NPS Form 10-900
(January 1992)
Wisconsin Word Processing Format (Approved 1/92)

1005

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 *Northerner* Shipwreck (Schooner)
other names/site number **47-OZ-194**

2. Location

street & number	5 miles Southeast of Port Washington Harbor in Lake Michigan						N/A	**not for publication**	
city or town	Town of Grafton						X	**vicinity**	
state	Wisconsin	**code**	WI	**county**	Ozaukee	**code**	089	**zip code**	53024

3. State/Federal Agency Certification

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

Signature of certifying official/Title — Date 10/19/10

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

Northerner Shipwreck (Schooner)	Ozaukee County	Wisconsin
Name of Property	County and State	

4. National Park Service Certification

I hereby certify that the property is:

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

Edson H. Beall — 12-10-10

Signature of the Keeper — Date of Action

5. Classification

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

	private
	public-local
X	public-State
	public-Federal

Category of Property (Check only one box)

	building(s)
	district
	structure
X	site
	object

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

contributing	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 is previously listed in the National Register
0

6. Function or Use

Historic Functions (Enter categories from instructions)	**Current Functions** (Enter categories from instructions)
TRANSPORTATION/ Water-Related	LANDSCAPE/ Underwater

7. Description

Architectural Classification (Enter categories from instructions)	**Materials** (Enter categories from instructions)	
OTHER: Schooner	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/ HISTORIC, NON-ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1850-1868

Significant Dates

1850

Significant Person
(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Oades, John

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	16	0433227	4796343
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	Keith Meverden and Tamara Thomsen				
organization	Wisconsin Historical Society			**date**	12/01/09
street & number	816 State Street			**telephone**	608.221.5909
city or town	Madison	**state**	WI	**zip code**	53706

Northerner Shipwreck (Schooner)	Ozaukee County	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	Steven Miller, Director, Bureau of Facilities & Lands				
organization	Wisconsin Department of Natural Resources			**date**	12/01/09
street&number	101 S. Webster Street – LF/6			**telephone**	608.266.5782
city or town	Madison	**state**	WI	**zip code**	53703

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

Five miles southeast of Port Washington, Ozaukee County, Wisconsin, the 81-foot schooner *Northerner* lies in 130 feet of water. The small lakeshoring schooner was constructed by well-known shipwright John Oades in Clayton, New York, in 1850. The *Northerner* began working as a lakeshoring vessel on Lake Ontario under the command of Captain Russell Disbrow of Ogdensburg, New York, carrying general merchandise for Henry T. Bacon to ports on both the American and Canadian shores of Lake Ontario. Her last five years of operation, however, were spent on Lake Michigan during the lumber industry boom. While loading at a pier at Amsterdam, Wisconsin, in 1868, the *Northerner* suffered hull damage and was subsequently lost while being towed to Milwaukee for repairs. Today, the *Northerner* 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

The shipwreck *Northerner* lies five miles southeast of Port Washington, Wisconsin, upright and intact in 130 feet of water. The vessel was identified by a rigging block marked "Northerner" that was removed from the hull by local diver Butch Klop. The *Northerner* site has been subjected to a large amount of diver salvage since its discovery in the early 1970s, and no portable artifacts remain on the vessel. Despite this damage, however, many of the *Northerner*'s major components are intact, especially the bow knee and billethead that were common to early vessels on the Great Lakes but quickly fell out of favor after 1850. The *Northerner*'s extremely well-preserved bow is the only intact example of a billethead known to exist in Wisconsin waters, and one of only three known vessels with a bow knee in Wisconsin (only two of these vessels are intact). The *Northerner* site is a significant component to Wisconsin's world-renown collection of historic wooden vessels and provides important insights into Great Lakes schooner construction and use during the mid-nineteenth century.

The wooden hull is amazingly intact for having spent 142 years on the lake bottom. Nearly all outer hull and deck planks remain intact, including many of the stern cabin's frames – highly unusual on the Great Lakes, as the superstructure of most wooden shipwrecks did not survive their sinking events. The level of the *Northerner*'s hull integrity is a testament to the superb construction and carpentry used throughout the vessel. The vessel lies upright on a sand bottom on a southeasterly heading with a slight twist to the hull. The stern exhibits zero list, but the forward half of the hull leans slightly to starboard with a 4.0 degree starboard list at the stem.

Major components of the vessel's standing rigging are extant, including the foremast, a topmast, bowsprit and jibboom. The jibboom, 32.2 feet in length, has been dislodged from atop the bowsprit and now lies on the lake bottom off the vessel's starboard bow. The bowsprit cap remains attached to the jibboom 8.5 feet from the jibboom's base. The tip of the bowsprit was broken away with the jibboom cap and remains affixed to the cap. An iron eye is fastened to the jibboom 25.7 feet from its base.

The bowsprit is stepped in the hull at an angle of 10.5 degrees. The bowsprit is octagonal in section from the base to the billethead, and is round in section from the billethead forward. The bowsprit was rigged with two chain bobstays that were tensioned with an iron turnbuckle fastened to the underside of the bowsprit, one of which remains attached near the bowsprit's tip. There are small strips of grey cotton cloth wrapped around the top of the turnbuckle – possibly chaffing gear that has been preserved by the impregnation of iron oxide from the turnbuckle. The lower ends of the bobstays were fastened to two iron eyes on the cutwater. A short section of the inner bobstay remains attached to the upper eye, but none of the outer bobstay is extant as the eye is broken on the cutwater.

The stem is .4 feet sided and reinforced by a stem iron that terminates one inch below the gripe's upper edge. The stem iron is highly corroded, precluding a thickness measurement, but the stem iron's width is the same as the stem. The stem is raked at an angle of 13 degrees, measured immediately above the bobstays. As the stem rises toward the bowsprit the stem gradually curves into the bow knee.

Both anchors have been removed by divers, who apparently cut the anchor chains between the windlass and the hawsepipes as no anchor chain protrudes from either hawsepipe outside the hull. Both catheads were apparently removed along with the anchors, for neither cathead is extant and only a gap in the rail marks where the catheads were originally fastened. The hawsepipes are installed in wooden hawseblocks that abut the stem on either side and are trapezoidal in shape when viewed from above. The hawseblocks' inboard length is 2.9 feet and the outboard length is 1.4 feet. Both hawseblocks are 1.1 feet tall and .62 feet thick. The hawsepipes' diameter is .4 feet, its center located 1.15 feet from the stem and .75 feet from the top of the hawseblock.

Despite having been cut forward of the windlass, both anchor chains remain bent around the windlass. From the windlass, the port anchor chain passes through deck pipe aft of the windlass to the chain locker. The starboard anchor chain takes several turns around the both the windlass drum and the gypsy head, and a small amount of the chain is piled on deck along the starboard bulwark near the windlass before it passes through the deck pipe and into the chain locker. The patent windlass itself is very well preserved, with large gypsy heads on either end of the windlass that are 1.4 feet in diameter. The wooden windlass pawl, 1.1 feet long by 1.65 feet wide, is weighted by a circular iron weight on the end that is .35 feet in diameter.

The rail is intact for nearly the entire perimeter of the deck, with the exception of a short section missing above the port foremast chain plates. The rail is .7 feet wide, .25 feet thick, and rises 2.5 feet above the covering board. The rail is supported by bulwark stanchions .3 feet square with a space of 1.75 feet between stanchions. Few remnants of the outer bulwark planks are extant, but a single inner bulwark plank is fastened to the stanchions directly beneath the rail. This inner plank is intact wherever the rail is extant, measuring .4 feet tall and .1 foot thick.

To facilitate cargo handling, there are gaps in the bulwark stanchions to either side of both cargo hatches. The forward cargo hatch has a gap of 5.3 feet between bulwark stanchions immediately to port and starboard of the cargo hatch, and the aft cargo hatch has a gap of 4.6 feet on either side. The rail is continuous over these gaps and there is no evidence of the rail being hinged for opening; however, scarphs are visible in the rail over the gaps on either side of the aft cargo hatch. It could not be determined how the outer bulwark planks were fitted over the gaps in the stanchions, but the inner bulwark plank terminates flush with the inner edge of the bulwark stanchion on either end of the gap. The mainmast chain plates are immediately forward of the gaps for the aft cargo hatch, and the clamp that holds the chain plates to the rail extends slightly into the gap in the stanchions.

The covering board is .5 feet thick by 1.15 feet wide and tapers on its inside edge to meet the deck planks. The covering board is constructed from two separate timbers that clamp around the bulwark stanchions. The .5 foot outer covering board timber is notched to fit around the bulwark stanchions and ends flush with the inboard edge of the stanchions. The .6 foot inner covering board timber is not notched and simply abuts the outer timber to clamp the bulwark stanchions in place.

It was difficult to determine if a waterway was used in conjunction with the covering board, as what appears to be a waterway was only present for a few feet on the port side. Both forward and aft of this .25 foot-wide scantling, it appeared that the deck planks directly abutted the covering board. It is possible that the waterway was the same thickness as the deck planking and is now indistinguishable, and that perhaps the .25 foot section was a repair.

A rubbing strake .2 feet thick and .3 feet tall is fastened flush with the top of sheer strake outside the vessel. This rubbing strake doubles as a chainwale where it is notched to pass overtop both the fore and aft chain plates on either side. The rubbing strake terminates at the transom, and at the bow it curves upward onto the bow knee where it becomes the upper rail for the trail board. A second rubbing strake is fastened 2.0 feet below the top of the covering board that is .25 feet thick and .3 feet tall. Like the upper rubbing strake, the lower strake terminates at the transom, and forward it curves gracefully upward on the bow knee to form the lower rail of the trail board, terminating at the base of the billethead.

With the exception of a few missing planks along either bulwark, the deck is exceptionally intact. The deck planks vary in width between .4 to .55 feet, with most planks averaging .5 feet. Aft of the stern cabin, the deck planks become narrower, with many planks around .3 feet in width, but the planks remain very tightly caulked and distinguishing individual planks proves difficult.

Deck beams are .45 feet sided by .4 feet molded, and the space between the beams varies between 2.1 and 2.8 feet. There are no knees installed beneath the deck beams, instead the beams are simply supported by a horizontal deck shelf 1.15 feet wide by .3 feet thick. In some locations a wood chock is fastened between the deck beams to fill the space created between beams and the deck shelf, but in most cases this chock is not installed, leaving open the space between beams. The deck beams do not appear to abut any of the deck stanchions, but rather have random spaces between the deck beams and stanchions. At least two iron tie rods connect the hull sides together immediately under the deck; one is installed just aft of foremast and the other just forward of the mainmast.

There are three mooring bitts installed on either side of the deck – a set of double bitts at both the bow and stern, and a single bitt amidships. The bow bitts are located forward of the fore chain plates, the amidship bitt is located outboard of the centerboard winch, and the stern bitts are located aft of the stern cabin. All of the bitts are fastened to the inside of bulwark stanchions, and all of the double bitts have a horizontal timber mortised through the center of the bitts to act as a cleat for lines. Each bitt is .45 thick, .35 feet wide, and rises 3.2 feet above deck level. The double bitts are spaced 1.7 feet apart and a wood chock is fastened to the deck between the bitts that is 1.7 feet wide by .5 feet thick. A .8 foot-wide by .3 foot-high oval hole is cut into the center of the chocks through which to pass mooring lines. At the starboard bow, the foremast has fallen atop the mooring bitts and the forward bitt of the pair has been carried away, leaving only a notch in the rail to indicate its former presence.

Two cargo hatches allow access to the cargo hold, which remains neatly stacked with a wood cargo. The forward hatch coaming is protected against chaffing by iron flat stock that is fastened around the top of the coaming's perimeter. The aft hatch coaming does not have the iron chaffing gear installed, and the coaming edges are visibly worn compared to the forward coaming.

Two single acting bilge pumps are located on deck, one forward of the foremast and the other aft of the mainmast. The bilge pump shafts are cylindrical and made of wood, and the iron fulcrum for the pump handle is intact on the aft pump.

The vessel carried a single centerboard located on the vessel's centerline, and the forward end of the centerboard trunk is flush with the aft end of the forward cargo hatch. The centerboard chain is visible,

lying in the centerboard trunk through a slot in the deck beneath the centerboard winch that is .35 feet wide by 1.3 feet long. The centerboard itself is not visible within the trunk due to the accumulation of silt and mussel shells within the trunk. The centerboard winch is extant on deck above the deck slot, and the winch's drum appears full with chain - indicating the centerboard is retracted within the trunk. The winch does not have any reduction gears to aid in raising or lowering the centerboard, but is simply a drum fastened on a shaft. The ends of the shafts are square, requiring a winch handle to be installed in order to raise or lower the centerboard.

The hold is filled with a wood cargo that rises to within a foot of the deck beams, making visible only those deck stanchions directly beneath the cargo hatches. The forward cargo hatch has a deck stanchion directly beneath the forward headledge, while the aft headledge is supported by the centerboard trunk. On the aft cargo hatch, a stanchion is located beneath the aft headledge only. One additional deck stanchion is visible between the forward cargo hatch and the foremast where the deck planks are not extant.

The stern cabin is readily discernable on deck, marked by the cabin's coaming as well as several frames that supported the cabin's above-deck bulkheads. The coaming is 1.5 feet tall, .3 feet thick, and rises .75 feet above deck level. There is a passage of 2.6 feet on either side between the cabin and the bulwarks. The frames that formed the cabin's bulkheads are saddle notched into the inside of the coaming and rise 3.0 feet above the deck. The frames are .15 feet square and irregularly spaced between 1.4 and 1.9 feet. The cabin was planked on the outside of the frames with planks .4 feet tall. Little of the planking is extant, but remnants of the planking remains nailed to the outside of the frames. This planking is in such a fragile state that the plank's thickness could not be measured. A scuttle to the lazarette is located just forward of the rudder post with coamings that rise .65 from above the deck.

A bulkhead separates the forecastle from the cargo hold. The bulkhead is located directly beneath the aft headledge of the forecastle scuttle and extends the entire width of the hull. This bulkhead's planks are intact, but the bulkhead has partially collapsed on the port side.

The outer hull planks are in excellent condition with the exception of a few planks missing from the bottom of the transom and a few planks on either quarter below the lower rubbing strake. At the starboard foremast chain plates, the sheer plank is 1.25 feet wide, and the remaining planks, from the sheer downward, measure .55 feet, .45. feet, .5 feet, .5 feet, .3 feet, .25 feet, .25 feet, .35 feet, .7 feet, and .55 feet at the turn of the bilge. The outer hull planks are .13 feet thick, measured at the starboard quarter where several of the outer hull planks are not extant. The ceiling planks in this area are .2 feet thick, but this measurement may not be representative of the ceiling planks within the hold, as the measured ceiling planks comprise the cabin's below-deck bulkhead.

The starboard quarter possesses a rectangular tin patch that is nailed overtop the outer hull planks beneath the waterline. The tin patch is fastened with a large number of nails around its perimeter that are so close the heads of the nails are nearly touching. The patch itself consists of several overlapping pieces of tin nailed to the outer hull planks. The overall dimensions of the tin patch is .6 feet wide by 2.8 feet long and runs lengthwise along the outer hull planks.

The stern post is raked aft nine degrees, is .7 feet sided by .6 feet molded, and is concave on the aft edge to accept the rudder post. The entire rudder assembly is not extant, having been removed by divers and currently marks the end of a local resident's driveway. Only a few of the transom's planks remain intact along the top of the transom, exposing the stern, post, and fashion timbers. The stern timbers are .35 feet sided by .25 feet molded and equally spaced at 1.15 feet. The post timbers have a space of 1.0 feet. The transom is raked aft at 34 degrees and the fashion timber is rather flat, exhibiting very little curve. A wooden fairlead is attached to the top of the rail on either side of the transom, and the mainsheet traveler is intact on the inside of the transom with the ring and iron thimble from the main sheet block extant.

The foremast remains intact in the hull, but has toppled toward the starboard bow and now lies across the starboard rail at an angle of 23 degrees with the masthead at a water depth of 104 feet. The foremast is 46.2 feet long from deck level to the masthead. The foremast tapers slightly to a diameter of .92 feet just below the masthead. Two iron futtock shrouds remain attached to the foremast 9.2 feet below the masthead. Evidence of cutting is present on the foremast just above deck level. A large V-shaped cut extends approximately one-third of the way through the mast on its upper surface. The cut is not consistent with wear from a mooring line or chain, as it is on the upper surface of the mast and not on the underside as would be expected with a mooring. The cut is most likely an attempt by divers at removing the mast from the vessel.

The iron traveler for the foresheet is intact and fastened to the deck immediately aft of the centerboard winch. An iron ring remains attached to the traveler, with an iron thimble attached to the ring that was used to lash the fore sheet block to the traveler.

The base of the mainmast is extant and remains stepped in the hull, having broken at deck level with the base remaining visible through the mast partners. Both the fore- and mainmasts were supported by three shrouds on either side. The vessel was apparently rope rigged, as no evidence of wire rigging was located. The chain plates are constructed from iron round stock, but none of the extant chain plates rise above the rail, apparently the result of divers cutting the chain plates in order to remove the deadeyes as souvenirs. Each chain plate is affixed to the hull via a chain plate cleat fastened at the bottom of the chain plates with a large iron bolt serving at a pivot 1.3 feet below the top of the covering board. At the

rail, the chain plates did not penetrate the rail but instead were clamped to the rail's outer edge with a scantling the same thickness as the rail.

The foremast's starboard chain plates are in quite a state of disarray. The forward most chain plate was wrenched toward the stern and now lies nearly horizontal to the hull, having dislodged the rubbing strake as it was pulled aft. The center and aft chain plates are broken off and not extant. The foremast's port chain plates are also in disarray – the forward most chain plate is not extant above the chain plate cleat, and the center chain plate has been cut halfway up the bulwarks. The aft chain plate is intact and remains clamped to the rail, but the section of rail to which is it clamped has been pulled outboard from the bulwark stanchions, bending the chain plate in an arc towards the lake bed. The rail at the foremast chain plates has an additional .3 foot –wide timber affixed to the inside of the rail, expanding the rail's width to accommodate anchors for the forward running rigging.

The mainmast's chain plates are in not much better condition than the foremast. On the port side, the foreword and aft chain plates are broken above the chain plate cleat, and the center chain plate is cut halfway up the bulwark. On the starboard side, the forward most chain plate is not extant above the cleat. The center chain plate rises to just above the rail and remains clamped to it, but the aft chain plate is cut just below the rail. At the mainmast chain plates there is not an additional timber clamped to the inside of the rail as with the foremast.

One of the vessel's topmasts lies on the lake bed just north of the jibboom. The base of the topmast lies nearest the hull, identified by the mortise for the fid that held the topmast in the trestle trees. The fid is not extant in the mortise. An iron mastcap is extant around the topmast 6.7 feet above the base. The topmast is 33.0 feet long with a diameter of .3 feet at the top and a diameter of .64 feet at the base. The topmast is round in section except where it is mortised for the fid – here the spar is square in section.

Summary Paragraph

Located five miles southeast of Port Washington in Lake Michigan, the schooner *Northerner* lies upright and intact in 130 feet of water. Built in 1850 and lost in 1868, the *Northerner* represents a relatively undocumented class of sailing vessel on the Great Lakes, the lakeshoring schooner. The *Northerner* 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 *Northerner* site has significantly increased our understanding of lakeshoring vessel construction, and holds the potential to yield additional significant information essential to understanding nineteenth century maritime commerce and lakeshoring vessel construction.

Vessel History

Resting in 130 feet of water five miles southeast of Port Washington, the schooner *Northerner* represents a rare example of a once common class of vessels on the Great Lakes, the lakeshoring schooner. Built in 1850 by the well-known shipwright John Oades at Clayton, New York, the 81-foot schooner was lost in 1868 off Port Ulao, Wisconsin, while under tow to Milwaukee for repairs. Representative of a relatively undocumented vessel type and trade, the *Northerner* provides historians and archaeologists the rare opportunity to study Great Lakes lakeshoring schooner construction and use. 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 operation and use 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.

Great Lakes Lakeshoring Schooners

Discussion of Wisconsin's maritime heritage is difficult without including the eastern Great Lakes of Huron, Erie, and Ontario. During the nineteenth century, many Wisconsin products were shipped beyond Lakes Michigan and Superior to eastern ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse economic universe. Often overlooked, however, is a more localized maritime trade that was confined to intralake commerce. Lake Michigan's lakeshoring trade connected communities in Wisconsin, Illinois, Indiana, and Michigan in a discrete local economy, transporting cargo from one Lake Michigan port to another where it could be sold for profit. While only a fraction of Great Lakes tonnage, this trade was the lifeblood of many smaller communities, one in which the lakeshoring schooner played a vital role. Worked in no small part by immigrant sailors, the lakeshoring trade was an entry point for many immigrants into Great Lakes maritime commerce, not only as sailors, but also as vessel owners and masters (Gjerset 1928; Hirthe and Hirthe 1986).

A simple, yet comprehensive, definition of lakeshoring is difficult. Contemporary authors on Great Lakes maritime commerce frequently glossed over sailing vessels, devoting most of their writing to the newer steam technology that was believed would quickly make sail technology obsolete. Any ink that was devoted to commercial sail almost invariably neglected the smaller vessels that sailed between local ports. Because of this, it is a challenge to understand lakeshoring today, and defining lakeshoring proves difficult in light of dramatic shifts in the role commercial sail played during the nineteenth century. At the beginning of the nineteenth century, the western Great Lakes were a wilderness frontier populated only by Native Americans and a handful of hardy European fur traders. By the century's close, however, the region had grown to such an extent that it now possessed one of the world's busiest shipping ports - Chicago (Karamanski 2000).

Lakeshoring schooners were subjected to rapidly evolving trade patterns during this period, requiring them to be highly adaptable to shifting markets and technologies. The small lake schooners not only survived during this period, however, but seemed to thrive despite growing pressure from increasingly larger vessels in both sail and steam. Given that these small vessels were still sailing into the twentieth century suggests they were one of the most hardy and adaptable vessel types ever to sail the Great Lakes. This adaptability allowed these vessels to quickly change routes and cargoes, making a simple description of their trade difficult.

The historian's job is made more difficult by the fact that lakeshoring is largely absent from nineteenth century writing. Understandably so, as these small vessels set no records for the fastest passage or the largest tonnage carried, nor were they owned and used by wealthy and powerful men as pawns in a game of fierce competition. Instead, they were typically well-worn vessels owned and sailed by ordinary men in support of small, local economies. They operated alongside the larger and more glamorous sail and steam vessels, but they were always in their shadows. If wrecked or lost, even with all hands, they made little mention in the newspapers and were quickly forgotten.

Overlooked and underappreciated, much of how the lakeshorers operated is lost to us today. What little we know comes from occasional mentions in small newspapers and from the archaeological record. Reconstructed from these bits and pieces alone are the life and times of the small lakeshorers that were once vital to many lakeshore communities. As more information is uncovered on this maritime subculture, particularly from archaeological sites like the *Northerner*, it will become easier to understand the small lakeshoring schooner's role in nineteenth century commerce.

Service History

The schooner *Northerner* was launched from the John Oades shipyard in Clayton, New York, in early 1850 (ACGNFPL 2009a). Her first enrollment was entered on 12 March 1850 at French Creek, New York, and she was described as having one deck, two masts, no gallery, no figurehead, and a square stern, with measurements of 79 feet in length, 18 feet 9 inches in beam, 6 feet 8 inches in depth of hold, and a capacity of 92 20/95th gross tons. Assigned the official number 18176, she was commanded by Captain Nicholas Smith for owners John Oades, Henry Oades, and John Gould, all ship carpenters from Clayton, New York (Milwaukee Public Library 1959).

Little is known of Henry Oades and John Gould, but John Oades was a noteworthy shipwright who came from a shipbuilding family. His father had been a shipbuilder for the British government for many years, and his service to the government was rewarded with a land grant in Canada. When John Oades was seven years old, his father moved the family to Oswego, New York. Soon after, however,

John's father drowned in a tragic accident. While still quite young, John Oades took work in an Oswego shipyard that belonged to a relative named Collins, and here the young Oades learned the shipbuilding trade. Some years later, Oades established his own shipyard at Clayton, New York, where he built a large number of steamboats and sailing vessels for service on Lake Ontario. Contemporary authors remarked that John Oades' knowledge of shipbuilding was not surpassed by any of his competitors (Mansfield 1899).

Little has been uncovered of the *Northerner*'s early career under the ownership of Oades and Gould, but she sailed in the local trades on Lake Ontario until she was sold on 23 April 1852 (ACGNFPL 2009b; Bureau of Navigation 1852). Henry T. Bacon, an Ogdensburg merchant, purchased the *Northerner* in equal shares with partners Russell Disbrow and Hiram Rumville, both Ogdensburg mariners. A new enrollment was entered that listed Captain Disbrow as the vessel's new Master and her home port was changed to Ogdensburg, New York (Milwaukee Public Library 1959).

Although little is known of managing owner Henry T. Bacon's mercantile business, he is listed as serving on the town board of Oswegatchie, New York, as early as 1845, as well as a village trustee of Ogdensburg in the 1860s. In the 1850 census, Bacon is recorded as owning $2,200 in real estate, and by 1860 he was living in the 1st Ward of Ogdensburg with his wife, five children, and two Icelandic domestic servants. His wealth had also increased, and he was now recorded as a merchant with a value of $7,000 in real estate and $15,000 in personal assets (*Daily Times and Express* 1883; United States Census Bureau 1850; 1860a).

Born in 1816 in St. Lawrence County, New York, Captain Russell Disbrow was already a hardened lake sailor by the time he became co-owner of the schooner *Northerner*. Although Disbrow is known to have commanded at least two other vessels - the schooner *S.P. Johnson* in 1849 and the schooner *Volunteer*, it appears that the *Northerner* may have been Disbrow's first and only venture into vessel ownership (*The Daily Journal* 1869a; 1869b; 1869c; 1869d). Disbrow's share in the *Northerner* allowed him to accumulate a modest amount of wealth, as the 1860 census records Disbrow as living in the 1st Ward of Ogdensburg with his wife, mother, and four children and possessing real estate valued at $1,000 and $1,500 in personal assets (United States Census Bureau 1860a). Following his ownership of the *Northerner*, Disbrow went on to command the schooner *Volunteer*, and was carrying a cargo of apples during a violent Lake Ontario storm on 17 November 1869. That evening Captain Disbrow's granddaughter awoke her mother around midnight and asked to have a lamp lighted because she had seen "grandfather captain" standing beside her bedside. The following day the *Volunteer* washed ashore at Port Ontario, New York, with no one on board (*The Daily Journal* 1869a; 1869b; 1869c; 1869d; *Oswego Daily Commercial Times* 1849; Ratigan 1977).

Historic research revealed little about the third owner, Hiram Rumville. There were no changes in ownership or the vessel's description in the following year's re-enrollment at the Port of Ogdensburg (Bureau of Navigation 1853). The following year, however, when Russell Disbrow renewed the *Northerner*'s enrollment on 12 April 1854, it was documented that Henry T. Bacon had bought out Rumville and now owned 2/3 of the vessel with Disbrow remaining as 1/3 owner (ACGNFPL 2009b; Bureau of Navigation 1854). This arrangement of 2/3rds Bacon - 1/3rd Disbrow ownership continued into the 1863 season, with Captain Disbrow remaining in command of the vessel as it ran between Oswego, Ogdensburg, and down the St. Lawrence River, trading at ports on both the American and Canadian shores. During the 1856 and part of the 1857 season, Andrew Peters came aboard as the *Northerner*'s Mate, but did not serve out the entire 1857 season and instead moved on to work as a seaman on the *Flying Cloud* out of Clayton, New York, as he was aboard the *Flying Cloud* when it wrecked in October 1857 (ACGNFPL 2009b; Mansfield 1899).

By the close of the 1858 season, the *Northerner* was beginning to show some wear, due in part to Captain Disbrow's pride in meeting schedules by sailing through late season storms on Lake Ontario, and over the winter of 1858-59 the *Northerner* was rebuilt at Wells Island, New York (*The Daily Journal* 1859). Master builder G.W. Pearson oversaw the rebuild, and a new enrollment was entered at the Port of Ogdensburg, New York, on 20 April 1859. The new enrollment indicated that the *Northerner* now measured 81 feet in length, 18 feet 6 inches in beam, 7 feet 6 inches depth of hold, and 102 and 86/95ths gross tons. This minor increase in dimensions is more likely a result of a change in rules regarding how vessels were measured and not due to an actual change in length during the rebuild. (Bureau of Navigation 1859).

Three days later, on Saturday, 23 April 1859, the *Northerner* departed Ogdensburg and cleared the St. Lawrence River early in the morning bound for the Genesee River in New York. Only a few hours after entering the lake a heavy snow began falling, and by 2:00 P.M. the winds were blowing at gale force. Waves began breaking over the vessel with such violence that her deck load of barrel hoops was washed overboard. At 6:00 P.M., the vessel was nearly driven ashore at Pultneyville, New York. Narrowly avoiding disaster, Captain Disbrow ordered the remainder of his deck cargo thrown overboard. The gale continued, and Disbrow was unable to continue his westerly course or clear the land, so he turned the *Northerner* to run with the wind and sailed back down lake rather than chance wrecking his vessel. At around 10:00 P.M. the standing jib was split and torn to pieces by the force of the wind. The trip to the Genesee River was normally only a day trip, but by 4:30 A.M. Sunday morning the *Northerner* had only made Oswego. It was noted that it was likely due to the recent

improvements to the vessel that the *Northerner* was able to survive the storm (*Oswego Commercial Times* 1859; *Oswego Palladium* 1859).

There is little other mention of the *Northerner* in the newspapers from 1859-1863, and on 16 April 1863 Bacon and Disbrow sold the thirteen-year-old vessel to Chicago interests. With her career carrying general merchandise on Lake Ontario now over, the *Northerner* headed west to work Lake Michigan's booming lumber trade. Her enrollment was surrendered at Ogdensburg, where Asa E. Thomas acquired a temporary enrollment to bring the vessel to her new home port and new owner, Charles J. McGill, at Chicago (Bureau of Navigation 1863a).

Asa Thomas was a sailor out of Morristown, New York, and appears to have been hired solely to bring the *Northerner* from Lake Ontario to Chicago (United States Census Bureau 1860b). On her temporary enrollment, the *Northerner* is mistakenly listed as being rebuilt at Wells Island in 1857, rather than 1859, but all other measurements remain the same with the exception of her tonnage, which increased to 102 gross tons (Bureau of Navigation 1863a). The *Northerner*'s temporary enrollment was surrendered on her arrival at Chicago on 15 May 1863, and her newly issued permanent enrollment listed Captain N. C. Stalker as her new master. The permanent enrollment correctly listed the *Northerner* as rebuilt at Wells Island in 1859, and this is also the first enrollment that documents her scroll head (Bureau of Navigation 1863b).

Charles McGill operated the *Northerner* for only two seasons. On 29 March 1865, McGill sold the *Northerner* to W. A. Parker and D. G. Parker of Chicago. The two purchased equal halves of the vessel, and Captain Frank Shofflin was hired as her Master. Remeasured under the rules of 6 May 1864, the new enrollment now documented the *Northerner* at 81 and 13/100 feet in length, 18 and 6/10 feet in beam, and 7 and 6/10 feet in depth with a gross tonnage of 77 and 33/100 tons minus a capacity of 3 and 28/100 tons of enclosures on her upper deck. Additionally, this enrollment now describes the vessel as having an oval cutwater head (Bureau of Navigation 1863b; 1865a).

The Parkers only owned the *Northerner* for a partial season – they surrendered her enrollment at Milwaukee on 15 September 1865 when they sold the vessel to Nicholas Ronk and Nicholas Cauten of Ronksville, Wisconsin. Both were listed as equal owners on the new enrollment, and her home port was changed to Milwaukee, with Captain Fred Edmonds taking command (Bureau of Navigation 1865b).

Born in 1818 in Holland, Nicholas Ronk was a dealer in cut wood and lived in Ronksville, Wisconsin, outside the town of Belgium, with his wife Maria, two older daughters, and newborn fraternal twins. The 1860 census recorded Ronk's assets at $3,000 in real estate and $300 in personal assets (United

States Census Bureau 1860c). Little is known of the business or personal life of Ronk's partner, Nicholas Cauten. Ronk and Cauten's business relationship lasted a bit more than a season, but by 7 December 1866 Ronk bought out his partner and became the *Northerner*'s sole owner (Bureau of Navigation 1866).

Ronk spent the winter shopping for business partners and a new captain. On 22 May 1867 a new enrollment was entered at Milwaukee that documented Anders Ryerson of Milwaukee as owning 1/3 share and Nicholas Ronk owning 2/3 of the vessel. Captain Markers Gunnerson took command as Master (Bureau of Navigation 1867). Ronk's new partner was a lake captain and commanded the schooner *Guido* during the 1867 season while he was part owner of the *Northerner*, and Ryerson was reported to have also spent time at the *Northerner*'s wheel during the 1867 season (Gjerset 1979). By 23 May 1868, Ryerson left the *Guido* to become Master solely of the *Northerner* (Bureau of Navigation 1867; 1868).

While loading wood at the Amsterdam pier on Saturday, 28 November 1868, the *Northerner* pounded heavily on the bottom. Once loaded and out on the lake, it was discovered that the hull was leaking badly. Unable to keep her free of water, Captain Ryerson brought the *Northerner* alongside the pier at Port Washington where her deck load was offloaded in order to lighten the hull. With her deck load off but her hold still loaded, the propeller *Cuyahoga* was hired to tow the *Northerner* to Milwaukee. Shortly after departing Port Washington, however, the *Northerner* filled with water and capsized off Port Ulao. The *Northerner*'s crew made it safely aboard the *Cuyahoga*, but the capsized schooner was abandoned and the *Cuyahoga* returned to Port Washington (*Milwaukee Sentinel* 1868a; 1868b).

The tug *Tift* was hired to locate the *Northerner*'s hull the following day on 29 November 1868, but rough weather prevented the tug from searching for the *Northerner* for several days and it is not known if the *Tift* ever left port to search for the capsized *Northerner* (*Milwaukee Sentinel* 1868a; 1868b). The *Milwaukee Sentinel* (1868c) feared that the *Northerner* had been driven ashore where she was expected to break up as she was "quite old". Shore searches for the *Northerner*'s wreckage did not begin until Wednesday, 2 December 1868, and these were unsuccessful in finding any evidence of the craft. The newspaper's last mention of the *Northerner* came in a listing of vessel losses for the 1868 season: "Schooner *Northerner* - wood laden, waterlogged and capsized off Port Ulao, Lake Michigan" (*Milwaukee Sentinel* 1868d).

Archaeological Significance

The *Northerner* 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 *Northerner* is a rare example of a vessel type that was vital to the Great Lakes' economic and transportation infrastructure prior to the development of road and rail networks. Lakeshoring schooners like the *Northerner* were an important link for hinterland communities, connecting them economically and culturally with the wider regional markets. There are only a few archaeological examples of small lakeshoring schooners known in Wisconsin today, and the *Northerner*'s hull retains excellent archaeological integrity. No historical record of lakeshoring schooner construction exists today, making archaeological examples particularly significant. Their construction techniques and the economic rationale behind their design and operation are poorly understood today. Information gathered from the *Northerner* site has broadened our understanding of lakeshoring vessel construction and use, and holds vast potential to yield further significant information essential to understanding nineteenth-century maritime commerce, vessel construction, and the lakeshoring trade.

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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 0433227 Easting, 4796343 Northing, Zone 16.

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photo #1 of 1
Northerner Shipwreck (Schooner)
Ozaukee County, Wisconsin
Photographer Tamara Thomsen
1 August 2009
View of bow looking aft