MPI – 518

NPS Form 10-900

OMB No. 10024-0018

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 *Alaska* Shipwreck (Scow Schooner)
other names/site number 47MN-0489

2. Location

street & number	4.2 miles northeast of Two Rivers, in Lake Michigan						N/A	**not for publication**	
city or town	Town of Two Rivers						X	**Vicinity**	
state	Wisconsin	**code**	WI	**county**	Manitowoc	**code**	071	**zip code**	54241

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property Xmeets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally X statewide _ locally. (_ See continuation sheet for additional comments.)

Daina Penkunas — 11/18/2016

Signature of certifying official/Title — Date

State Historic Preservation Office - 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

Alaska Shipwreck (Scow Schooner)	Manitowoc	Wisconsin
Name of Property	County and State	

4. National Park Service Certification

I hereby certify that the property is:

X entered in the National Register.
__ See continuation sheet.
__ determined eligible for the National Register.
__ See continuation sheet.
__ determined not eligible for the National Register.
__ See continuation sheet.
__ removed from the National Register.
__ other, (explain:)

for Signature of the Keeper — Date of Action: 1/17/17

5. Classification

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

	private
	public-local
X	public-State
	public-Federal

Category of Property (Check only one box)

	building(s)
	district
	structure
X	Site
	object

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

contributing	noncontributing	
		buildings
1		sites
		structures
		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 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-Scow schooner

Materials
(Enter categories from instructions)
foundation N/A
walls N/A
roof N/A
other N/A

Narrative Description

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

8. Statement of Significance

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

_ A Property is associated with events that have made a significant contribution to the broad patterns of our history.

_B Property is associated with the lives of persons significant in our past.

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

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

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

Property is:

_ A owned by a religious institution or used for religious purposes.

_B removed from its original location.

_C a birthplace or grave.

_D a cemetery.

_E a reconstructed building, object, or structure.

_ F a commemorative property.

_G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1869-1879

Significant Dates

1869

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Neville, Smith Sr.

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

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:
- X 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.)

	Zone	Easting	Northing
1	16T	0459141	4893486
2			
3			
4			

☐ See Continuation Sheet

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

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

11. Form Prepared By

name/title	Victoria Kiefer, Tamara Thomsen, and Caitlin Zant				
organization	Wisconsin Historical Society			**date**	12/9/2015
street & number	816 State Str.			**telephone**	608-221-595
city or town	Madison	**state**	WI	**zip code**	53706

Alaska Shipwreck (Scow Schooner)	Manitowoc	Wisconsin
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	Jonathan Barry, Executive Secretary				
organization	Wisconsin Board of Commissioners of Public Lands			**date**	12/9/2015
street & number	PO Box 8943			**telephone**	608-266-8369
city or town	Madison	**State**	WI	**zip code**	53708-8943

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.

Summary
The scow schooner *Alaska* (47MN-0489) lies in 5 feet of water, partially covered by sand off the southern end of Point Beach State Forest, in the town of Two Rivers, Wisconsin. The vessel was owned by immigrants to Wisconsin and operated primarily in the Lake Michigan lumber trade. Early in 1879, while heading north from Milwaukee to Ahnapee (Algoma), Wisconsin for a load of lumber, she was caught in a gale and pushed ashore. An attempt to refloat the *Alaska* damaged the vessel; she was declared a total loss, and was left to rest in the quicksand south of Rawley Point. The vessel has very good integrity with the bow, deck machinery, centerboard trunk, some rigging implements, and much of her hull structure intact. *Alaska*'s stern, and portions of her lower hull and associated debris field are covered by shifting sands, protecting many associated artifacts from looting and damage from divers and kayakers visiting the site.

The *Alaska* shipwreck site was discovered in May 2015, located by ultralight airplane pilot, Suzze Johnson, during a flight over the site and following a period of coastal erosion and sand movement that uncovered the wreck. The scow was documented by Wisconsin Historical Society archaeologists and volunteers over two days in July 2015. Because the wreck has recently been uncovered of sand, the *Alaska* site is lightly visited by divers, snorkelers, kayakers and boaters. The *Alaska* is an excellent example of a scow schooner built in Wisconsin, and provides historians and archaeologists the rare chance to study and document this unique vessel type. The *Alaska* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing vessel type as described in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992). The *Alaska* shipwreck site has already produced a wealth of archaeological knowledge on scow schooner construction and use, and as shifting sands continue to uncover undocumented hull sections and artifacts, it may continue to produce important archaeological data.

Site Description
The wreck of the scow schooner *Alaska* lies in 5 feet of water in Lake Michigan on a heading of 14-degrees, off the beach at Point Beach State Forest. At the time of her registration, the *Alaska* was described as a wooden scow schooner with one deck and two masts, a gross tonnage of 85 14/100 tons, 89.6 feet in length, 19.3 feet in beam, with a 6.4-foot depth of hold (Bureau of Navigation 1869). During the identification phase, the Wisconsin Historical Society's shipwreck database, generated from historic newspaper accounts of vessels lost, was searched. This search revealed that several scow schooners went missing and have not yet been accounted for in the vicinity of Rawley Point. The scow *Speed,* which was lost in 1894, measured 59.5 feet in length with a 16.9 foot-beam, and the scow *Libby Carter*, which was lost in 1907, measured 62.3 feet overall with a 17.9-foot beam, were both too short and narrow compared to the subject wreck. The scow *Milton*, lost in 1885, measured 101.9 feet in length with a 24-foot beam, and the scow *Nellie Church*, lost in 1855, measured 99.7 feet in length with 24-foot beam; compared to the subject wreck both were too long and wide. The only other vessel that matched the measurements of the wreck was the scow *Mary Ann Scott*, which measured 90 feet long with 22.7-foot beam. This vessel however was stranded and abandoned in November 1875 only

two miles north of Manitowoc, more than seven miles from where the subject wreckage was located. This left *Alaska* as the only remaining unaccounted vessel loss in the vicinity of Rawley Point and a close match of dimensional measurements.

Original Appearance
The *Alaska* is representative of a subclass of sailing vessels that transported bulk cargo and general merchandise within its hull. As mentioned above, at the time of her registration, the *Alaska* was described as a wooden scow schooner with one deck and two masts, a gross tonnage of 85 14/100 tons, 89.6 feet in length, 19.3 feet in beam, with a 6.4-foot depth of hold (Bureau of Navigation 1869). As an integral part of the transportation system, many features of this vessel type were common to all scow schooners on the Great Lakes. As described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), scow schooners were schooner-rigged, with a flat bottom, boxy hull, and flat or only slightly curved bow. Scows were usually outfitted with two to three masts, and were generally crudely built. Great Lakes scow schooners were single decked and had only a small cabin structure above the deck.

Current Appearance
Overall, the site exhibits excellent preservation and integrity with major hull sections intact above the chine, a section of the centerboard and centerboard trunk, and various artifacts remain beneath the sand. Due to the lack of invasive mussels on the wreck, it is evident that *Alaska* has been largely covered by sand until recently. The vessel's integrity, along with the presence of rigging and operational implements, offers a wealth of information about vessel construction for archaeologists and researchers.

The remains of the vessel rest upright on the lakebed with a large portion of the aft section still covered by sand. The sand moves around the site, covering and uncovering different hull structures, rigging, and machinery. The sand, which is historically described as quicksand, is fine, soft, moves with the slightest touch, and easily consumes objects that find their way to the bottom. This substrate aids in the preservation and protection of the wreck site from environmental influences.

The bow of the vessel sits at a 2-degree list to starboard and is embedded in a bank of approximately four feet of sand. Three feet of *Alaska*'s port side is exposed, while her starboard side remains significantly buried up to the railing by sand. The centerboard trunk sits atop a ridge of more solid sand at a 6-degree list to starboard, evidence of the twisted nature of her hull caused by the ridges of various density of bottom substrate close to shore. The vessel is broken just aft of the centerboard trunk, yet most of the vessel forward of the break is intact beneath the sand. It is possible that the stern protruded above the water after the initial sinking and was broken off by the force of ice and waves. The stern was not located during the initial survey, but likely remains in the vicinity under sand or organic debris.

For the archaeological survey, a temporary baseline was attached to the stem post and extended toward the stern of the vessel ending at the broken keelson aft of the centerboard trunk. All measurements were taken in reference to the baseline. The extant hull structure measures 45.5 feet long. From the location of the centerboard trunk it has been estimated that the length of the vessel originally measured approximately 90 feet long overall, similar to the reported length of *Alaska*. The width of the wreckage measures 18.8 feet.

The bow of *Alaska* rises 1.5 feet out of the sand and is relatively flat with a 0.3-foot curvature from each side of the stem post. The stem post measures 1 foot sided by 1 foot molded. The breasthook or deck joint of the vessel's bow remains extant and measures 1.85 feet wide and 1.0-foot thick. The breasthook is constructed of at least two timbers joined by a plain scarf. Seven of the eight mortises for the bow's bulwark stanchions that supported the bow bulkhead remain visible above the sand. These mortises are cut into the breasthook and vary in measurement 0.45 feet wide by 0.6 to 0.7 feet long, and 0.03 feet deep. The mortises are spaced 1.85 to 1.95 feet apart. Below the breasthook seven of the eight bow frames, or ramp stringers, are visible. The bow frames measure 0.4 feet square and are spaced 1.80 feet apart. To the outside of the bow frames, the vessel's bow ramp appears flat and athwartship planked. No evidence of her head rigging remains extant or visible above the sand.

The starboard side of the wreckage extends into sand at a range from 7.4 feet to 30.2 feet along the baseline. The port side disappears into sand at a range from 15.5 feet to 27.7 feet along the baseline. Kingpost side hull construction was noted. The kingposts measured 0.4 feet sided and 0.4 feet molded. Measured on the port side, the outer hull side planking measures 0.9 feet sided and 0.4 feet molded. A remnant of the rubbing strake remains extant on the port side of the hull near the bow. The rubbing strake extended 4.6 feet along the hull and measures 0.2 feet sided and 0.3 feet molded. White caulking was found in between the outer hull planks. The ceiling planking, also measured on the port side, measures 1.0 foot sided and 0.4 feet molded. The hull is through bolted and peened on the exterior of the hull with bolts 0.1 foot in diameter.

The sister keelsons and sister rider keelsons are located on either side of the centerboard trunk and both measure 0.65 feet sided and 0.85 feet molded. The cousin keelsons, located just outside of the sister keelsons, measure 0.7 feet sided and 0.4 feet molded. Three floor stringers that measured 0.5 feet sided and 0.1 feet molded were located outside of each cousin keelson. These stringers were only found in the stern beginning at 30.5 feet along the baseline and extending to the break of the hull at 40.5 feet along the baseline. Structural members of the vessel's floor, possibly the vessel's chine stringers, located outbound of the stringers that would have rested alongside the chine, measures 0.6 feet wide by 0.8 feet thick on the port side and 0.8 feet square on the starboard side. The difference in measurements could likely be the results of the vessel's extensive repairs. Several pieces of athwartship bottom planking were observed beneath the stringers, and measured 1.4 feet wide, and 0.4 feet thick.

Two half-cross keelsons are extant astride the centerboard trunk at its center point and measure 0.9 feet sided and molded. Four aft facing lodging knees were fastened to the cross keelson to secure to the timber to the trunk and to the hull of the ship on both the port and starboard sides. These lodging knees measured 3.6 feet in length and were 2.6 feet sided and 0.65 feet molded, with slight differences in the overall shape of the knees between sides of the vessel, likely evidence of a repair.

The centerboard trunk emerges from the sand at 24.6 feet along the baseline, extends 15.2 feet, and ends just before the keelson break at 39.8 feet along the baseline. The centerboard trunk measures 1.3 feet wide, and was broken off level with the sister rider keelsons. The upper portion of the centerboard trunk is not extant. Therefore, the centerboard trunk planking as well as the pivot pin, which both would have been located in this area is missing, and no information could be obtained on these features. A broken remnant of the centerboard is extant within the centerboard trunk. It could not be determined if the centerboard was deployed during the time of wrecking.

Lodging knees were located on both corners of the bow to secure the hull sides to the bow ramp at the breasthook. The lodging knees along the bow ramp measured 3.6 feet in length and were 1.7 feet sided and 0.65 feet molded. A traverse, deck beam was located in the forward section of the ship, forward of the windlass six feet on the baseline. This beam measures 0.55 feet sided and molded. One additional lodging knee was disarticulated from its original position aft of the deck beam on the port side. Although evidence of deck planking through extant fasteners was observed on the wreck, no deck planking was found on the site.

Additionally, non-structural features were found during the survey of *Alaska.* The vessel's port and starboard bow bitts remain extant on the site. Both bitts are wooden posts that measure 1.1 feet square. The starboard bitt has become disarticulated and canted outbound, but the port bitt is fastened to the forward edge of the deck beam, four feet aft of the breasthook and two feet inbound of the hull side.

The ship's windlass was found ten feet along the baseline, tipped onto its port side end and angled upward with 6.6 feet exposed from the sand. The windlass had a diameter of 1.5 feet at the middle, the widest part of its whelp, and tapered down to 0.7 feet at the end of its well-weathered gypsy head. The tops of both carrick bitts can be seen protruding from the bottom. The starboard carrick bitt has tipped forward and lies under the windlass and the port carrick bitt is aft of the windlass. The starboard side iron purchase rim has spun its arm forward. The iron pawl rim is located on the windlass just above the sand.

Two anchor chains remain, running from the sand beneath the windlass over the bow. The links on the chain measured 0.02 feet in thickness and 0.02 feet by 0.03 feet overall. The anchor chains were followed out by feel through the gelatinous sand, but the anchors were not located. These anchors may be buried in the shifting sands or may have been salvaged. Remnants of the vessel's wire rigging were located draped across the wreckage near the centerboard trunk along the vessel's port side.

Summary
Located off the beach at the southern boundary of Point Beach State Forest in the town of Two Rivers, Wisconsin, the scow schooner *Alaska* (47MN-0489) lies in 5 feet of water in Lake Michigan, partially covered by sand. Nearly all hull structure, artifacts, and some rigging implements, remain intact on the site. Master shipbuilder Smith Neville, Sr., built *Alaska* in Sheboygan, Wisconsin. She operated primarily in the Lake Michigan lumber trade her entire career. While sailing light to pick up a cargo at the lumber pier in Ahnapee (Algoma), Wisconsin, she was caught in a gale and was pushed ashore. Great efforts were made to free and relaunch the craft, but she ultimately could not be made seaworthy and sank not far from where she stranded. Today, the *Alaska* provides historians and archaeologists the rare chance to study and document this vessel type. The *Alaska* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber trade. The period of significance (1869-1879) begins with the *Alaska*'s date of construction and ends with the date her sinking.

The Scow Schooner
Scow schooners were vital to many small communities around Lake Michigan, connecting them with regional markets through the lakeshoring trade. As vessel size grew throughout the nineteenth century, so too did their draft (the depth to which a hull is immersed), making stops at small lakeshore communities with shallow harbors difficult or impossible; however, the flat-bottomed scows were well-suited to shallow harbors. As a means of inexpensive transportation, the scow schooner was the life-blood of many lakeshore communities. They were also important to the livelihood of immigrant families, providing an entry point for many into the Great Lakes maritime trades as sailors, masters, and vessels owners.

Scows were used in large numbers throughout North America, wherever there was a need for low-cost, shoal-draft transportation. Scows saw use along the Atlantic Coast from the Maritime Provinces to Mexico, in the Great Lakes, the Gulf Coast, San Francisco Bay, and on nearly every river large enough for small craft (Chapelle 1951; Merchant Vessels of the United States 1885; Merriman 1997). Despite its proliferation, or perhaps as a result of it, it is difficult to trace the scow's introduction to North America. It is also unknown when the term "scow" came into popular usage, but it was likely derived from the Dutch term "schouw", indicating a square-ended hull possessing a flat, or nearly flat, bottom. The first recorded use of the term appears well into the eighteenth century (Chapelle 1951). Flat-bottomed craft were numerous for several reasons. One was that vessels with flat bottoms and sides were easily constructed by people with limited shipwright skills working under primitive conditions. Flat surfaces and angular corners did not require the advanced woodworking skills necessary to construct vessels with round hulls and fine lines. An equally important reason was that flat-bottomed craft easily navigated shallow water with little difficulty. If they ran aground, they were easier to refloat and less likely to sustain damage. They were also a very stable craft, able to carry large cargoes relative to their size.

Little recorded information has been discovered for colonial era flat-bottomed craft. Considering that planked canoes and scows were the easiest boats to build with the least skill, scows were numerous in the New World by 1670. Nearly every coastal community used the scow or some other form of flat-bottomed boat (Chapelle 1951). There were several variants of flat bottom boats common to the United States, both pre-and post-American Revolution, but differentiation in lineage is often blurred, as there were more similarities than differences among vessel types. The scow-type hull appeared under several names, including punt, flat, radeau, periaugua, gondalow, and gondolo. Sloop-rigged scows were common as early as 1725, and by the time of the American Revolution the scow rig expanded to schooners and occasionally square-riggers (Chapelle 1951). Prior to the war of 1812, few commercial craft sailed the western Great Lakes. Following the war, the scow schooner made its appearance alongside conventional sailing craft and expanded onto the western lakes (Inches and Partlow 1964). The Great Lakes scow schooner's earliest record appears in the mid-1820s, with reports of several scows on Lake Ontario and New York's Finger Lakes, as well as the 60-ton *Bolivar* constructed at Erie, Pennsylvania in 1825. By the 1840s, scows were common throughout the Great Lakes, surviving into the twentieth century and the last days of lake sail (Labadie and Herdendorf 2004; Martin 1991).

Other North American regions mirrored the scow's Great Lakes expansion, including the Atlantic coast, Gulf coast, and San Francisco Bay. The scow expanded all the way to the Pacific Islands, and if imitation is the highest form of flattery, much can be said by the fact that New Zealand scows were descendants of those of the Great Lakes. New Zealand's first scow was built in 1873 and named *Lake Erie*, followed by the *Lake Superior* in 1875, and the *Lake St. Claire* and *Lake Michigan* in 1876 (McGregor 1982; Hawkins 1987). Even today, the "Jon boat" is common on shallow waters throughout the United States. Built of aluminum, the Jon boat's lines are nearly identical to those of early colonial flat bottom craft.

The term "scow" refers to hull form rather than the rig type, resulting in the terms "scow schooner" or "scow sloop" to describe these vessels. Despite a wide range of regional variation, the scow is defined as a vessel with a flat bottom, vertical sides, and a hard chine. They more closely resembled a barge than conventional sailing craft. Conventional sailing vessels had rounded bottoms and sides with a relatively gentle curve at the turn of the bilge, where the hull bottom and sides met. As in other regions, there was wide variation in Great Lakes construction techniques, and the term "scow" was used to describe a variety of vessels. One of the clearest contemporary definitions is found in Merchant Vessels of the United States (1885):

> Scows are built with flat bottoms and square bilges, but some of them have the ordinary schooner bow….The distinctive line between the scow and the regular-built schooner is, in the case of some larger vessels, quite obscure but would seem to be determined by the shape of the bilge, the scow having in all cases the angular bilge instead of the curve (futtock) bilge of the ordinary vessel.

As the above definition points out, there was occasional difficulty in distinguishing conventional craft from scows. This problem was not limited to Great Lakes vessels. A dispute arose in New Zealand's Auckland Anniversary Day scow race in 1884. Scow captains refused to race until the *Vixen*, a round-bilged vessel over which there was some dispute whether or not she was indeed a scow, withdrew from the competition (Hawkins 1987). Despite occasional disputes over identification, several traits are characteristic of scows and can be used to differentiate them from conventional vessels. These traits are most easily understood when viewed in cross section. Scows are boxy vessels with a flat bottom and vertical sides, connected by a hard chine, or a nearly ninety-degree angle where the bottom meets the side. Conventional sailing vessels, whether flat-floored or with deadrise, possessed a soft chine, or a smooth, rounded edge where the bottom and sides meet.

Scow construction varied from hull to hull as well as from region to region. This variation included obvious features such as sheer lines, transoms, and bows, in addition to less obvious features like cross or diagonal planking and longitudinal framing. Several bow variations are visible in historic photographs, including the square butt-end bow with little or no forward projection of the stem post, the pointed flat-iron bow that produced a finer entry (similar to conventional craft), and the rounded spoonbill, swim-headed, or barrel-shaped ends (Labadie and Herdendorf 2004).

Martin (1991) categorizes scows into three distinct types: (1) full scow with angular bilge along its entire length, (2) half scow with angular bilge along only part of its length with the bow and stern being similar to that of a conventional hull, and (3) a less clearly defined category for hulls not clearly exhibiting an angular bilge, but flat-bottomed enough to be considered scows by contemporaries. Martin supports this classification with evidence from insurance registers that list both "scow" and "half scow" hulls as well as vessels with a "scow stern" or "scow bottom" (Martin 1991). This model illustrates the large variation within the scow vessel type, but may be too simplified. Problems arise when attempting to define a vessel with a bow or stern "similar" to a conventional hull. The flat-iron bow, while having a fine entry not unlike a conventional vessel, remains an obvious scow with an angular joint where the bow meets the hull side. More historical and archaeological research is needed to determine the extent of variation within the scow vessel type, and how dissimilar from conventional hulls they needed to be for consideration as a scow. This may be a daunting task, as contemporaries appear to have been as confused as modern researchers.

Scow bottoms could be longitudinally, cross, or diagonally planked, the latter two methods requiring non-traditional framing. Hull sides were also subject to variation, from the traditional frame-on-plank construction to the scow-specific "gunnel-built" sides. Gunnel-built scows were constructed with thick longitudinal hull planks edge-bolted with iron drift bolts that ran through two or more side planks (Inches and Partlow 1964). These edge bolts not only clamped the side hull planking together, but served as reinforcement against horizontal forces, eliminating or reducing the need for frames typical of conventional hulls. Gunnel-built planking averaged four inches thick in vessels of sixty to ninety feet in length. Inches and Partlow (1964) suggest that gunnel-built construction, with few, if any,

frames, was one characteristic common to nearly all Great Lakes scows. A second trait unique to scows, and perhaps equally as common as the gunnel-built side, was the use of a chine log at the turn of the bilge. The scow's hard chine was a weak point in the hull, strengthened through the incorporation of a heavy longitudinal timber. These six to eight inch stringers were the principle framing members of the hull, fitted along both sides for the entire length of the bilge (Inches and Partlow 1964).

It is open to debate whether the scow's development and popularity resulted from a need for vessels capable of transiting shallow waters or because their unsophisticated hull form was economical to build and maintain (Labadie and Herdendorf 2004; Inches and Partlow 1964). It is certain, however, that scows required the simplest construction techniques of any freight-carrying vessels. The great variation in construction and appearance is likely a combination of the builder's shipbuilding skill, the type and quality of construction materials available, and available funding.

Variation in construction was not limited to the Great Lakes. Despite the fact that New Zealand's scows were based on a Great Lakes model, there were many adaptations to fit local needs. For example, New Zealand's scows carried all of their cargo above decks. While proportional in length and beam to Great Lakes scows, New Zealand's scows carried half the depth of hold with no provisions for internal cargo. Registration documents stated that, "no cargo is to be carried below deck, everything carried above; in fact, no hatchways are provided" (Hawkins 1987). There were several variations in hull framing as well. New Zealand scows utilized either a "post and rail" construction that used longitudinal stringers and stanchions, or a "solid partition" construction that utilized longitudinal bulkheads that partitioned the vessel into compartments. Centerboards were not as common as on the Great Lakes, and both the drop keel and pivoting centerboard was used (Hawkins 1987).

San Francisco's scows were more similar to Great Lakes' scows than New Zealand's, but even they exhibited an equal amount of variation in both construction and hull lines. San Francisco vessels had both longitudinal- and cross-planked hulls, but the latter was less common. Longitudinally-planked hulls were framed similarly to conventional vessels, with transverse floors scarphed into frames at the chine, precluding the need for a chine log. Ceiling planking was usually longitudinal, as was the outer planking on both the hull bottom and sides.

Cross-planked scows were of an entirely different construction, called "log built" in local vernacular. These vessels used several longitudinal floor keelsons with a heavy outer hull and ceiling planking that was edge bolted. The sides were sometimes stiffened with widely spaced frames. The most noticeable difference between longitudinal and cross-planked vessels was the angle of the bow and stern ramps. Longitudinally planked vessels required steaming the bow and stern hull planks, resulting in a more gradual upward curve of the bow and stern ramps. Cross-planked vessels did not require steamed hull planks, allowing a more abrupt angle where the bow and stern ramps met the bottom. This created a boxy hull with a nearly vertical bow and stern. Local opinion held that the boxy cross-planked hulls

were less handy and slower than the finer longitudinally-planked ones. Many builders, however, opted for the cross planked construction as it was cheaper to build and provided more cargo capacity (Olmsted 1988).

Scows were generally considered good sailors and were as fast, or faster, than conventional schooners, perhaps with the exception of sailing in heavy seas. Their shallow draft and flat bottoms created little water drag. Sailing to windward was their worst point of sail. The wide, flat bows took a beating in head seas and their shallow draft allowed considerable leeway in strong winds (Chapelle 1951; Inches and Partlow 1964; Kristiansen 1981; Olmsted 1988). Despite how seaworthy a scow may or may not have been, insurance companies held little faith in the scow's seaworthiness, and even less confidence in cross-planked bottoms and gunnel-built sides. Construction rules for 1866 note:

> Frame built scows, well-constructed and of good material, with fore-and-aft bottom planking, may be entitled to Class B1, [for] five years, but in no case will scows be entitled to the B1 grade if built with gunwale sides or athwartships bottom" (Board of Lake Underwriters 1866).

Vessels built according to underwriters' rules were given a classification rating that determined a vessel's insurance premium. Ratings of A1, A2, B1, B2, C1, C2, or "not insurable" were assigned, A1 being the highest rating with the lowest premium - a rating scow schooners never achieved. In 1876, the Board of Lake Underwriters (1876) categorized scows with barges and even describes them as "of unseaworthy form."

Scow Schooner *Alaska*'s Operational History

The scow schooner *Alaska* was constructed under the hand of Master Ship Carpenter Smith Neville, Sr. at Sheboygan, Wisconsin, and launched on 18 June 1869. Smith Neville, Sr., a shipbuilder by trade, began his career in Cleveland, Ohio. He moved to Sheboygan with his wife, Charlotte and their children sometime in the mid-1860's where he lived and worked building ships until his death in 1872 (Bureau of Navigation 1869; Lewis Publishing 1894).

The *Alaska* was built for Sheboygan businessman Adolph Hoechner primarily for use in the lumber trade and co-owned with the ships' Master, C. Kleiver. She measured 89.6 feet in length, 19.3 feet in beam, and with a 6.4 feet depth of hold. The vessel had a carrying capacity of 85 14/100 tons, of which 78 20/100 tons accounted for the capacity under tonnage deck and 6 94/100 tons capacity of enclosures on the upper deck. The scow was described as having one deck, two masts with a plain head and square stern. Her initial enrollment was entered at the Port of Milwaukee on 26 June 1869. Her official number was assigned 105090, and Sheboygan was listed as her homeport (Bureau of Navigation 1869). Although her early season routes for 1869 are not known, several trips with cargos of cordwood and dimensional lumber from Manistee, Michigan and White Lake, Michigan to Chicago were recorded in August, September and October 1869 (*Daily Milwaukee News* 1869; *Chicago Tribune* 1869a, 1869b).

On 19 April 1870, the *Chicago Tribune* announced a court judgment against the owners of the scow *Alaska* in the amount of $2,297.84 in favor of the young lawyer and recently named president of Northwestern Mutual Life Insurance Company, John H. Van Dyke, Esq., and other parties. A search of contemporary newsprint and available legal documents revealed no details of the case. Likely as a result of the decision, however, Hoechner and Kleiver sold *Alaska* to Frederick Vogel, tanner and businessman, of Milwaukee for $4,000. Vogel emigrated from Württemberg, Germany to Buffalo, New York and finally to Milwaukee in the 1850s. He opened a tannery in partnership with his cousin, a leather goods purveyor named Guido Pfister. The business became known as Pfister & Vogel Leather Company. The sale of the vessel was announced 1 May 1870, but *Alaska*'s documents were not immediately surrendered for the change in ownership. On 3 May 1870, *Alaska* was taken to the Milwaukee shipyard of Allan, McClellan & Company for an overhaul (*Buffalo Courier* 1870; *Chicago Tribune* 1870a, 1870b; *Daily Milwaukee News* 1870a, 1870b; *Milwaukee Journal* 1940).

On 10 May 1870, the scow *Alaska*'s enrollment document was surrendered at the Port of Milwaukee for her recent change in owners. A new document was entered listing Frederick Vogel as sole owner. Captain Albert Toke became her new Master, and Milwaukee her new homeport (Bureau of Navigation 1869, 1870). Only one record could be located for arrivals or clearing for the vessel for the 1870 season. The ship arrived at Milwaukee from Two Creeks, Wisconsin on 11 June 1870 with 40 cords of wood and 1,400 posts. She cleared the port on the same day for an unknown destination (*Daily Milwaukee News* 1870c).

At 2:30 a.m. on 13 May 1871 the scow *Alaska* was entering Milwaukee harbor under full sail in a northeast wind when the outbound iron propeller *Philadelphia* met her and a violent head-on collision resulted. *Alaska* had her entire bow crushed in below the waterline. One of *Philadelphia'*s 3/8-inch thick, iron hull plates on her starboard bow was cut through and another was cracked. After the initial impact, the vessels came together for a second time causing another severe dent in the *Philadelphia*'s hull a few feet aft of first break. *Philadelphia* returned to the Milwaukee River for temporary repairs and continued on to Buffalo where her hull plates were replaced. *Alaska* discharged her cargo of wood, and was immediately sent to the dry dock for repairs. Damage estimates for *Alaska* were reported at $1,000, and for both vessels estimated between $1,500 and $2,000 (*Buffalo Courier & Republic* 1871; *Buffalo Morning Express* 1871; *Chicago Tribune* 1871a; *Detroit Free Press* 1871). On 12 July 1871, *Alaska* cleared Milwaukee for Two Creeks. It is not known if this was her first clearing following repairs or if others occurred, but went unreported (*Daily Milwaukee News* 1871).

In early October 1871 heavy gales paired with extreme heat and dry conditions, fueled several forest fires across the region. Large fires burned unabated for days. The most well known fire that consumed large sections of Chicago from 8 October through 12 October became known as the Great Chicago Fire, and the fire that burned through northern Wisconsin became known as the Peshtigo Fire. Many other forest fires flared up for days on either side these famous events. Kewaunee County, Wisconsin

also experienced extensive fires in their woods. The most successful battles of the fire occurred at the Hitchcock, Mashek & Kwapil Company in Pierce, Wisconsin. A large gang of men saved the company's pier, store, and stock of ties, posts and wood valued at $17,000 through an almost superhuman effort. The scow *Alaska* had been tied up to the pier as the fire approached, and only partially loaded. She was forced to leave at the last minute to escape the flames. The pier itself caught on fire four different times before the battle was won (*Chicago Tribune* 1871b, 1871c).

Little information has been located regarding *Alaska*'s 1872-shipping season. On 15 April 1872 *Alaska* experienced a rough passage in a severe gale and snowstorm on Lake Michigan. While attempting to enter Milwaukee harbor that afternoon, the scow lost the majority of her deck load of lumber while outside the harbor. Upon arrival *Alaska*'s Captain Toke reported the stranding of the scow *Selt* below North Point Lighthouse near Milwaukee; she was swamped with water and fortunately her crew escaped (*Chicago Tribune* 1872; *Detroit Free Press* 1872; *Inter Ocean* 1872; *Janesville Daily Gazette* 1872: United States Army Signal Corps 1873). No other reports for *Alaska* could be located for the season.

Similarly, little is known of her 1873-shipping season. At the Port of Milwaukee on 5 April 1873 Captain Martin Hansen took command of *Alaska* as her new Master (Bureau of Navigation 1870). *Alaska* along with the schooner *Josephine Lawrence*, departed for ports on the northern shore of Lake Michigan. On 22 April 1875, both vessels were reported trapped in ice off Manitowoc during their return passage to Milwaukee (*Chicago Tribune* 1873). One record was located for her 1874-season marking a clearing of the Port of Kewaunee on 6 August for Milwaukee with a cargo of wood and bark (*Kewaunee Enterprise* 1874).

On the night of 9 August 1875, *Alaska* struck the harbor pier at Racine while seeking shelter from a northeaster. The blow crushed in her port bow to her light water mark and sprung her stern and deck. The ship was towed to Chicago and placed in dry dock for repairs (*Chicago Tribune* 1875a; *Inter Ocean* 1875a; United States Army Signal Corps 1877). It is not known how long *Alaska* remained out of service for repair. On 13 October 1875, as Captain Hansen sailed through Death's Door Passage on his way out of Green Bay, he spotted two ships aground, one on Spider Island and one on the reef between Pilot and Detroit Islands. He was unable to determine a name for either ship, but they were both light and high on the reefs. The groundings were reported upon *Alaska*'s arrival at Milwaukee on 15 October (*Buffalo Courier* 1875; *Chicago Tribune* 1875; *Inter Ocean* 1875).

At the opening of the 1876-season, N.A. Peterson and Christ M. Christianson purchased *Alaska* from Frederick Vogel. On 25 April 1876, *Alaska*'s enrollment was surrendered and a new document was issued at the Port of Milwaukee. Both men, recent immigrants from Norway, became equal owners in the vessel and as both owners resided in Milwaukee, Milwaukee remained her homeport. N.A. Peterson became her new Master. During his career, Captain Peterson owned and sailed other vessels

including the schooner *City of Toledo*, and scows *John F. Prince*, and *Selt* (Bureau of Navigation 1870, 1876; Gjerset 1928).

On 28 August 1875, *Alaska* arrived at the Port of Chicago with lumber from Muskegon, Michigan (*Inter Ocean* 1876a). She was moved to Milwaukee during the next week and went to the Wolf & Davidson shipyard to receive a new mainmast (*Inter Ocean* 1876b). No records could be located for the vessel's movements during the 1877 or 1878 shipping seasons.

A new enrollment was entered at the Port of Milwaukee on 19 March 1879 for a change in owners. N.A. Peterson sold his share in *Alaska* to Cornelius S. Jacobson of Milwaukee. Milwaukee remained the vessel's homeport and C.M. Christianson took over as Master (Bureau of Navigation 1876, 1879). Four days after the sale, on 23 March 1879, *Alaska* was blown ashore north of the Twin Rivers Point lighthouse near Two Creeks, Wisconsin. The scow was sailing light from Milwaukee to Ahnapee, Wisconsin after a cargo of lumber when she was thrown high on the beach around 11 p.m. under gale conditions. The crew all escaped the vessel safely, although they were drenched and mildly suffered from exposure. Luckily the scow suffered little damage, as she was uninsured (*Buffalo Courier* 1879; *Door County Advocate* 1879a; *Inter Ocean* 1879a; United States Army Signal Corp 1880).

The next day Captain Christianson departed for Milwaukee to summon assistance. On 29 March 1879, the tug *Kitty Smoke* arrived on the scene to begin the work of freeing the vessel, but the continued rough conditions made several of the men aboard the tug sick to their stomachs. In fear that they may drift ashore themselves, two men were moved from *Kitty Smoke* to *Alaska* and left aboard to man a steam pump for forty-eight hours while the seas calmed. Three unsuccessful attempts were made to drag the ship off the beach. Still, ten days after the accident, *Alaska* remained grounded in less than a foot of water with the sand and clay settling around the vessel.

On 5 April 1879 Captain Christianson made the decision to have the ship jacked up with screws, put on ways, and relaunched. By 10 April the ship was raised, and ready to be launched when a heavy sea undid the work and stranded the vessel in a worse condition than before. The vessel still remained stranded twenty-six days after the accident (*Ahnapee Record* 1879a; *Daily Milwaukee News* 1879; *Door County Advocate* 1879b; *Inter Ocean* 1879b, 1879c; *Manitowoc Pilot* 1879a, 1879b).

On 23 May 1879, the tug *Hagerman* arrived from Chicago. The tug spent eight days on site in an attempt to release the scow. She, too, was unsuccessful, having had only two hours of calm seas during that period to work. The crew managed to pull off *Alaska*'s chocks and her foremast in their efforts to get her into deep water, but otherwise *Alaska* remained solidly stuck (*Door County Advocate* 1879c, 1879d; *Chicago Tribune* 1879). Of the whole ordeal to remove the grounded craft, the editor of *Manitowoc Pilot* joked, "The scow *Alaska* is as fruitful a source of items as the roads and the weather, or teachers meetings in their palmiest days" (*Manitowoc Pilot* 1879c).

With *Alaska*'s owners unable to pay their debts with their vessel stranded on the beach, on 22 May 1879 United States Marshal Fink seized the scow *Alaska*. The scow was sold at auction on 12 June 1879 to Hans Petersen, a Norwegian immigrant, ship owner and Captain from Milwaukee. Petersen immediately disposed of the vessel to Captain M. Mathiesen of Chicago (*Manitowoc Pilot 1879c*; Gjerset 1928).

Ela Cone of Manitowoc, Wisconsin, a house mover by trade, was hired for the next turn at freeing *Alaska*. By 9 October 1879, Cone was successful in raising the vessel up on jacks, and her owner was undertaking the task of making her seaworthy enough to launch (*Ahnapee Record* 1879b; *Manitowoc Pilot* 1879d; United States Army Signal Corp 1880). On 19 November 1879, *Manitowoc Pilot* reported that *Alaska*'s owner had not given up on many months of fruitless labor and did not expect to abandon the vessel. Efforts continued to salvage the ship and relaunch her, but winter was closing in (Bold & Smithing 1880; *Manitowoc Pilot* 1879e).

The winter of 1879-80 proved to be especially harsh. As happened many times before, the effort to save *Alaska* and make her seaworthy failed. On 30 June 1881 *Alaska*'s enrollment document was ultimately surrendered at the Port of Milwaukee. No documentation of the change in ownership from the U.S. Marshal's sale, or subsequent sale, was expressed. Clarification of the vessel's final state of deposition is made clear both from what is written and what is not written on the form. The paperwork indicated that the ship was a total loss. The document did not indicate that the vessel was left stranded, or that she was abandoned, as would have been required, but rather that *Alaska* had wrecked in Lake Michigan with little other explanation (Bureau of Navigation 1879).

Archaeological Significance
The *Alaska* is an excellent example of a scow schooner built in Wisconsin, and provides historians and archaeologists the rare chance to study and learn about historic wooden vessels, specifically scow schooner construction. This wreck site contains a large number of artifacts not normally found with shallow, near shore shipwrecks. Because much of this wreck is covered by sand there is the potential that more artifacts may be uncovered; these artifacts may shed light on the intra-Lake lumber trade. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs. The documentation of this shipwreck has added to our understanding of scow schooner construction techniques and as shifting sands continue to uncover undocumented hull sections, it may continue to produce new information. The *Alaska* represents a unique vessel type found in Wisconsin waters and offers the opportunity for further study.

The *Alaska* meets the registration requirements for Criterion D at the state level as a good example of a scow schooner sailing vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and is significant in the area of Commerce for its

role in the Great Lakes lumber trade. The *Alaska* is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, part of the transportation infrastructure prior to the development of road and rail networks.

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Verbal Boundary Description:
The boundary for the *Alaska* site is marked by a less than one acre (0.72) circle with a radius of 100 feet, centered on the NAD 1893 UTM coordinates 0459141 Easting, 4893486 Northing, Zone 16T.

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

Photo #1 of 2
Alaska Shipwreck (Scow Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
July 2015
Windlass looking aft

Photo #2 of 2
Alaska Shipwreck (Scow Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
July 2015
Breast hook and starboard side looking aft

Figure #1 of 2
Alaska Shipwreck (Scow Schooner)
Site plan of the *Alaska*
July 2015

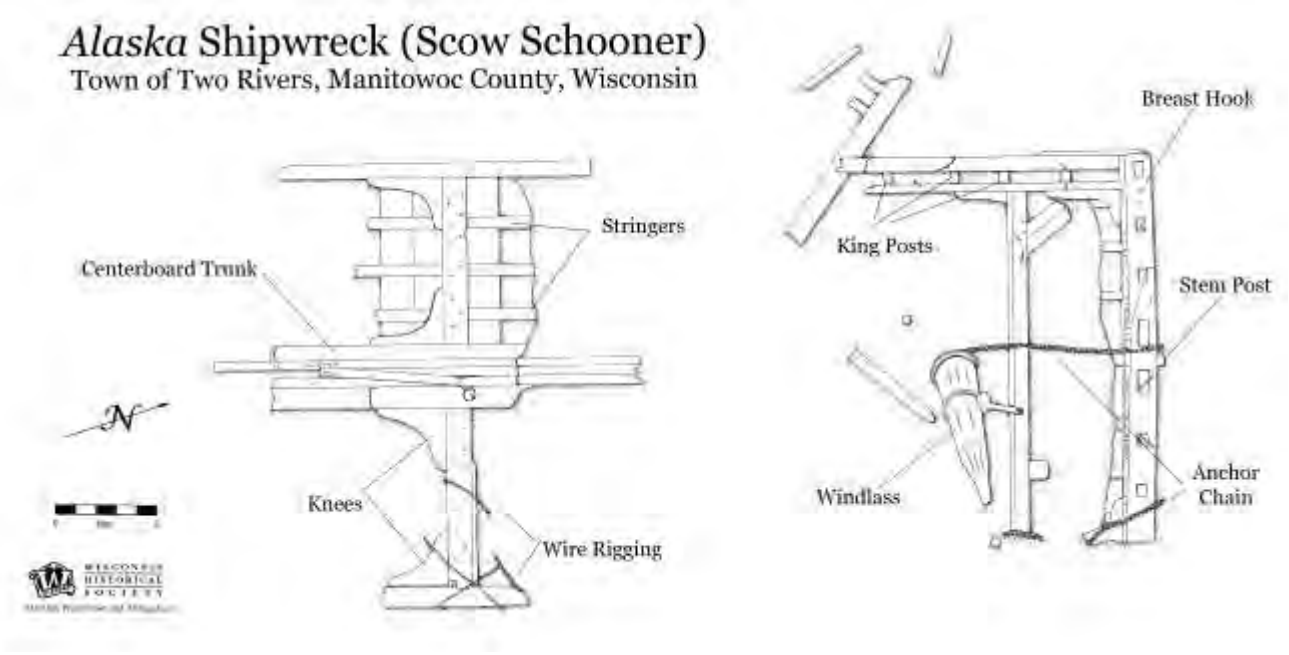
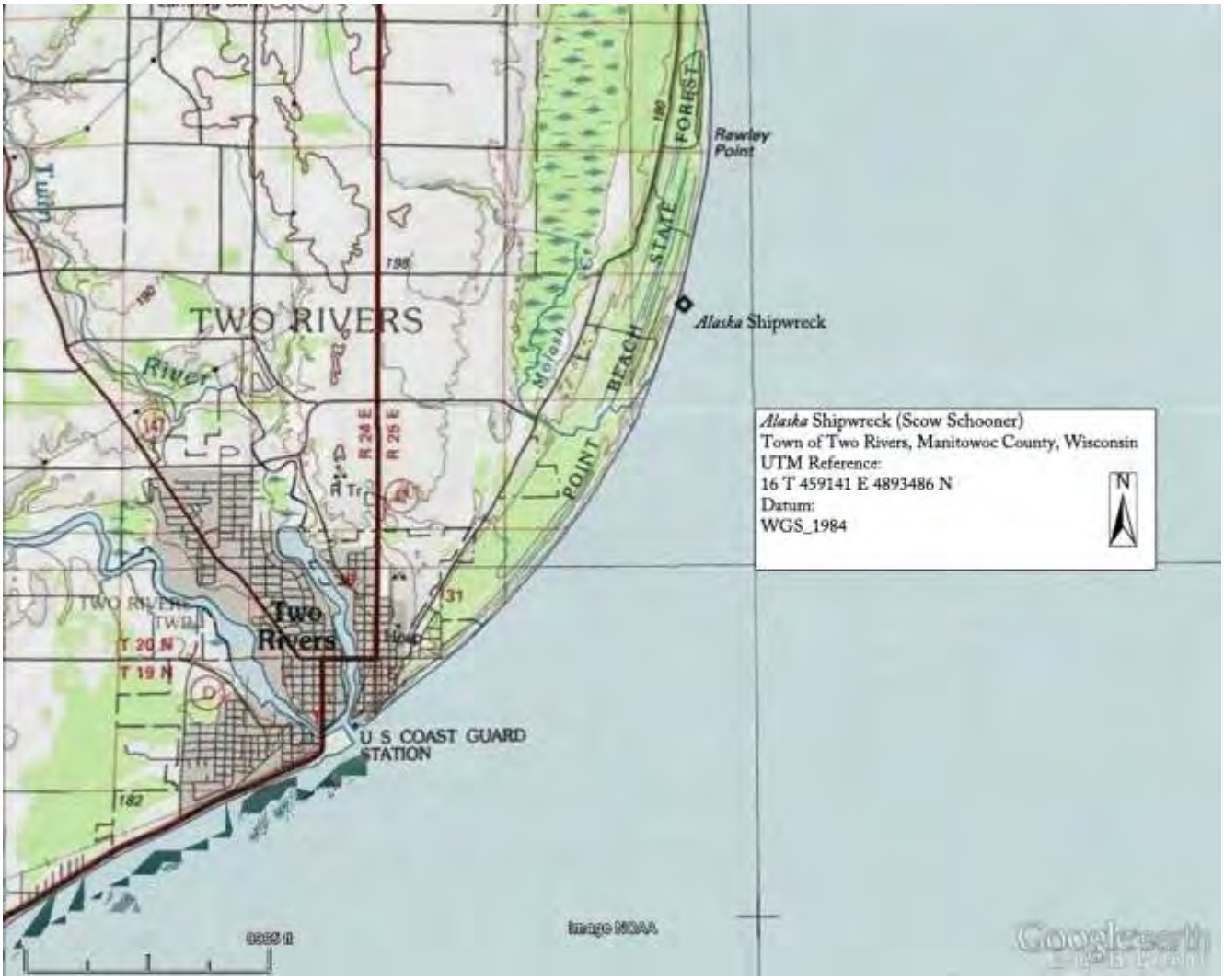


Figure #2 of 2
Alaska Shipwreck (Scow Schooner)
Location of the *Alaska*
July 2015



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	ALASKA Shipwreck (Scow Schooner)
Multiple Name:	Great Lakes Shipwreck Sites of Wisconsin MPS
State & County:	WISCONSIN, Manitowoc

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
12/2/2016	12/27/2016	1/11/2017	1/17/2017	1/25/2017

Reference number:	MP100000518
Nominator:	State

Reason For Review:

X Accept _____ Return _____ Reject **1/17/2017** Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Julie Ernstein Discipline Archeologist

Telephone (202)354-2217 Date

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

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

WISCONSIN HISTORICAL SOCIETY

TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Thirtieth day of November 2016, for the nomination of the Alaska Shipwreck (Scow Schooner) to the National Register of Historic Places:

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

COMMENTS:

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