). Captain Baxter steered the *Home* into to Buffalo's harbor again on 16 September 1846 with 4,060 bushels of wheat as well as the ship's owner, Captain Morris Tyler, aboard (*Buffalo Morning Express*

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1846n). The *Home* remained in Buffalo for four days, clearing the harbor on 20 September 1846 bound for Lower Sandusky with 50 barrels of salt (*Buffalo Morning Express* 1846o). The *Buffalo Morning Express* (1846p; 1846q) documents only one trip in October 1846, when the *Home* arrived at Buffalo on 7 October 1846 with 5,500 bushels of wheat consigned to G.W. Tift and 10 m barrel staves for Mr. Harbeck. She cleared for Lower Sandusky on 9 October (*Buffalo Morning Express* 1846p; 1846q). Captain Morris Tyler died later that month on 23 October 1846 at 49 years of age, but the enrollments do not indicate a change in ownership for several more years (Keeler 1905).

It is uncertain if the *Home* laid up for the winter season early in 1846 or remained in service throughout the month of November. On 30 November 1846, the *Buffalo Morning Express* (1846r) reported on the status of several breaches in the Welland Canal and indicated that a schooner *Home* was detained by one of the breaks above St. Catharines, Canada West (Ontario). It is uncertain if this refers to the schooner *Home* of Sandusky, or the schooner *Home* of Detroit (*Buffalo Morning Express* 1846r).

On 4 May 1847 Captain Baxter departed Sandusky for Buffalo for the *Home*'s first trip of the season with 1,100 bushels of wheat for Sears & Griffith, and 800 barrels of flour, 55 barrels of pork, 16 casks of ashes, 87 rolls of leather, and 23 barrels of seeds consigned to S.S. Meech (*Buffalo Morning Express* 1847a). The *Home* returned to Sandusky on 7 May 1847 with a new Master - Captain Ormsby (*Buffalo Morning Express* 1847b). Captain Ormsby returned the vessel to Buffalo on 20 May 1847 with 500 bushels of wheat, 400 barrels of flour, 11 casks of ashes, and 9 barrels of pork for S.L. Meech & Company, as well as 5,000 barrel staves for Mr. Harbeck (*Buffalo Morning Express* 1847c). The *Home* remained in Buffalo for only four days, departing for Toledo, Ohio, on 24 May 1847 (*Buffalo Morning Express* 1847d). The schooner returned to Buffalo on 7 June 1847 with 2,518 bushels of corn chard; 3,775 bushels corn for Gelston & Evans; and 80 barrels of whisky for H.E. Howard (*Buffalo Morning Express* 1847e). She remained in Buffalo for three days, returning to Sandusky on 10 June 1847 (*Buffalo Morning Express* 1847f). Captain Ormsby returned to Buffalo again on 27 June 1847 with 1,000 bushels of corn for W.O. Brown; 1,680 bushels of corn for A. Davidson; and 2,500 bushels of wheat for Elias Weed, a merchant in Buffalo (*Buffalo Morning Express* 1847g; United States Census Bureau 1850c).

A new enrollment was entered on 5 July 1847 for a change in ownership that recorded Daniel McKeral, Pitt Cook & Company, and William M. Buell as the *Home*'s new owners. Captain McKeral replaced Captain Ormsby as the *Home*'s Master, but her home port remained at Sandusky (Bureau of Navigation 1847). On 18 July 1847 Captain McKeral brought the *Home* into Buffalo from Sandusky with 1,767 bushels of corn, 2,258 bushels of rye, 138 barrels of flour, 16 casks of ashes, and 14 bales of wool for Mr. A. Davidson (*Buffalo Morning Express* 1847h). The *Buffalo Morning Express* recorded three



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arrivals into Buffalo during August 1847. She arrived on 2 August 1847 with 1,818 bushels of corn for R.H. Heywood; 23 casks of ashes and 6 bales of wool for Alonzo W. Johnson; 20 casks seed and 1 cask wax for Mr. Babcock; 16 barrels and 1 cask of rye for Sears & Griffith; 78 casks of butter and 25 bales of wool for Mr. A. Davidson; and 8,000 barrel staves for Mr. Harbeck (*Buffalo Morning Express* 1847i). She also arrived on 15 August 1847 with 1,400 bushels of oats for W.O. Brown; 672 bushels of oats, 1,070 bushels of corn, 60 sacks corn, 18 barrels of rye, 5 kegs of butter, 1 barrel of pork, 3 casks of ashes, and 322 barrels of flour for Gelston & Evans; 271 barrels of flour, 31 kegs of butter, and 12 casks ashes for E.D. Robinson (*Buffalo Morning Express* 1847k). On 30 August 1847 the *Home* arrived with 1,378 bushels of corn, 2 kegs of butter, 1 keg of lard, 13 casks of rye, 2 barrels of flax seed, 6 barrels of timothy, 5 kegs of butter, 10 casks of ashes, 2 casks of lard consigned to R.P. Wilkens; 200 bushels of corn for Gelston & Evans; and 10 m barrel staves and 2,722 bushels of corn for Mr. Sherman (*Buffalo Morning Express* 1847m). For each August trip, the *Home* remained in Buffalo for only two days before clearing for a return trip to Sandusky (*Buffalo Morning Express* 1847j; 1847l; 1847n).

The *Home* made Buffalo only once the following month on 13 September 1847 with 3,654 bushels of wheat for John Hollister; 1,303 bushels of wheat for Cuttler & Forlett; 75 kegs of butter for Robinson & Brothers; 775 bushels of wheat, 25 barrels of flour, 11 sacks of corn for Gelston & Evans. The *Home* cleared Buffalo on a return trip to Sandusky that same day with an acting master, Captain Gebhard, at the helm (*Buffalo Morning Express* 1847o). On 10 October 1847, the *Home* again arrived at Buffalo from Sandusky under the command of Captain McKeral with 2,982 bushels of wheat, 1,000 bushels of corn, 11 kegs of butter, and 4 casks of ashes for Gelston & Evans; 846 bushels of corn, 37 kegs of butter, 11 barrels of rye, 21 barrels of seed, 4 casks of ashes, 3 rolls of leather, 26 packages of oil cake, 8 barrels of cranberries, and 3 sacks of feathers for R.P. Wilkins; and 6 barrels of flour for Bayden & Flagg (*Buffalo Morning Express* 1847p). She cleared Buffalo four days later on 14 October 1847 for a late fall trip to Chicago with 200 barrels of salt (*Buffalo Morning Express* 1847q). After unloading the salt at Chicago, the *Home* loaded 6,002 bushels of wheat and 50 barrels of flour at Racine, Wisconsin, consigned to Dean Richmond of Buffalo. She arrived and unloaded at Buffalo on 23 November 1847 and immediately loaded 200 barrels of salt for Sandusky, where she laid up for the winter upon her arrival (*Buffalo Morning Express* 1847r; 1847s).

The *Home* opened up the 1848 season with a new Master, 38-year old Irish Captain James Nugent. The *Home* was honored by the *Buffalo Morning Express* for being the first vessel out for the 1848 shipping season. She entered Buffalo and cleared again for Sandusky on 8 April 1848, but the newspaper failed to mention any cargoes (*Buffalo Morning Express* 1848a, 1848b; United States Census Bureau 1850d).

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Captain Nugent again sailed the *Home* from Sandusky to Buffalo on 17 April 1848 with 954 barrels of flour and pork product for Mr. A. Davidson (*Buffalo Morning Express* 1848b). On his return trip to Sandusky, Captain Nugent was praised for his fast return trip (*Sandusky Clarion* 1848):

The schooner *Home*, Capt. Nugent, arrived at this place on Wednesday at 12 o'clock, M. from Buffalo, whence she sailed at 6 o'clock Tuesday evening, making the distance from Buffalo to Sandusky in 18 hours. This beats anything in the shape of sailing we have heard of lately. Capt. Nugent reports the steamboat *Oregon* at the time he passed as going into Cleveland, with both pipes blown down, and upper decks stove in.

The *Home* arrived again at Buffalo on 26 April 1848 from Sandusky with 1,267 barrels of flour, 50 barrels of pork, 3 barrels of bacon, 1 toc of bacon, 20 barrels and 1 toc of lard, 18 kegs of lard, and 1 barrel of clover seed consigned to R.P. Wilkins. Three days later, on 29 April 1848, the *Home* cleared Buffalo for Sandusky with a cargo mentioned (*Buffalo Morning Express* 1848c; 1848d). Following these mentions in late April 1848, the *Home* disappears from the historical record for several months.

Captain James Nugent was a known abolitionist and collaborator on the Underground Railroad (Siebert 1898). In the 1840s and 1850s Sandusky was an important terminus on the Underground Railroad and the city was included in Harriet Beecher Stowe's *Uncle Tom's Cabin* (1852), where runaway slaves, piloted by railroad conductors, arrived at Sandusky to flee to Canada via lake boats. Moreover, the Fugitive Slave Act of 1850 made it more dangerous for runaway slaves to remain in the northern United States than to continue onward to Canada. Many of Sandusky's officials, lawyers, socialites, businessmen, vessel masters, as well as many quiet, lower-profile people were involved in the city's anti-slavery movement. Lake boats like the *Arrow*, *United States*, *Mayflower*, and *Bay City* were known to help escaped slaves reach Canada, but these vessels are known to be associated with the Underground Railroad because of their failed attempts to transport escaped slaves northward. It is impossible to confirm successful vessels associated with the Underground Railroad simply because they were successful, or in other words – never caught. Likewise, it cannot be confirmed that the schooner *Home* was involved in this movement simply because the vessel was never caught with fugitive slaves aboard. However, it is known that several of the people associated with the *Home* were also associated with the Underground Railroad, making it quite likely that the *Home* was indeed involved with the Underground Railroad in some capacity (Firelands Historical Society 1876; Peeke 1916).

Captain Nugent's involvement in the Underground Railroad was confirmed several years later in an incident that occurred on 20 October 1852, when seven runaway slaves from Kentucky were detained

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in Sandusky while attempting to board a ship bound for Detroit, Michigan. The runaways were taken to the mayor's office in Sandusky where Attorney Rush R. Sloane was able to secure their release. That night the runaways were placed aboard a boat and taken onto Lake Erie by an unnamed Underground Railroad conductor where they were received by the yawl boat of an unnamed vessel commanded by Captain James Nugent. Captain Nugent secreted the runaways aboard his vessel and landed them safely in Canada two days later (Firelands Historical Society 1876; Peeke 1916).

Many of the merchants that consigned shipments aboard the *Home* were also known anti-slavery sympathizers. Oran Follett, owner of O & JE Follett who consigned shipments of merchandise aboard the *Home* in 1851 and 1852, was known to house, feed, and clothe many escaped slaves. His wife Eliza is credited with saying, "Husband, there is a higher law", when he approached her with his concern over breaking the law by aiding and abetting runaway slaves (Peeke 1916; Siebert 1951).

A new enrollment was entered on 26 August 1848 at Sandusky for a change in ownership that documented William Buell from Carey, Ohio, as the *Home*'s new managing owner in partnership with Daniel McKeral of Sandusky, the pair having bought out their partner Pitt Cook & Co. The new partnership intended to engage the vessel in trade between Sandusky, Buffalo, and Detroit with McKeral entered as the vessel's master (Bureau of Navigation 1847; 1848; Everett 1882).

Despite the documentation noting Captain McKeral as the *Home*'s master, Captain Nugent actually remained at the helm following the ownership change. The *Buffalo Morning Express* reported that the *Home* arrived at Buffalo on 19 September 1848 from Sandusky with 6,009 bushels of wheat for R.P. Wilkins (*Buffalo Morning Express* 1848e). The *Home* returned to Buffalo again on 13 October 1848 with 5,700 bushels of wheat for Philips & Abora, and cleared Buffalo the next day with 213 barrels of salt bound for Sandusky (*Buffalo Morning Express* 1848f; 1848g).

Any documentation of the *Home*'s operation for the 1849 shipping season has eluded researchers with the exception of one arrival at Sandusky from Oswego, New York, with 984 packages of goods and 230 barrels of salt for an unmentioned consignee under the command of a Captain Wilson (*Sandusky Clarion* 1849). No other documentation appears for the *Home* until a new enrollment is entered early the following season on 3 April 1850 at the Port of Sandusky, Ohio, for a change in ownership that documents D. C. Henderson of Sandusky as the vessel's sole owner. Captain Docter A. Klumph was hired as the vessel's new Master. A native of Portland Township, New York, Captain Klumph moved to Ashtabula County, Ohio, in his teens where he became a Great Lakes sailor as did his brothers Alexis, Jacob, and Cornelius (Bureau of Navigation 1850; Klumph 1960; United States Census Bureau 1850e; Upton 1910).

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Captain Klumph arrived at Buffalo on 13 April 1850 on his first trip of the season after a winter layover in Sandusky with 193 barrels of pork, 123 barrels of ham & shoulders, 15 barrels of necks and rumps, 50 barrels of flour, 23 barrels of whisky, 54 barrels of grease, 10 barrels of tallow, 39 barrels of lard, 10 barrels and 12 half barrels of pigs feet, 1 keg of butter, 24 casks saleraids [sic], and 262 live hogs consigned to Elias Weed & Company; 24 barrels of pork, 5 barrels of ham, 9 casks of ashes, and 150 hides for Gelston & Evans; 8 barrels of tongues for H.F. Howard; 400 barrels of pork, 7 barrels of lard, 1 box of wax for Cobb & Company; and 9 barrels of seed, 2 barrels of beef, and 8 kegs of lard for the vessels' owner, D. C. Henderson (*Buffalo Morning Express* 1850a). The *Home* cleared Buffalo on 16 April 1850 to return to Sandusky (*Buffalo Morning Express* 1850b). Eight days later, on 24 April 1850, the *Home* again arrived at Buffalo with 6,000 bushels of corn for Wicke, Darrow & Company, and 30 barrels of whisky for Elias Weed & Company. She cleared the same day to return to Sandusky (*Buffalo Morning Express* 1850c). On 5 May 1850 the *Home* arrived at Buffalo from Sandusky with 3,000 bushels of corn, 5 barrels of seed, and 4 barrels of sundries consigned to Elias Weed & Company; 545 barrels of flour for M.S. Hawley; and 24 casks of ashes and 1 box of goods for Gelston & Evans. As before, the *Home* was unloaded and cleared for Sandusky the same day (*Buffalo Morning Express* 1850d). Returning once again to Buffalo on 20 May 1850 from Sandusky, the *Home* carried 4,440 bushels of corn for Walker Darrow & Company; 2,000 bushels of corn and 4 bales of pelts for Jason Parker; and 6 casks of ashes for Gelston & Evans (*Buffalo Morning Express* 1850e). Captain Klumph cleared Buffalo on 21 May 1850 for Port Burwell, Canada West (Ontario) (*Buffalo Morning Express* 1850f).

It is uncertain what business was conducted at Port Burwell, but sometime during this trip Captain Gordon S. Wilson took command from Captain Klumph, and the change in command was documented at Sandusky on 31 May 1850 (Bureau of Navigation 1850). Captain Wilson then sailed the *Home* to Buffalo, arriving on 4 June 1850 with 5,800 bushels of wheat and 41 barrels of pork for Elias Weed & Company (*Buffalo Morning Express* 1850g). The *Home* cleared Buffalo on 6 June 1850 for a return trip to Sandusky (*Buffalo Morning Express* 1850h). The *Home* was back in Buffalo on 13 June 1850 with 6,000 bushels of corn for Holley & Johnson, and 6 casks of ashes for Gelston & Evans (*Buffalo Morning Express* 1850i). The *Buffalo Morning Express* (1850j) didn't report the *Home* leaving Buffalo until 30 June 1850, and it was nearly another month, 28 July 1850, before the vessel arrived back in Buffalo with 2,228 bushels of corn for Walker Darrow & Company; 1,614 bushels of corn for Cobb & Co.; 368 barrels of flour for Mr. Drulliard; and 16,798 feet of lumber for J.J. Hollister & Company (*Buffalo Morning Express* 1850k). She cleared Buffalo four days later for Cleveland (*Buffalo Morning Express* 1850l).

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The *Home* again arrived at Buffalo from Sandusky on 22 August 1850, this time under command of a Captain Gordon. It is presumed that this is not a new master but in fact a reporting of the Captain Wilson's first name, Gordon, rather than his surname (*Buffalo Morning Express* 1850m). The schooner *Home* arrived with 4,000 bushels of wheat for Cutter & Coye; 2,000 bushels of wheat for Holley & Johnson; 6 bushels of wheat and 4 casks of ashes for Gelston & Evans. She cleared Buffalo three days later for Sandusky with Captain Wilson reported at the helm (*Buffalo Morning Express* 1850m; 1850n). The *Home* then disappears from the historic record for the rest of August and all of September 1850, with the exception of Captain Jefferson Jeffords taking command from Captain Gordon Wilson on 25 September 1850 (Bureau of Navigation 1850). Captain Jefferson Jeffords was a well known mariner from the Village of Saybrook, Ohio, and remained at the *Home*'s helm for the remainder of the 1850 shipping season (United States Census Bureau 1850e).

Captain Jeffords arrived at Buffalo aboard the *Home* on 5 October 1850 from Fremont (Lower Sandusky), Ohio, with 3,500 bushels of wheat for Cutter & Coye, and 2,398 bushels of wheat and 7 casks of ashes for E. Weed & Company (*Buffalo Morning Express* 1850o). The *Home* cleared Buffalo for Sandusky two days later with no cargo mentioned (*Buffalo Morning Express* 1850p). Captain Jeffords did a quick turn around at Sandusky, arriving back at Buffalo on 12 October 1850 with 6,000 bushels of wheat for E. Weed & Company (*Buffalo Morning Express* 1850q). Captain Jeffords was able to get in one more trip to Buffalo on 15 November 1850 with 2,022 bushels of corn and 24 barrels of nuts for Cutter & Coye; 538 barrels of flour for M.S. Hawley; 40 barrels of nuts, 1 box of sundried, 9 kegs of butter for Gelston & Evans; 34 toc and 40 barrels of beef for Waller Darrow & Company; 2 casks of ashes for Reynolds & Deshler; 34 barrels of flour and 81 hides for E.H. Pratt; and 1,500 hoop poles for Mr. Beecher (*Buffalo Morning Express* 1850r).

The *Home* opened the 1851 shipping season early, arriving at Buffalo from Sandusky with Captain Jeffords at the helm on 3 April 1851 with 6,086 bushels of corn for E. Weed & Company, and 13 casks of ashes for an unnamed consignee (*Buffalo Morning Express* 1851a). The *Home* unloaded and cleared Buffalo for Sandusky three days later (*Buffalo Morning Express* 1851b). Another trip was made, arriving at Buffalo on 20 April 1851 with 186 barrels of pork for O. & J.E. Follette; 6 barrels of eggs for Cutter & Coye; 2 casks of ashes for Gelston & Evans; 850 barrels of flour and 1,463 bushels of oats for E. Weed & Company; and 70 barrels of eggs for Fleeharty & Effner (*Buffalo Morning Express* 1851c). She cleared Buffalo for Sandusky on 24 April 1851 (*Buffalo Morning Express* 1851d).

During both May and June 1851, only one trip each month was made from Sandusky to Buffalo. The first trip arrived at Buffalo on 9 May 1851 with 600 bushels of oats, 88 barrels of pork, 22 packages of plaster, 2 barrels and 6 kegs of lard, 16 casks of ashes, 2 barrels of oil, and 25 barrels of tallow for

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Cutter & Coye; and 81 barrels of flour for E. Weed & Company (*Buffalo Morning Express* 1851e). She cleared Buffalo on 11 May 1850 Sandusky, returning to Buffalo on 19 June 1850 with 3,747 bushels of wheat and 9 barrels of whisky for Cutter & Coye; 268 barrels of flour for P.S. Marsh; 60 barrels of flour for Buckingham & Guthrie; 48 barrels of flour for Reynolds & Deshler; 18 barrels of whiskey for Worthington & Smith; 48 barrels of flour, 32 barrels of whiskey for Cobb & Company; and 56 barrels of flour for Fleeaharty & Effner (*Buffalo Morning Express* 1851f; 1851g). She cleared Buffalo for Sandusky on 24 June 1851 (*Buffalo Morning Express* 1851h).

The *Home* arrived again at Buffalo on 3 July 1851 from Sandusky with 6,431 bushels of wheat and 2 barrels of pork for M.S. Hawley & Company; 2 casks of hams, 5 casks of ashes, and 2 casks of tobacco for E. Savage & Company (*Buffalo Morning Express* 1851i). Her clearing from Buffalo went unnoticed, but she arrived back at Buffalo on 21 July 1851 carrying 50 m feet of lumber for Mr. Petrie along with 20 m staves for Mr. Frink (*Buffalo Morning Express* 1851j). The *Home* unloaded and cleared two days later to return to Sandusky (*Buffalo Morning Express* 1851k). Captain Jeffords arrived at Buffalo again on 4 August 1851 with 90 m feet of lumber from Ashtabula, Ohio, consigned to Mr. Booth (*Buffalo Morning Express* 1851l). Again her clearing went undocumented, but on 14 August 1851 the *Home* arrived back at Buffalo from Sandusky carrying 6,000 bushels of wheat and 29 barrels of whiskey for E. Weed & Company (*Buffalo Morning Express* 1851m). The *Home* unloaded and remained in Buffalo waiting on a cargo until 23 August 1851, when she cleared for a return trip to Sandusky (*Buffalo Morning Express* 1851n). In Sandusky, she loaded 6,000 bushels of corn for E. Weed & Company, and 60 barrels of whiskey for Cobb & Company, arriving at Buffalo on 31 August 1851 (*Buffalo Morning Express* 1851o). On 9 September 1851 Captain Jeffords again arrived at Buffalo from Sandusky with 5,916 bushels of corn for E. Weed & Company; 3 casks of ashes for Gelston & Evans; and 48 barrels of whisky for Cobb & Company (*Buffalo Morning Express* 1851p). The *Home* is not documented as arriving back into Buffalo until 3 October 1851, when she arrived with 5,830 bushels of wheat for W.G. Brown, clearing the next day for Sandusky (*Buffalo Morning Express* 1851q; 1851r).

On Saturday, 11 October 1851, Captain Napier cleared Buffalo in ballast aboard the brig *Chicago* bound for Chicago. About 4:00 AM on 13 October, the two-masted brig was off Long Point in Lake Erie when she was hit by a sudden squall. The storm capsized the 276 gross-ton vessel in less than five minutes, stranding her crew in the middle of the lake where they were unable to launch their yawl boat or right the capsized *Chicago*. First Mate John Tulock, Second Mate William L. Reed, and Seaman John Carver were lost, but Captain Napier and three surviving crew members climbed onto the vessel's inverted keel using clothing they had knotted together to construct a line and floated with the vessel until around 10:00 AM, when Captain Jeffords came alongside in the *Home* to rescue them

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(ACGNFPL 2009c; *Buffalo Morning Express* 1851s; *British Whig* 1851; *New York Times* 1851). The *Home* arrived at Buffalo on 14 October 1851 with the *Chicago*'s shipwrecked crew and his cargo of 133 barrels of whiskey for Cobb & Company; 6 casks of ashes for Fox & Bruce; 18 m barrel staves for Mr. Hale; 5 m barrel staves for Mr. Frink (*Buffalo Morning Express* 1851s).

On 7 November 1851 the *Home* again arrived at Buffalo from Sandusky with 179 barrels of flour and 28 barrels of whiskey for Cobb & Company; and 773 barrels of flour for Buckingham & Guthrie (*Buffalo Morning Express* 1851t). She cleared Buffalo for Sandusky on 11 November 1851, returning again to Buffalo on 17 November 1851 for her last trip of the season with 785 barrels of flour for P.S. Marsh; 2 barrels of eggs for Davis & Sutton; 112 barrels of whiskey for O. & J.E. Follett; and 10 m board feet of lumber for Mr. Campbell. The *Home* was not documented at clearing Buffalo, so it is unknown if she wintered over that city or in her usual Sandusky (*Buffalo Morning Express* 1851u; 1851v).

A new enrollment was entered at Sandusky on 23 April 1852 for a change in ownership to D.C. Henderson and William Pettibone, both of Sandusky (Bureau of Navigation 1852a). With this new enrollment, the *Home* also received a new Master, Captain M. Wright. On 9 May 1852 the *Home* arrived at Buffalo from Sandusky in ballast on her first trip of the season (*Buffalo Morning Express* 1852a). It is uncertain what cargoes she loaded at Buffalo and when and where she departed for, but it was noted that she again arrived at Buffalo on 2 June 1852 from Sandusky with 6,300 bushels of wheat consigned to E. Weed & Company (*Buffalo Morning Express* 1852b). The schooner remained in Buffalo for a week before returning to Sandusky with no mentioned cargo (*Buffalo Morning Express* 1852c).

On 17 June 1852, the *Home* again arrived at Buffalo from Sandusky with 6,400 bushels of wheat for I. H. Pratt (*Buffalo Morning Express* 1852d). The *Home* unloaded and cleared for Sandusky two days later, returning to Buffalo on 26 June 1852 with another 6,400 bushels of wheat, this time consigned to E. Weed & Company (*Buffalo Morning Express* 1852e; 1852f). The vessel cleared Buffalo on 29 June 1852 for Sandusky and again returned to Buffalo on 6 July 1852 with 5,400 bushels of wheat for O.W. Rogers, and 286 barrels of flour for J. Parker (*Buffalo Morning Express* 1852g; 1852h). Clearing 3 days later for Sandusky, the *Home* loaded in Sandusky and arrived again at Buffalo on 23 July 1852 with 3,000 bushels of wheat for E. Weed & Company; 2,004 bushels of wheat for Judson Parker; and 18 barrels of whiskey for Cobb & Company (*Buffalo Morning Express* 1852i; 1852j).

The *Home*'s next arrival at Buffalo came from Clinton, New York, on 29 July 1852 carrying 2,400 bushels of wheat for Reynolds & Dishler, and 10 m barrel staves for Mr. Hale (*Buffalo Morning*

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*Express* 1852k). She cleared Buffalo four days later bound for Sandusky (*Buffalo Morning Express* 1852l). The *Home* returned to Buffalo from Sandusky on 9 August 1852 with 6,300 bushels of wheat for O. & J.E. Follett, and cleared Buffalo two days later to return to Sandusky (*Buffalo Morning Express* 1852m; 1852n). On 6 September 1852 the *Home* again arrived at Buffalo with 6,300 bushels of wheat for Buckingham & Guthrie (*Buffalo Morning Express* 1852o).

On 14 October 1852 a new enrollment was entered at Sandusky yet another change in ownership to D. C. Henderson as sole owner; Captain M. Wright remained as the vessel's master (Bureau of Navigation 1852b). On 20 October 1852 the schooner *Home* cleared Buffalo for Monroe, Michigan, where she loaded 3,016 bushels of wheat and 20 barrels of flour for E. Weed & Company, in addition to 15 tons of ships knees for Sternberg & Company (*Buffalo Morning Express* 1852p; 1852q).

On 8 November 1852, a new enrollment was entered at Buffalo for another change in owners and Master. Elias and William W. Weed of Buffalo, New York, were listed as the *Home*'s new owners, each owning an equal share of the vessel with Elias Weed entered as Master. The enrollment states that the Weeds were "partners in trade" under the name E. Weed & Co., and the vessel's home port was changed to Buffalo, New York (Bureau of Navigation 1852c). Although Elias Weed is documented on the enrollment as the vessel's Master, Captain Wright is recorded as arriving at Buffalo from Sandusky aboard the *Home* on 9 November 1852 with 6,200 bushels of wheat consigned to Buckingham & Guthrie (*Buffalo Morning Express* 1852r).

On 3 December 1852, the *Buffalo Morning Express* reported that the schooner *Home* went ashore at Kelley's Island, Ohio, in the southwestern part of Lake Erie. Her damage was estimated at \$1,200. It was reported that she was pulled free and repaired near Milan, Ohio (*Buffalo Morning Express* 1852s). It is uncertain when the repairs were completed, but it may have been over the winter of 1852-53 and finished in time to launch the vessel for the start of the 1853 season.

Although the 1852 enrollment listed Elias Weed as Master, the 1853 season finds Captain Gates commanding the *Home*. On 27 April 1853, the *Home* arrived at Buffalo from Monroe, Michigan, with 500 barrels of flour for Holly & Johnson; 340 barrels of flour, 143 ships knees, 28 rolls of leather, 13 bundles of pelts, 19 barrels of seed, 19 barrels of pork, 24 barrels of whiskey, and 15 pieces of furniture for Niles & Wheeler (*Buffalo Morning Express* 1853a). Her clearing was not noted, but the *Home* returned to Buffalo from Monroe, Michigan, on 10 May 1853 with 1,979 bushels of wheat, 629 barrels of flour, 4 casks of ashes, and 1 box of furniture for E. Weed & Company; and 258 ships knees for Niles & Wheeler (*Buffalo Morning Express* 1853b). The vessel unloaded and cleared Buffalo for another run to Monroe on 14 May 1853 (*Buffalo Morning Express* 1853c).



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On 6 June 1853 the *Home* arrived at Buffalo from Monroe with 756 bushels of wheat for M.H. Hawley; 2,523 bushels of wheat, 1,362 bushels of corn, 189 barrels of flour, 12 casks of ashes, and a half barrel of wine for E. Weed & Company; 21 rolls of leather for Niles & Wheeler; 1 cask of ham for A.D.A. Miller; 225 bushels of corn for W. Frost & Company; and 10 m feet of lumber for Mr. Booth (*Buffalo Morning Express* 1853d). She unloaded and cleared for Monroe on 9 June 1853 (*Buffalo Morning Express* 1853e). On 20 June 1853, Captain Gates brought the *Home* into Buffalo from Monroe with 3,403 bushels of wheat, 1,548 bushels of corn, 207 barrels of flour for E. Weed & Company; and 10 m feet of lumber for Mr. Booth (*Buffalo Morning Express* 1853f). She cleared Buffalo on 24 June 1853 again for Monroe, and again returned to Buffalo on 6 July 1853 with 125 m feet of lumber for Mr. Booth (*Buffalo Morning Express* 1853g; 1853h). She cleared Buffalo five days later for Gibraltar, Michigan (*Buffalo Morning Express* 1853i). At Gibraltar, the *Home* loaded 35 m barrel staves for Mr. Fitch and arrived at Buffalo on 23 July 1853 (*Buffalo Morning Express* 1853j). Five days later she again cleared for Monroe (*Buffalo Morning Express* 1853k). The *Home* returned to Buffalo on 8 August 1853, this time with a new Master, Captain McEwen, although this change in Masters is not reflected in the enrollment documents. She arrived with 2,168 bushels of wheat for E. Weed & Company; and 65 m feet of lumber for Mr. Booth (*Buffalo Morning Express* 1853l). The *Home* unloaded in four days and cleared Buffalo with yet another new, undocumented Master, Captain Hanscome (*Buffalo Morning Express* 1853m). The *Home* returned to Buffalo from Monroe on 6 September 1853 with 6,285 bushels of wheat for William Foot & Company (*Buffalo Morning Express* 1853n). She unloaded in two days and cleared for a return trip to Monroe (*Buffalo Morning Express* 1853o). On 9 October 1853, the again *Home* arrived at Buffalo with 1,311 bushels of wheat for E. Weed & Company; 1804 bushels of wheat for Jason Parker, 3,076 bushels of corn for Mann Voight & Company (*Buffalo Morning Express* 1853p). There is no record of her clearing, but on 25 October 1853 Captain Hanscome again arrived at Buffalo from Monroe with 5,704 bushels of wheat for A. Williams, and 416 bushel of wheat for Mann Voight & Company (*Buffalo Morning Express* 1853q). There is no record of the *Home* clearing Buffalo, but she again returns on 4 November 1853 from Monroe with 6,002 bushels of wheat for E. Weed & Company (*Buffalo Morning Express* 1853r). The *Home* remained at Buffalo for a little over two weeks before clearing for Monroe (*Buffalo Morning Express* 1853s).

A gale blew across Lake Erie on 24 November 1853 that resulted in a small amount of damage to the *Home*'s rigging and cargo. At the time of the storm she was carrying 1,222 bushels of wheat and 54 barrels of flour for A. Williams; 349 bushels of wheat and 704 barrels of flour for E. Weed & Company; and 20,852 feet of lumber for Mr. Booth. The extent and cost of the damage to vessel and cargo remains unknown, but the *Home* did not arrive at Buffalo until 29 November 1853 (*Buffalo*

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*Morning Express* 1853t, 1853u; *Chicago Daily Tribune* 1853).

A new enrollment was entered at Buffalo, New York, on 25 January 1854 for a change in owners and Master to Robert Duncan of Buffalo, New York, who became the *Home*'s sole owner and Master. The vessel's home port remained at Buffalo, New York (Bureau of Navigation 1854a). Other than this enrollment, no other records of the *Home*'s operation have been uncovered for the early part of 1854.

Another enrollment was entered for the schooner *Home* at Chicago, Illinois, on 17 May 1854. Robert Duncan had moved to Chicago but remained the vessel's sole owner, and Captain William White took command of the *Home*, whose home port was also changed to Chicago (Bureau of Navigation 1854b). Captain White, a 34-year old Irish immigrant from Chicago, was a seasoned Great Lakes sailor, and although the enrollments document him as taking command in 1854, newspaper records do not list Captain White aboard the *Home* until April 1856 (United States Census Bureau 1850).

On 3 June 1854, the *Chicago Daily Tribune* (1854a) reported the *Home*'s arrival at Chicago from Grand River, Michigan, with 95 m board feet of lumber with Captain Mason in command. She cleared the same day for a return trip to Grand River, and again arrived at Chicago on 12 June 1854 with an additional 94 m feet of lumber (*Chicago Daily Tribune* 1854b). The *Home* then disappears from the newspapers until an arrival at Chicago on 5 September 1854 under the command of Captain Hasker, with 80 cords of wood that was loaded at Amsterdam, Wisconsin (*Chicago Daily Tribune* 1854c). She made two additional trips from Amsterdam in September 1854, arriving at Chicago on 13 September and 21 September, each time loaded with 80 cords of wood (*Chicago Daily Tribune* 1854d; 1854e). On 12 December 1854, the *Chicago Daily Tribune* (1854f) reported that the Port of Chicago was closed to navigation due to winter weather and that most of the vessels were being prepared for winter lay up. The *Home* was included amongst the many vessels wintering over at Chicago.

The *Home* began the 1855 season in April, making her first arrival at Chicago on 24 April 1855 from Grand Haven, Michigan, with 110 m feet of lumber and 20 m lath. Her Master was reported as Captain Moore, but this change in Masters is not reflected in her enrollment documents (*Chicago Daily Tribune* 1855a). The *Chicago Daily Tribune* (1855b; 1855c) reported two addition arrivals at Chicago in 1855. The first was on 25 May from Grand River with 95 m feet of lumber and 10 m lath, and again on 15 June from Grand River with 100 m feet of lumber. The next time the *Home* made the newspapers was when she went ashore at Grand Haven on the night of 12 August 1855, where she was left hard aground on a sand bottom in eighteen inches of water (*Buffalo Daily Republic* 1855; *Chicago Daily Tribune* 1855d). The schooner was removed from the bar sometime during the fall of 1855, suffering \$500 in damages (*Buffalo Morning Express* 1856). The damages to the schooner keep her out of

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service until the following spring, when she returned to making monthly trips between Grand River and Chicago at the start of the 1856 season under command of Captain William White. The *Chicago Tribune* (1856a; 1856b) documented the *Home*'s arrivals at Chicago on 17 April 1856 with 95 m feet of lumber and again on 16 May 1856 with 100 m feet of lumber.

On 7 August 1856, a new enrollment was entered at Chicago for a change of owners. Captain William White purchased the vessel from Robert Duncan and became the *Home*'s sole owner and Master (Bureau of Navigation 1856). The *Chicago Tribune* (1856c) reported that Captain White brought the *Home* into Chicago from Grand River on 16 August with 58 cords of wood, and again from Green Bay on 16 September with 100 cords of posts. She then unloaded and cleared for a return to Green Bay that same day. It is uncertain what cargo was loaded in Green Bay or her destination after loading (*Chicago Tribune* 1856d).

On 4 May 1857, the *Home* cleared Chicago for her first trip of the 1857 season, bound for Grand River (*Chicago Tribune* 1857a). She returned to Chicago on 30 May 1857 with 900 m shingles that were quickly unloaded and she cleared for Grand River that same day (*Chicago Tribune* 1857b). During the 1857 season, the *Home* arrived at Chicago from Point Sable, Michigan, on 24 June with 86 cords of shingle bolts; on 7 July with 85 cords of shingle bolts and 15 ½ barrels of fish; on 28 July with 45 barrels of fish, and on 17 August with 85 cords of shingle bolts, unloading and clearing the same day for Big Sable, Michigan (*Chicago Tribune* 1857c; 1857d; 1857e; 1857f).

When the *Home* arrived at Chicago on 2 October 1857 from Point Water, Michigan, Captain Harris was at the helm. His time aboard the *Home* is undocumented in the vessels' enrollments. The schooner arrived carrying 40 cords of wood and 50 m barrel staves (*Chicago Tribune* 1857g). She unloaded and cleared Chicago on 3 October 1857 for a return to Point Water (*Chicago Tribune* 1857h). With Captain White back at the helm, the *Home* returned to Chicago on 20 October 1857 from Amsterdam, Wisconsin, with 83 cords of wood (*Chicago Tribune* 1857i).

Captain White sold the *Home* on 22 March 1858 to Captain Thomas Jones of Chicago. A new enrollment was entered at Chicago that listed Captain Jones as the vessel's sole owner and Master (Bureau of Navigation 1858a). The following month, the *Home* was at St. Helena Island, Michigan, loading her first cargo of the season - 34 cords of wood. She also loaded the rigging and spars from the *Leander*, a Canadian two-masted schooner that was lost in a late season gale on 17 November 1857 when she stranded and broke up on the reef at Gros Cap in northern Lake Michigan (ACGNFPL 2009d). The *Home* arrived at Chicago on 7 April 1858 with her cargo of wood and rigging with Captain Wilson at the helm, a change in Masters that is not reflected in the vessel's enrollments. It is

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uncertain is this is Captain Gordon Wilson, that had previously commanded the *Home* during the 1850 season (*Chicago Tribune* 1858a; 1858b).

On 13 April 1858, the *Home* cleared Chicago for Baileys Harbor, Wisconsin and arrived back at Chicago on 1 May 1858 with a cargo from Sturgeon Bay, Wisconsin (*Chicago Tribune* 1858c; 1858d). The *Home* unloaded and cleared Chicago on 5 May 1858 for Buffalo in ballast (*Chicago Tribune* 1858e). The vessels destination must have been reported in error, because on 11 May 1858 the *Home* returned to Chicago from Muskegon, Michigan, with 75 m feet of lumber and 11 m lath (*Chicago Tribune* 1858f). A new enrollment was also entered at Chicago on 11 May 1858 that documented a change in owners and Master to Captain W. D. Winslow owning  $\frac{1}{4}$  share, Robert White owning  $\frac{1}{4}$  share, and Thomas Jones owing  $\frac{1}{2}$  share, with W. D. Wilson entered as the vessel's Master (Bureau of Navigation 1858b). Captain Wilson continued in command of the vessel for the remainder of the 1858 season.

The *Home* arrived at Chicago from Grand Haven on 26 May with 105 m feet of lumber; from Grand River on 6 July with 100 m feet of lumber and cleared the same day for Grand Haven; from Grand Haven on 12 July with 103 m feet of lumber, clearing the same day for Muskegon, Michigan (*Chicago Tribune* 1858g; 1858h; 1858i). On 19 July 1858 Captain Wilson brought the *Home* in to Chicago from Muskegon with 95 m feet of lumber (*Chicago Tribune* 1858j). The *Home* then made several trips from Michigan, arriving at Chicago on 30 August with 87 cords of wood; on 6 September with 74 cords of wood; and on 15 September with 85 cords of wood (*Chicago Tribune* 1858k; 1858l; 1858m). Captain White then made another trip to Muskegon, returning to Chicago on 5 October 1858 with 100 m feet of lumber (*Chicago Tribune* 1858n).

On 7 October 1858 the *Home* cleared Chicago with 3 tons of merchandise consigned to a Manitowoc merchant (*Chicago Tribune* 1858o). With the merchandise unloaded, a cargo of wood and cedar posts was loaded at Manitowoc, and the *Home* cleared for Chicago sometime around 19 October 1858.<sup>2</sup> Around 4:00AM the morning of 19 October, the *Home* collided with the schooner *William Fiske* in a dense fog southeast of Manitowoc. The *William Fiske* was loaded with wheat from Chicago bound for Buffalo, and both vessels were said to be traveling around 10 miles an hour at the time of the collision. The collision stove in the *Home*'s side and toppled her masts, but the *William Fiske* was undamaged and took Captain White and the *Home*'s crew aboard and laid to until daylight. At the time of her loss,

<sup>2</sup> The *Door County Advocate* (1896) reports a contradictory (and erroneous) story where the *Home* departed from Leland, Michigan, loaded with shingle bolts bound for Racine, Wisconsin, and was run down by the *William Fisk* [sic] on 15 September 1856 fifteen miles southeast of Mud Bay, and indicated the wreckage that was ashore at Lily Bay was that of the *Home*.

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the *Home* was valued at \$1,200, and her cargo valued at \$500 (*Chicago Tribune* 1858p; 1858q; Mansfield 1899; *Milwaukee Sentinel* 1858).

The accident was erroneously reported in several newspapers as taking place “Near the Manitou’s” on either 16 or 17 October 1858 (*Buffalo Commercial Advertiser* 1859; *Buffalo Daily Courier* 1858; *Chicago Tribune* 1858q). The *Home*’s wrecksite was discovered 11 miles southeast of Manitowoc in 170 feet of water in April 1981 by Steve Radovan (Radovan pers.com, 2008).

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**Archaeological Significance**

The *Home* meets the registration requirements for Criteria D at the state level, as established in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Home* is a rare example of a vessel type that was once vital to the Great Lakes' economic and transportation infrastructure. Prior to road and rail networks, lakeshoring schooners like the *Home* provided an important economic and cultural link between hinterland communities and wider regional markets. Few archaeological examples of lakeshoring schooners exist in Wisconsin today, and the archaeological integrity of the *Home* wreck site has provided a wealth of archaeological and historical information. Lakeshoring left little historical documentation, making archaeological evidence particularly significant. Their construction techniques and the economic rationale behind their design and operation are poorly understood today. Information gathered from the *Home* site, combined with historical research, has broadened our understanding of lakeshoring vessel construction and their use, and holds vast potential to yield further significant information essential to understanding nineteenth-century maritime commerce, vessel construction, and the lakeshoring trade.

Name of Property

County and State

**9. Major Bibliographic References**

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

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

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

**Primary location of additional data:**

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

Name of repository:

**10. Geographical Data**

**Acreage of Property** Less than one acre

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

1	<u>16</u>	<u>0455584</u>	<u>4866342</u>	3	<hr/>		
	Zone	Easting	Northing		Zone	Easting	Northing
2	<hr/>			4	<hr/>		
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	<input type="checkbox"/> See Continuation Sheet						

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

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

**11. Form Prepared By**

<b>name/title</b>	Keith Meverden and Tamara Thomsen	<b>date</b>	12/20/09
<b>organization</b>	Wisconsin Historical Society	<b>telephone</b>	608.221.5909
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<b>city or town</b>	Madison	<b>state</b>	WI

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- [2009b] *Home* (of Detroit) Great Lakes Maritime Database, Alpena County George N. Fletcher Public Library, Alpena, Michigan. <<http://www.greatlakesships.org/vesselview.aspx?id=68466>>
- [2009c] *Chicago* Great Lakes Maritime Database, Alpena County George N. Fletcher Public Library, Alpena, Michigan. <<http://www.greatlakesships.org/vesselview.aspx?id=30100>>
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- 1847 *Home* Permanent Certificate of Enrollment No. 25, Port of Sandusky, Ohio, Record Group 41, U.S. National Archives. Washington D.C.
- 1848 *Home* Permanent Certificate of Enrollment No. 20, Port of Sandusky, Ohio, Record Group 41, U.S. National Archives. Washington D.C.
- 1850 *Home* Permanent Certificate of Enrollment No. 8, Port of Sandusky, Ohio, Record Group 41, U.S. National Archives. Washington D.C.
- 1852a *Home* Permanent Certificate of Enrollment No. 11, Port of Sandusky, Ohio, Record Group 41, U.S. National Archives. Washington D.C.



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1852b *Home* Permanent Certificate of Enrollment No. 3, Port of Sandusky, Ohio, Record Group 41, U.S. National Archives. Washington D.C.

1852c *Home* Permanent Certificate of Enrollment No. 128, Port of Buffalo, New York, Record Group 41, U.S. National Archives. Washington D.C.

1854a *Home* Permanent Certificate of Enrollment No. 3, Port of Buffalo, New York, Record Group 41, U.S. National Archives. Washington D.C.

1854b *Home* Permanent Certificate of Enrollment No. 54, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1856 *Home* Permanent Certificate of Enrollment No. 92, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1858a *Home* Permanent Certificate of Enrollment No. 2, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

1858b *Home* Permanent Certificate of Enrollment No. 25, Port of Chicago, Illinois, Record Group 41, U.S. National Archives. Washington D.C.

Buffalo Commercial Advertiser

1859 *Buffalo Commercial Advertiser*, 15 January.

Buffalo Daily Courier

1858 *Buffalo Daily Courier*, 25 October.

Buffalo Daily Republic

1855 *Buffalo Daily Republic*, 3 August.

Buffalo Morning Express

1843a *Buffalo Morning Express*, 11 September.

1843b *Buffalo Morning Express*, 18 September.

1843c *Buffalo Morning Express*, 6 October.

1843d *Buffalo Morning Express*, 29 October.

1843e *Buffalo Morning Express*, 1 November.

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- 1843f *Buffalo Morning Express*, 17 November.
  - 1843g *Buffalo Morning Express*, 21 November.
  - 1844a *Buffalo Morning Express*, 18 April.
  - 1844b *Buffalo Morning Express*, 22 April.
  - 1844c *Buffalo Morning Express*, 5 May.
  - 1844d *Buffalo Morning Express*, 16 June.
  - 1844e *Buffalo Morning Express*, 17 June.
  - 1844f *Buffalo Morning Express*, 26 June.
  - 1844g *Buffalo Morning Express*, 15 July.
  - 1844h *Buffalo Morning Express*, 29 July.
  - 1844i *Buffalo Morning Express*, 2 August.
  - 1844j *Buffalo Morning Express*, 14 August.
  - 1844k *Buffalo Morning Express*, 27 August.
  - 1844l *Buffalo Morning Express*, 10 September.
  - 1844m *Buffalo Morning Express*, 8 October.
  - 1844n *Buffalo Morning Express*, 29 October.
  - 1844o *Buffalo Morning Express*, 31 October.
  - 1844p *Buffalo Morning Express*, 6 November.
  - 1844q *Buffalo Morning Express*, 22 November.
  - 1844r *Buffalo Morning Express*, 26 November.
  - 1846a *Buffalo Morning Express*, 22 April.
  - 1846b *Buffalo Morning Express*, 25 May.
  - 1846c *Buffalo Morning Express*, 29 May.
  - 1846d *Buffalo Morning Express*, 20 June.
  - 1846e *Buffalo Morning Express*, 23 June.
  - 1846f *Buffalo Morning Express*, 9 July.
  - 1846g *Buffalo Morning Express*, 14 July.
  - 1846h *Buffalo Morning Express*, 25 July.
  - 1846i *Buffalo Morning Express*, 5 August.
  - 1846j *Buffalo Morning Express*, 10 August.
  - 1846k *Buffalo Morning Express*, 14 August.
  - 1846l *Buffalo Morning Express*, 31 August.
  - 1846m *Buffalo Morning Express*, 3 September.
  - 1846n *Buffalo Morning Express*, 16 September.
  - 1846o *Buffalo Morning Express*, 20 September.
  - 1846p *Buffalo Morning Express*, 7 October.

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

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

Section 9 Page 4

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

- 
- 1846q *Buffalo Morning Express*, 9 October.  
1846r *Buffalo Morning Express*, 30 November.  
1847a *Buffalo Morning Express*, 4 May.  
1847b *Buffalo Morning Express*, 7 May.  
1847c *Buffalo Morning Express*, 20 May.  
1847d *Buffalo Morning Express*, 24 May.  
1847e *Buffalo Morning Express*, 7 June.  
1847f *Buffalo Morning Express*, 10 June.  
1847g *Buffalo Morning Express*, 27 June.  
1847h *Buffalo Morning Express*, 18 July.  
1847i *Buffalo Morning Express*, 2 August.  
1847j *Buffalo Morning Express*, 4 August.  
1847k *Buffalo Morning Express*, 15 August.  
1847l *Buffalo Morning Express*, 17 August.  
1847m *Buffalo Morning Express*, 30 August.  
1847n *Buffalo Morning Express*, 2 September.  
1847o *Buffalo Morning Express*, 13 September.  
1847p *Buffalo Morning Express*, 10 October.  
1847q *Buffalo Morning Express*, 14 October.  
1847r *Buffalo Morning Express*, 23 November.  
1847s *Buffalo Morning Express*, 27 November.  
1848a *Buffalo Morning Express*, 8 April.  
1848b *Buffalo Morning Express*, 17 April.  
1848c *Buffalo Morning Express*, 26 April.  
1848d *Buffalo Morning Express*, 29 April.  
1848e *Buffalo Morning Express*, 19 September.  
1848f *Buffalo Morning Express*, 13 October.  
1848g *Buffalo Morning Express*, 14 October.  
1850a *Buffalo Morning Express*, 13 April.  
1850b *Buffalo Morning Express*, 16 April.  
1850c *Buffalo Morning Express*, 24 April.  
1850d *Buffalo Morning Express*, 5 May.  
1850e *Buffalo Morning Express*, 20 May.  
1850f *Buffalo Morning Express*, 21 May.  
1850g *Buffalo Morning Express*, 4 June.  
1850h *Buffalo Morning Express*, 6 June.

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

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

Section 9 Page 5

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

- 
- 1850i *Buffalo Morning Express*, 13 June.
  - 1850j *Buffalo Morning Express*, 30 June.
  - 1850k *Buffalo Morning Express*, 28 July.
  - 1850l *Buffalo Morning Express*, 2 August.
  - 1850m *Buffalo Morning Express*, 22 August.
  - 1850n *Buffalo Morning Express*, 25 August.
  - 1850o *Buffalo Morning Express*, 5 October.
  - 1850p *Buffalo Morning Express*, 7 October.
  - 1850q *Buffalo Morning Express*, 12 October.
  - 1850r *Buffalo Morning Express*, 15 November.
  - 1851a *Buffalo Morning Express*, 3 April.
  - 1851b *Buffalo Morning Express*, 6 April.
  - 1851c *Buffalo Morning Express*, 20 April.
  - 1851d *Buffalo Morning Express*, 24 April.
  - 1851e *Buffalo Morning Express*, 9 May.
  - 1851f *Buffalo Morning Express*, 11 May.
  - 1851g *Buffalo Morning Express*, 19 June.
  - 1851h *Buffalo Morning Express*, 24 June.
  - 1851i *Buffalo Morning Express*, 3 July.
  - 1851j *Buffalo Morning Express*, 21 July.
  - 1851k *Buffalo Morning Express*, 23 July.
  - 1851l *Buffalo Morning Express*, 4 August.
  - 1851m *Buffalo Morning Express*, 14 August.
  - 1851n *Buffalo Morning Express*, 23 August.
  - 1851o *Buffalo Morning Express*, 31 August.
  - 1851p *Buffalo Morning Express*, 9 September.
  - 1851q *Buffalo Morning Express*, 3 October.
  - 1851r *Buffalo Morning Express*, 4 October.
  - 1851s *Buffalo Morning Express*, 14 October.
  - 1851t *Buffalo Morning Express*, 7 November.
  - 1851u *Buffalo Morning Express*, 11 November.
  - 1851v *Buffalo Morning Express*, 17 November.
  - 1852a *Buffalo Morning Express*, 9 May.
  - 1852b *Buffalo Morning Express*, 2 June.
  - 1852c *Buffalo Morning Express*, 9 June.
  - 1852d *Buffalo Morning Express*, 17 June.

**United States Department of the Interior**  
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Continuation Sheet

Section 9 Page 6

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

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1852e *Buffalo Morning Express*, 19 June.  
1852f *Buffalo Morning Express*, 26 June.  
1852g *Buffalo Morning Express*, 29 June.  
1852h *Buffalo Morning Express*, 6 July.  
1852i *Buffalo Morning Express*, 9 July.  
1852j *Buffalo Morning Express*, 23 July.  
1852k *Buffalo Morning Express*, 29 July.  
1852l *Buffalo Morning Express*, 12 August.  
1852m *Buffalo Morning Express*, 9 August.  
1852n *Buffalo Morning Express*, 11 August.  
1852o *Buffalo Morning Express*, 6 September.  
1852p *Buffalo Morning Express*, 20 October.  
1852q *Buffalo Morning Express*, 1 November.  
1852r *Buffalo Morning Express*, 9 November.  
1852s *Buffalo Morning Express*, 25 December.  
1853a *Buffalo Morning Express*, 27 April.  
1853b *Buffalo Morning Express*, 10 May.  
1853c *Buffalo Morning Express*, 14 May.  
1853d *Buffalo Morning Express*, 6 June.  
1853e *Buffalo Morning Express*, 9 June.  
1853f *Buffalo Morning Express*, 20 June.  
1853g *Buffalo Morning Express*, 24 June.  
1853h *Buffalo Morning Express*, 6 July.  
1853i *Buffalo Morning Express*, 11 July.  
1853j *Buffalo Morning Express*, 23 July.  
1853k *Buffalo Morning Express*, 28 July.  
1853l *Buffalo Morning Express*, 18 August.  
1853m *Buffalo Morning Express*, 12 August.  
1853n *Buffalo Morning Express*, 6 September.  
1853o *Buffalo Morning Express*, 8 September.  
1853p *Buffalo Morning Express*, 9 October.  
1853q *Buffalo Morning Express*, 25 October.  
1853r *Buffalo Morning Express*, 4 November.  
1853s *Buffalo Morning Express*, 17 November.  
1853t *Buffalo Morning Express*, 24 November.  
1853u *Buffalo Morning Express*, 28 November.

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**Continuation Sheet**

Section 9 Page 7

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

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British Whig (Kingston, Ontario)  
1851 *British Whig*, 18 October.

Chicago Daily Tribune

- 1853 *Chicago Daily Tribune*, 3 December.
- 1854a *Chicago Daily Tribune*, 3 June.
- 1854b *Chicago Daily Tribune*, 12 June.
- 1854c *Chicago Daily Tribune*, 5 September.
- 1854d *Chicago Daily Tribune*, 13 September.
- 1854e *Chicago Daily Tribune*, 21 September.
- 1854f *Chicago Daily Tribune*, 12 December.
- 1855a *Chicago Daily Tribune*, 24 April.
- 1855b *Chicago Daily Tribune*, 25 May.
- 1855c *Chicago Daily Tribune*, 15 June.
- 1855d *Chicago Daily Tribune*, 14 August.

Chicago Tribune

- 1856a *Chicago Tribune*, 17 April.
- 1856b *Chicago Tribune*, 16 May.
- 1856c *Chicago Tribune*, 6 August.
- 1856d *Chicago Tribune*, 16 September.
- 1857a *Chicago Tribune*, 4 May.
- 1857b *Chicago Tribune*, 30 May.
- 1857c *Chicago Tribune*, 24 June.
- 1857d *Chicago Tribune*, 7 July.
- 1857e *Chicago Tribune*, 28 July.
- 1857f *Chicago Tribune*, 17 August.
- 1857g *Chicago Tribune*, 2 October.
- 1857h *Chicago Tribune*, 3 October.
- 1857i *Chicago Tribune*, 20 October.
- 1858a *Chicago Tribune*, 7 April.
- 1858b *Chicago Tribune*, 8 April.
- 1858c *Chicago Tribune*, 13 April.
- 1858d *Chicago Tribune*, 1 May.
- 1858e *Chicago Tribune*, 5 May.

**United States Department of the Interior**  
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Continuation Sheet

Section 9 Page 8

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

- 1858f *Chicago Tribune*, 11 May.  
1858g *Chicago Tribune*, 26 May.  
1858h *Chicago Tribune*, 6 July.  
1858i *Chicago Tribune*, 12 July.  
1858j *Chicago Tribune*, 19 July.  
1858k *Chicago Tribune*, 30 August.  
1858l *Chicago Tribune*, 6 September.  
1858m *Chicago Tribune*, 15 September.  
1858n *Chicago Tribune*, 5 October.  
1858o *Chicago Tribune*, 7 October.  
1858p *Chicago Tribune*, 22 October.  
1858q *Chicago Tribune*, 27 October.

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1845 *Daily National Pilot*, 19 August.

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Door County Advocate (Sturgeon Bay, Wisconsin)  
1896 *Door County Advocate*, 14 March.

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1878 *The Firelands Pioneer*. Firelands Historical Society, Norwalk, Ohio.

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**United States Department of the Interior**  
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*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

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Columbus, Ohio.

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1899 *History of the Great Lakes*. Volume I. J.H. Beers & Company, Chicago, Illinois.

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1858 *Milwaukee Sentinel*, 23 October.

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1851 *The New York Times*, 25 October.

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Radovan, Steve

1981 *Lake Diver Log Book*, 24 April 1981. Radovan Archives, Sheboygan, Wisconsin.

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1848 *Sandusky Clarion*, 25 April.

1849 *Sandusky Clarion*, 23 September.

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1852 *Uncle Tom's Cabin*. John P. Jewett & Company, Boston, MS.

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1850a Town of Eden, Erie County, New York. U.S. Department of the Interior, Government Printing Office. Washington D.C.



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National Park Service

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Section 9 Page 10

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

---

1850b Portland Township, Erie County, Ohio. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1850c 5<sup>th</sup> Ward of the City of Buffalo, Erie County, Ohio. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1850d Village of Saybrook, Ashtabula County, Ohio. U.S. Department of the Interior, Government Printing Office. Washington D.C.

1850e 9<sup>th</sup> Ward Chicago, Cook County, Illinois. U.S. Department of the Interior, Government Printing Office. Washington D.C.

Upton, Harriet Taylor.

1910 *History of the Western Reserve*. The Lewis Publishing Company: Chicago, Illinois.

Walker, Horatio N.

1844 *Walker's Buffalo City Directory*. Lee & Thorp's Press: Buffalo, New York.

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

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**Continuation Sheet**

Section 10 Page 1

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

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**Verbal Boundary Description**

The area included in the site is a circle with a 250 foot diameter centered on the UTM coordinates 0455584 Easting, 4866342 Northing, Zone 16.

**Boundary Justification**

The boundary was drawn to encompass the extent of the shipwreck and its associated debris field.

Name of Property

County and State

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

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

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

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

**Property Owner**

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

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

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

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

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

**National Register of Historic Places**  
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Section photos Page 1

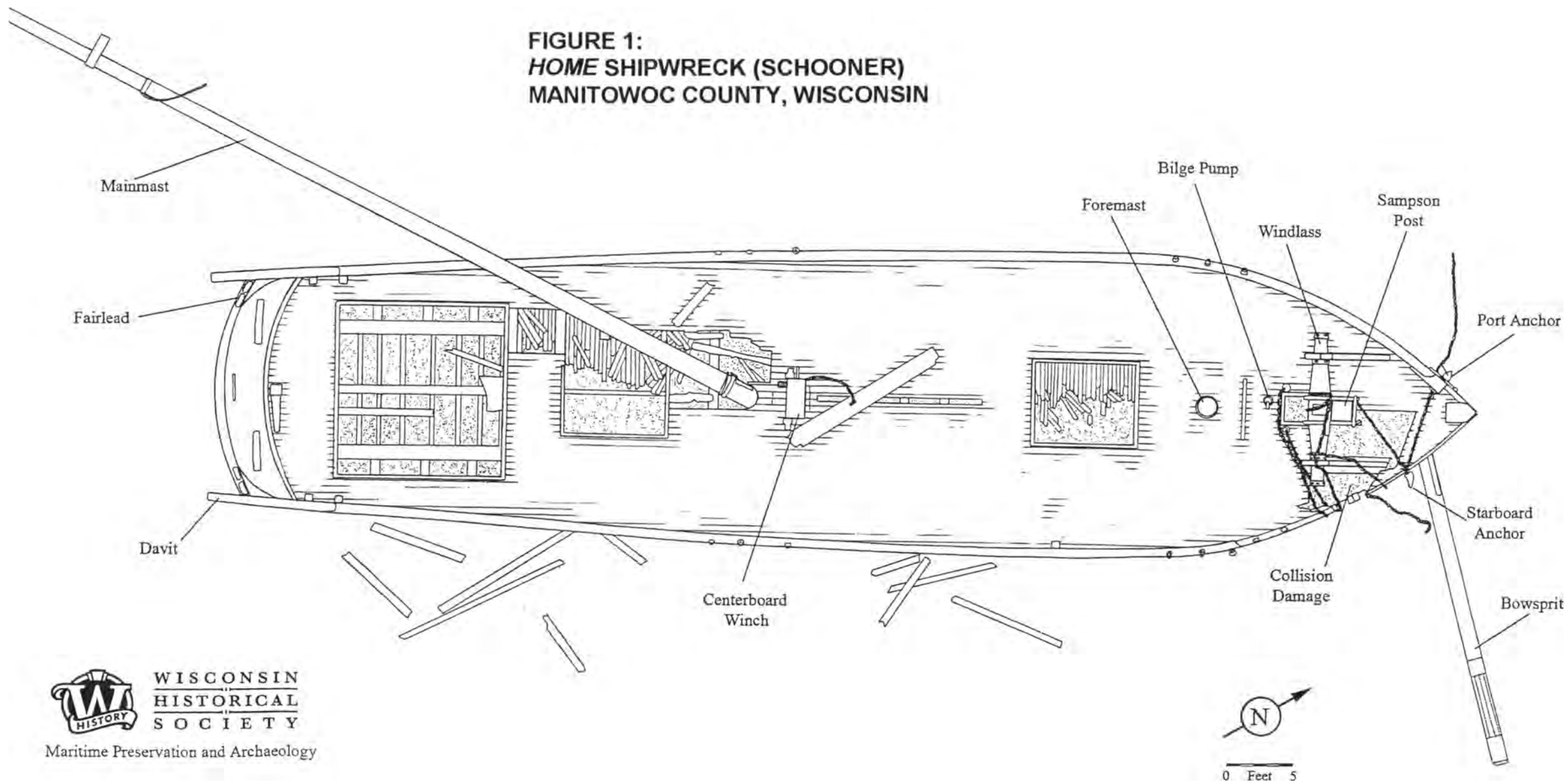
*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin

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**Photo #1 of 1**

*Home Shipwreck (Schooner)*  
Manitowoc County, Wisconsin  
Photographer Tamara Thomsen  
1 August 2006  
View of bow looking aft

**FIGURE 1:  
HOME SHIPWRECK (SCHOONER)  
MANITOWOC COUNTY, WISCONSIN**



WISCONSIN  
HISTORICAL  
SOCIETY

Maritime Preservation and Archaeology

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY HOME Shipwreck (Schooner)  
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS  
NAME:

STATE & COUNTY: WISCONSIN, Manitowoc

DATE RECEIVED: 11/12/10 DATE OF PENDING LIST: 12/13/10  
DATE OF 16TH DAY: 12/28/10 DATE OF 45TH DAY: 12/28/10  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001092

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 12-28-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

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

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

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

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

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

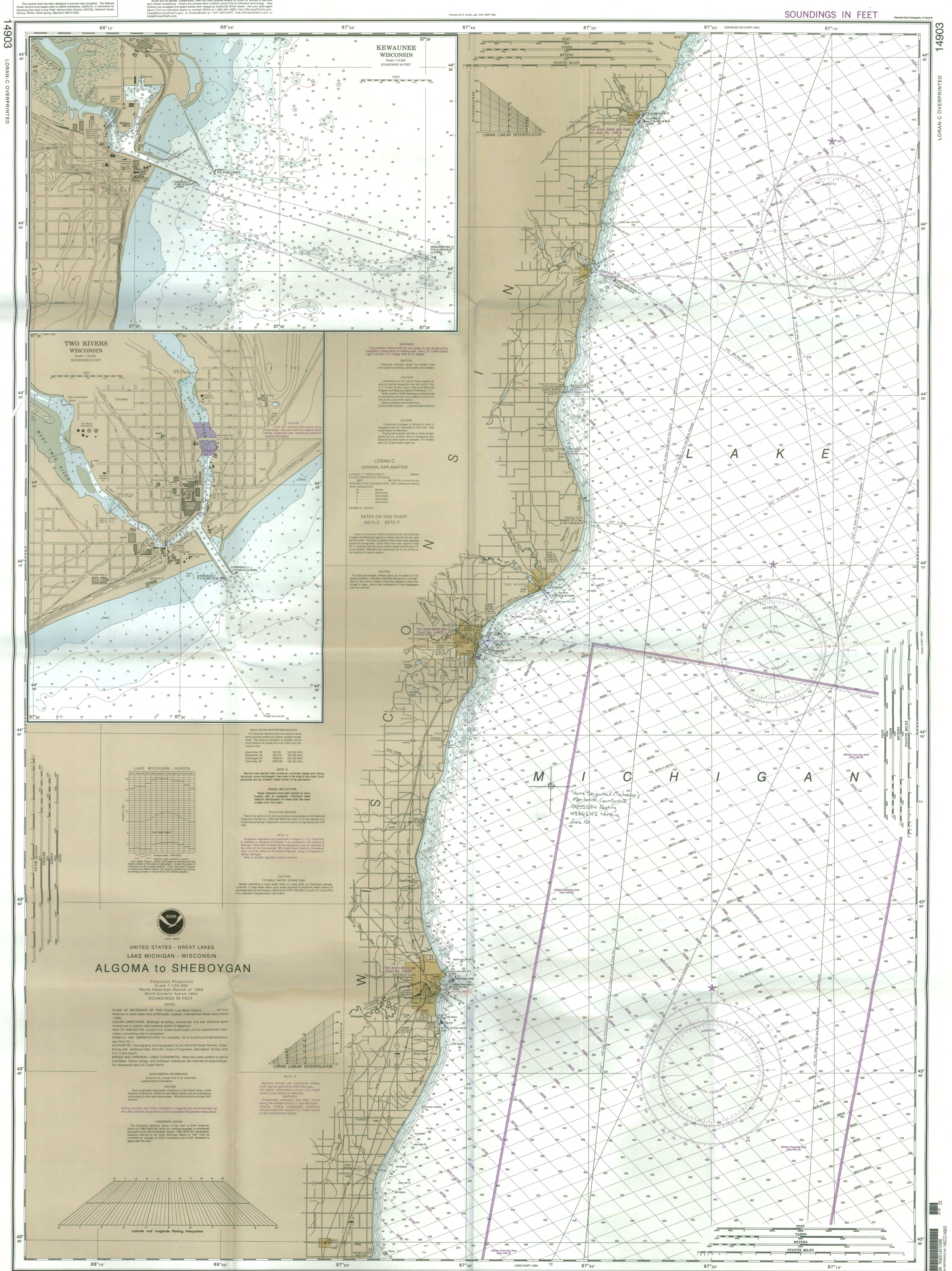


Home Shipwreck (Schooner)  
Town of Centerville, Manitowoc County, WI  
Photo 1 of 1

990105686 Home.jpg 4/4

Walgreens 04805 <> 03/10/10





**PRINT-ON-DEMAND CHARTS**  
 NOAA and its partner, OceanGraphics, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed using digital printing technology. New charts are available 24 hours a day on our website at [www.noaa.gov](http://www.noaa.gov). For more information on our products, visit [www.noaa.gov](http://www.noaa.gov).  
 NOAA, Silver Spring, Maryland 20910-2892  
 http://www.oceanocean.com

**KEWAUNEE WISCONSIN**  
 Scale 1:10,000  
 SOUNDINGS IN FEET

**TWO RIVERS WISCONSIN**  
 Scale 1:10,000  
 SOUNDINGS IN FEET

**LAKE MICHIGAN - HURON**

NOTE D  
 Mariners are warned that numerous uncharted rocks and having structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be prominent.

NOTICE A  
 Report all sightings of sea and subsurface obstructions to the National Hydrographic Office at 4305 20th Street, Suite 200, Silver Spring, MD 20910, or to the nearest Coast Guard Facility if telephone communication is impossible (202) 374-1531.

NOTICE B  
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the U.S. Coast Guard Sector Office, Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Great Lakes.

NOTICE C  
 Refer to charted regulation section numbers.

POTABLE WATER INTAKE (PWI)  
 Vessels operating in high water levels or near shell and dredge levees or banks, or high water within such levees adjacent to domestic water intakes or as designated by the Engineer General (21 CFR 120.225). Consult U.S. Coast Pilot 6 for important supplemental information.

**UNITED STATES - GREAT LAKES**  
**LAKE MICHIGAN - WISCONSIN**  
**ALGOMA TO SHEBOYGAN**

Polyconic Projection  
 Scale 1:150,000  
 North American Datum of 1983  
 World Geodetic System 1984  
 SOUNDINGS IN FEET

NOTES  
 PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ... 377.0 ft. Refer to mean water level of Hropous, Quebec, International Great Lakes Datum (1985).  
 SAILING DIRECTIONS. Bearings at sailing courses are true and distances given thereon are in statute miles between points of departure.  
 AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
 SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.  
 AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.  
 BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced accordingly. For clearances see U.S. Coast Pilot 6.

SUPPLEMENTAL INFORMATION  
 Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION  
 Due to partial high water levels in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.  
 Sailing courses and limits indicated in margins are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

HORIZONTAL DATUM  
 The horizontal datum of this chart is the North American Datum of 1983 (NAD 83), which is a geocentric datum. It is based on the World Geodetic System 1984 (WGS 84) ellipsoid. The datum is based on the mean sea level (MSL) of the Great Lakes. The datum is based on the mean sea level (MSL) of the Great Lakes. The datum is based on the mean sea level (MSL) of the Great Lakes.

Latitude and Longitude Plotting Interpolator

23rd Ed., May 03  
 Corrected through NM May 10/03  
 Corrected through LHM Apr 20/03

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

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

14903 LORAN-C OVERPRINTED





WISCONSIN  
HISTORICAL  
SOCIETY

NOV 12 2010

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

**FROM:** Daina Penkiunas

**SUBJECT:** National Register Nomination

The following materials are submitted on this 10th day of November 2010,  
for nomination of the Home Shipwreck (Schooner) to the National Register of  
Historic Places:

1 Original National Register of Historic Places nomination form

         Multiple Property Nomination form

1 CD with electronic images

1 Photograph(s)

1 Original USGS/NOAA map(s)

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

         Piece(s) of correspondence

         Other \_\_\_\_\_

**COMMENTS:**

         Please insure that this nomination is reviewed

         This property has been certified under 36 CFR 67

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

         Other: \_\_\_\_\_