

NPS Form 10-900

(Expires 5/31/2012)

Wisconsin Word Processing Format (Approved 1/92)

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** *Lookout Shipwreck (Schooner)***other names/site number** **47-MN-0488****2. Location**

street & number	4.35 miles northeast of Two Rivers, Wisconsin in Lake Michigan	N/A	not for publication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 nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets _ does not meet the National Register criteria. I recommend that this property be considered significant _ nationally statewide _ locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title_____
Date**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

Lookout Shipwreck (Schooner)

Manitowoc

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the

National Register.

See continuation sheet.

determined not eligible for the

National Register.

See continuation sheet.

removed from the National

Register.

other, (explain:)

Signature of the Keeper

Date of Action

5. Classification

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

private

public-local

X public-State

public-Federal

Category of Property
(Check only one box)

building(s)

district

structure

X Site

object

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

contributing

1

1

noncontributing

buildings

sites

structures

objects

0 total

Name of related multiple property listing:

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

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources

previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-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.)

Lookout Shipwreck (Schooner)

Manitowoc

Wisconsin

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
 ABORIGINAL
 MARITIME HISTORY
 COMMERCE

Period of Significance

1855-1897

Significant Dates

1855

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Hardison, George

Narrative Statement of Significance

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

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Name of Property

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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	date	11/27/2015
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-266-8369
street & number	P.O. Box 8943	zip code	53708-8943
city or town	Madison	State	WI

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.

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Continuation Sheet

Section 7 Page 1

Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Summary Paragraph

Located 4.35 miles northeast of Two Rivers, Wisconsin, off Point Beach State Forest in Lake Michigan, the wreck site of the schooner *Lookout* (MN-0488) lies partially embedded in a bed of quicksand in 11 to 15 feet of water. The bow and most of the ship's lower hull remains intact and protected in very fine, gelatinous, soft sand. Near the stern, starting where the starboard side descends into sand, a hard, sandy bottom replaces the gelatinous sand and extends past the sternpost. The visible wreckage is well preserved, having recently been exposed. The stern and portside bow sections likely remain buried. The schooner *Lookout* was constructed by shipwright George Hardison in Buffalo, New York, in 1855 and carried various cargoes, including grain, coal and lumber, on the Great Lakes for the duration of her career. On 29 April 1897, the *Lookout* became stranded on a quicksand bar five miles north of the Two Rivers Life-Saving Station. The *Lookout* wreck site has yielded significant information on early wooden schooner construction and has great potential to yield further archaeological information in future years.

Site Description

The *Lookout* is representative of the class of sailing vessels that transported bulk cargoes and general merchandise. As an integral part of the maritime transportation system, many features of this vessel type were common to all schooners on the Great Lakes. As mentioned in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), schooners were fore-and-aft rigged and had two or more masts, carrying square-rigged topsails on their foremasts augmented with a triangular sail. Most Great Lakes schooners were single decked and had only a small cabin structure above the deck.

At the time of her registration, the *Lookout* was described as a wooden schooner with one deck and two masts, a gross tonnage of 312 46/95 tons, a length of 126 feet 6 inches, breadth of 27 feet 2 inches, and depth of 9 foot 11 inches. She was converted circa 1883 to a three-masted schooner (Bureau of Navigation 1855; United States Merchant Vessel List 1896).

The remains of the schooner *Lookout* sit on a heading of 75 degrees, 4.35 miles northeast of the town of Two Rivers, Wisconsin. Her bow rests in 11 feet of water, and her stern rests in 15 feet of water. Her starboard side rises 3.5 feet above the sand at the highest point, and the port side frames rise 1.5 feet above the sand. Her starboard side, up to the weather deck, remains extant and is on a 19-degree list to starboard. Her remains are well preserved as shifting sands on Rawley Point recently exposed the vessel, evident in the lack of invasive mussel colonization on her exposed structures. The remaining wreckage does not appear to be broken, suggesting that the stern and portside sections likely remain buried in the sand. Due to the nature of the bottom sediment, hand-fanning was not possible at the time of the survey. *Lookout*'s deck machinery and rigging was salvaged shortly after the wrecking in 1897.

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

In July 2015, a Phase II archaeological survey was conducted by Wisconsin Historical Society (WHS) maritime archaeologists and volunteers over the course of two days. A baseline was attached at the bow and stretched 127.2 feet to the sternpost along the centerline of the ship. All measurements for the survey were taken from this baseline. The length of the ship was 127.2 feet, and the vessel's beam, measured at her widest point, was 25.5 feet. It was determined that the port side is broken off at the turn of the bilge, so the beam width is slightly smaller than the original beam of the vessel. Given the wreck's dimensions, location, and comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the schooner *Lookout*. Due to the wreck being recently uncovered by sand, zebra and quagga mussels are not present.

The *Lookout*'s stem post measures 1.0 feet by 1.0 feet square. The sternpost measures 0.9 feet wide at the edge closest to the bow by 1.2 feet wide at the stern edge by 0.7 feet thick. Outer hull planking measures 0.9 feet wide by 0.2 feet thick. Ceiling planking measures 1.2 feet wide by 0.3 feet thick. The overall length of the ship is 127.2 feet. The starboard side extends into the sand at 98.4 feet along the baseline. The port side extends into the sand at 72.9 feet along the baseline. The vessel is double framed. The total number of frames is unknown due to sand build up. Individual futtocks measure 0.4 feet wide by 0.8 feet thick. The frame set overall measures 0.8 feet wide. The hull is through bolted and peened on the exterior of the vessel. The bolts are measured on 1.0 feet centers and are 0.1 feet in diameter. Paint remains extant on the starboard outer hull planking, as does white caulking between the planks. Remnants of red paint just under the rub rail and remnants of blue paint lower on the outer hull planking were observed.

Although the vessel was stripped after running aground in 1897, evidence of the *Lookout*'s three masts is extant. Chainplates are extant on the starboard side only and are located near the bow and closer to the stern. They are near where the hull extends into the sand. The two extant chainplates that would have supported the mainmast are located 5.2 feet aft of the centerboard trunk along the baseline. The forward one is 0.7 feet wide at the upper extent, and the second one is 0.6 feet wide at the upper extent. Both measure 0.25 feet wide up to the upper extent by 0.05 feet thick. They extend 4.0 feet out of the sand and are spaced 1.0 feet apart.

Only one lumber port is extant on the starboard side, allowing for dimensional lumber to be passed through the hull directly into the hold. It is located 30.3 feet aft from the 0.0 point on the baseline and is 15.0 feet starboard from the centerline tape. It is 3.3 feet long by 1.0 feet tall by 1.5 feet thick, measured from the outer hull. There is an iron lip that lines the port that is 0.3 feet thick and 0.1 feet wide. It is uncertain if any additional lumber ports are located on the port side, as the portside hull above the turn of the bilge remains buried in the sand.

The deck shelf is extant on the starboard side and extends from 34.5 feet to 86.1 feet along the baseline. It is 0.9 feet wide and 0.2 feet thick. Hanging knees were not visible during the 2015 survey.

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

The rub rail is extant on the starboard side. It is made of iron and is 0.05 feet thick and 0.15 feet wide.

The centerboard trunk is located 36.6 feet along the baseline and measures 25.6 feet long. Its overall width is 1.2 feet, and its overall height is 7.15 feet. The trunk is on a 19-degree list to starboard. The list is the same as the overall list of the vessel, suggesting that the trunk may remain attached to the keelson beneath the sand. Six and a half planks of the trunk remain and measure 1.1 feet wide by 0.3 feet thick. The pivot pin is located on the centerboard trunk at 41.5 feet along the baseline. It is located on the bottommost plank and 0.1 feet from the top of the plank. The pivot pin measures 0.3 feet out from the centerboard trunk, 1.1 feet in diameter at the centerboard trunk, and 0.3 feet in diameter at its furthest extent. The centerboard is extant within the trunk and does not appear to be deployed. It measures 23.9 feet in length by 0.4 feet thick.

Many of the smaller artifacts associated with *Lookout* were salvaged shortly after sinking, but it is likely that other artifacts are buried in the gelatinous sand. Due to the nature of the surrounding quicksand, the probability for the stern and portside sections to be located beneath the sand remains high, as the remaining wreckage does not appear to be broken. The archaeological data collected during the 2015 survey has provided additional information about the construction of Great Lakes centerboard schooners and nineteenth century maritime commerce. The site was discovered by pilot, Suzze Johnson, observed from ultra light aircraft in May 2015 and remains lightly visited by kayakers and divers due to the recentness of her exposure and her relatively unknown location.

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 4.35 miles northeast of Two Rivers, Wisconsin, the *Lookout* (MN-0488) lies in 11 to 15 feet of water on the bottom of Lake Michigan in a bed of quicksand. Launched in 1855 and lost in 1897, the vessel measures 127.2 feet in length and is an early example of wooden schooner construction. The *Lookout* is typical of schooner construction of this length. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites similar to the *Lookout* site. The *Lookout* meets the registration requirements for Criterion D at the state level as a good example of a 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 coal, lumber, and grain trades. The period of significance (1855-1897) begins with the *Lookout's* date of construction and ends with the date of sinking. The *Lookout* site, documented by Wisconsin Historical Society archaeologists in July 2015 and lightly visited by divers, has produced a wealth of archaeological knowledge and has the potential to yield important archaeological data, as parts of the wreck become uncovered in future years.

Operational History

The schooner *Lookout* was built at the shipyard of George Hardison, located on Buffalo Creek near the toll bridge in Buffalo, New York (*Buffalo Courier* 1856d; Bureau of Navigation 1855). George Hardison was one of the more prolific early master shipwrights on the Great Lakes. Emigrating from England, he initially found work as a shipbuilder in New York. He built ships and owned yards at many locations on the Great Lakes throughout his career including Buffalo, Irondequoit, and Charlotte, New York; Detroit and Port Huron, Michigan; and Port Colburne and Stromness, Canada (Richens and Wayne 2006).

Lookout was a clipper-modeled ship that measured 126 feet 6 inches in length, 27 feet, 2 inches in beam with a 9 foot 11 inches depth of hold and a capacity of 312 46/95 tons. She It was enrolled at the Customs House in the Port of Buffalo on 1 September 1855; her official number was assigned as 14675, and Buffalo was her homeport. The schooner was described as a beautiful ship and second to none on the Lakes in design. She It had two masts, a square stern, eagle figurehead, and was constructed in a "symmetrical appearance" (*Buffalo Daily Republic* 1855c; Bureau of Navigation 1855).

The schooner was built for Henry A. Frink of Buffalo, who owned three quarters share in the vessel. Frink was a commercial barrel stave and lumber dealer whose warehouse was located at 22 Central Wharf in Buffalo. *Lookout's* Master, Charles Morey of Ashtabula, Ohio, owned the remaining quarter share. Captain Morey was a career mariner on the Great Lakes. The first ship he owned and sailed was the schooner *America*, which he purchased quarter share of in April 1854 with his brother-in-law and others. Morey sold his share in *America* to buy the schooner *Lookout* (*Buffalo Daily Republic* 1855c;

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Bureau of Navigation 1855; *Chicago Tribune* 1881b; *Detroit Free Press* 1855; Jewett 1859; *New York Times* 1881).

On 18 September 1855, while *Lookout* was tied up in the Chicago River, Captain Morey and several members of *Lookout's* crew, as well as crewmembers of other ships, were recruited by Captain, J.A. Napier, the Chicago Harbormaster, and Captain Warner, the Marine Inspector for the Chicago Mutual Insurance Company, to assist with a rescue of the crew of the brig *Tuscarora* which became dismasted and stranded outside the harbor in a gale. While spectators lined the shore and cheered them on, at 4 p.m., the courageous men rowed two government lifeboats out from the river and into dangerous seas to rescue of all eleven aboard before *Tuscarora* ultimately sank (*Buffalo Daily Republic* 1855a, 1855b).

On 20 October 1855, *Lookout* grounded near Presque Isle Lighthouse. She had onboard a load of coal bound for Chicago. The crew jettisoned an estimated 20 to 30 tons of the anthracite coal and was able to free the vessel. The value of the lost cargo was estimated at \$785 (*Buffalo Daily Republic* 1855c; *Buffalo Morning Express* 1856). *Lookout* arrived at Chicago on 22 October, unloaded the coal that remained aboard, and took on 14,000 bushels of wheat for Buffalo. She cleared the same day. On 30 October, the vessel arrived at Buffalo and delivered the wheat, which was consigned to J.G. Deshler, on likely her last run of the 1855 season (*Buffalo Courier* 1855a, 1855b).

A clearing of Chicago harbor was recorded on 23 May 1856 as *Lookout* departed for Buffalo with 14,000 bushels of wheat (erroneously reported as corn). As she passed Bar Point on Lake Erie just below the mouth of the Detroit River on the night of 30 May 1856, the schooner *Fulton* of Oswego collided with the *Lookout*. Both vessels were down bound at the time of the collision. *Lookout's* cutwater was broken, and her bowsprit and some of her forward rigging were carried away. *Fulton* had a portion of her railing broken forward of her rigging, and received other slight damage, but was able to keep on her course. The accident caused *Lookout* to leak badly, and, upon arrival at Buffalo, she went into dry dock for repair. Repair costs were reported at \$1,000 (*Buffalo Commercial Advertiser* 1857; *Buffalo Courier* 1856a, 1856b, 1856c).

It is unknown how long the ship was laid up with repairs or when she cleared Buffalo. On 13 June 1856, *Lookout* arrived at Buffalo from Chicago with 14,000 bushels of wheat consigned to Niles & Kinne. She was unloaded and cleared the next day for Chicago (*Buffalo Courier* 1856e, 1856f). No records of her arrivals or clearings could be located for July or August 1856.

On 3 September 1856, *Lookout* arrived at Buffalo with 100,000 feet of lumber and 25,000 shingles from Saginaw, Michigan, for her owner, Henry Frink. The ship cleared on 6 September for Chicago (*Buffalo Courier* 1856g, 1856h). *Lookout* arrived at Buffalo on 6 October with 14,000 bushels of corn

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from Chicago, and cleared the same day for a return to Chicago (*Buffalo Courier* 1856i, 1856j). On 27 November, *Lookout* loaded 13,500 bushels of corn at Chicago and departed for Buffalo. She sailed into Buffalo harbor at noon on 8 December 1856. After unloading, the ship laid up for the winter at Buffalo (*Buffalo Courier* 1856k; *Detroit Free Press* 1856; *Milwaukee Daily Sentinel* 1856).

It was not until 28 July 1857 that an arrival at Buffalo from Milwaukee was recorded for *Lookout*. Onboard she carried 170,000 feet of lumber and 15,000 staves for her owner, Henry Frink. For the remainder of the season, a search of the historic record revealed only one other arrival at Buffalo from Saginaw with 200,000 feet of lumber, 20,000 shingles, 12,000 feet of lath, and 5,000 barrel staves for her owner. *Lookout* cleared the same day for Chicago. Although other trips may have occurred which went undocumented, the low demand for cargo shipments was likely tied to the onset of the Panic of 1857 (*Buffalo Courier* 1857a, 1857b).

On 5 April 1858, as the schooner *Lookout* was towed by the tug *D.P. Rhodes* through the Center Street Bridge in Cleveland, Ohio, the steering chain on the tug broke, causing *Lookout* to collide with the tug. *D.P. Rhodes*'s mainmast, *D.P. Rhodes*'s shrouds, chainplates, and deadeyes on her starboard side were carried away, and her yawl was damaged. Additionally, eight feet of railing on the eastern end of the bridge was torn away (Cleveland W.P.A. 1937). A clearing record for Buffalo harbor was entered on 24 May 1858. The ship was loaded with 200 barrels of salt bound for Saginaw. *Lookout* arrived at Buffalo from Chicago on 21 June with 14,128 bushels of corn consigned to the Farmers & Merchants Bank. It is unknown how long she it remained in the harbor as her clearing went unrecorded. On 9 July, *Lookout* departed Chicago bound for Buffalo with 12,708 bushels corn onboard (*Buffalo Courier* 1858a, 1858b, 1858c).

On 25 July 1858, Charles Gilbert, a sailor with the schooner *Lookout* was discharged from custody following an investigation by Aurelian Conkling, Esq., Clerk of Court for the Northern District of New York in Buffalo. Gilbert had been charged with revolt and mutiny on board the *Lookout*. It was determined that although his actions were "outrageous, violent and dangerous in a high degree", they could not be considered mutinous or felonious under the Acts of 1825 or 1835. A *Buffalo Morning Express* editor opined, "further legislation is necessary in order that there may be provision for the safety of officers and sailors upon the Great Lakes" (*Buffalo Morning Express* 1858; *Cleveland Morning Leader* 1858). No other information on the case or events leading up to Gilbert's detainment could be located.

On 19 August 1858, *Lookout* cleared Buffalo bound for Saginaw with 100 barrels of salt. En route, the schooner went ashore on Long Point in Lake Erie resulting in \$1,600 in damages (*Buffalo Commercial Advertiser* 1859; *Buffalo Courier* 1858d). *Lookout* arrived at Buffalo on 10 September from Saginaw with 200,000 feet of lumber and 100,000 shingles for her owner. The vessel cleared for Chicago on 13

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Lookout Shipwreck (Schooner)
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September (*Buffalo Courier* 1858e, 1858f). Another trip was recorded in October. In mid-November she was chartered to take wheat to Buffalo from Chicago at 5.5 cents per bushel (*Detroit Free Press* 1858a, 1858b; *Buffalo Courier* 1858g).

Few records could be located for *Lookout's* 1859 shipping season. The ship was noted passing Detroit up bound on 28 April 1859, but her destination and cargo remain unknown. The ship disappeared from the historic record until mid-September, when she was reported taking a load of stone up the St. Mary's River for a project at the canal and locks at the Soo. On 24 November, an arrival was recorded at the port of Buffalo with 13,000 bushels of wheat from Chicago for S.H. Fish (*Buffalo Courier* 1859; *Cleveland Morning Leader* 1859; *Detroit Free Press* 1859).

Lookout came out of winter quarters early in 1860. She cleared Chicago on 13 April 1860 for Buffalo, and arrived there on 27 April with 14,054 bushels of corn for Miles Jones (*Buffalo Courier* 1860a, 1860b). On 8 May, the schooner cleared Buffalo for Saginaw; there, she loaded 80,000 barrel staves and 90,000 feet of lumber for her owner and arrived back at Buffalo on 21 May (*Buffalo Courier* 1860c, 1860d). She cleared Buffalo for Saginaw on 23 May (*Buffalo Courier* 1860e). On 4 June 1860, *Lookout* returned to Buffalo with 40,000 oak pipe staves, 80,000 feet of lumber and 50,000 shingles for her owner from Bay City, Michigan. She cleared the same day for Saginaw. The vessel arrived in Buffalo on 21 June from Bay City with 40,000 staves and 100,000 feet of lumber for Mr. Frink (*Buffalo Courier* 1860f, 1860g, 1860h; *Daily Milwaukee News* 1860a).

In July 1860, *Lookout* made two trips to Bay City arriving at Buffalo on 9 July with 40,000 staves and 100,000 feet of lumber and on 24 July with 110,000 staves and 100,000 feet of lumber for Mr. Frink. On 25 July, she cleared Buffalo for Chicago (*Buffalo Courier* 1860h, 1860i, 1860j). On 27 August, the schooner arrived at Buffalo with 220,000 feet of lumber and 3,000 staves from Bay City for her owner and cleared two days later for Chicago. By mid-September, *Lookout* arrived back in Buffalo harbor (*Buffalo Courier* 1860k, 1860l; *Daily Milwaukee News* 1860b, 1860c; *Detroit Free Press* 1860a, 1860b). On 4 October, the vessel was chartered by J.R. Bentley & Co. to carry wheat from Milwaukee to Buffalo at 12.5 cents per bushel. She arrived at Buffalo with 14,000 bushels of wheat on the morning of 10 October (*Buffalo Courier* 1860m; *Daily Milwaukee News* 1860d).

When *Lookout* sailed into Buffalo on 10 October, she also had on board survivors of the explosion and wreck of the propeller *Mount Vernon*. The steamer sought shelter from a gale near Pigeon Bay under Point au Pelee on Lake Erie the previous night, and was preparing to take up their anchor and get underway when the ship exploded at 1 a.m. on 9 October. *Mount Vernon* had on board a crew of seventeen, plus two men working for passage. The bodies of the fireman and the second engineer could not be located. The survivors clung to pieces of wreckage for nearly six hours until rescued from the water by *Lookout* and the steamer *Ocean* (*Buffalo Daily Republic* 1860; *Cleveland Morning Leader*

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

1860). *Lookout* cleared Buffalo on 11 October for Chicago (*Buffalo Courier* 1860n; *Detroit Free Press* 1860c).

Lookout arrived at Chicago on 17 October 1860 and received a charter the next day to carry wheat from Milwaukee to Buffalo at 12 cents per bushel. She made the round trip in only twelve days, and was back to pick up another load at Milwaukee on 27 October. The vessel arrived at Buffalo again on 1 November, unloaded and cleared on 3 November (*Daily Milwaukee News* 1860e, 1860f, 1860g; *Detroit Free Press* 1860d; *Buffalo Courier* 1860o, 1860p; *Daily British Whig* 1860; *Manitowoc Herald* 1860).

On 22 November, the vessel carried 300 tons of iron from Detroit for the Flint and Pere Marquette Railway (*Detroit Free Press* 1860e). On 1 December, *Lookout* cleared Buffalo bound for Saginaw where she planned to be laid up for the winter, but on 4 December she put into Detroit and spent her winter at that port (*Buffalo Courier* 1860q; *Daily Milwaukee News* 1860h; *Detroit Free Press* 1860f, 1860g).

The 1861-shipping season opened on 11 April 1861 for Detroit-wintering vessels marked by the departure of the schooner *Lookout* and bark *Sardinia*. The tug *John Martin* brought them up river as far as Port Huron so they could continue onto destinations on Lake Huron (*Detroit Free Press* 1861a). She returned to the Detroit area shortly thereafter. On 14 April 1861, while up bound through the St. Clair Flats under tow of the tug *Magnet* along with the schooner *Nicaragua* (erroneously reported in the *Detroit Free Press* as the bark *Ocean Wave*), the *Nicaragua* grounded causing *Lookout*, which was the third vessel in the chain, to hit her. Only \$50 in damage occurred to *Nicaragua*, and she was freed and continued on her route to Newport. *Lookout* received damages to her quarter down to the waterline. She was brought into Detroit for repair; damages totaled \$450 (*Buffalo Commercial Advertiser* 1862; *Detroit Free Press* 1861b). With repairs made, *Lookout* departed Detroit on the morning of 23 April for Saginaw, Michigan (*Detroit Free Press* 1861c).

On 24 May, the schooner arrived at Buffalo with 14,000 bushels of wheat from Milwaukee for A. Sherwood & Co., and cleared the same day for Milwaukee (*Buffalo Courier* 1861a). She loaded 14,000 bushels of wheat for her owner, Henry Frink. The ship arrived at Buffalo on 15 June and cleared the same day for another run to Milwaukee. For her next return to the lower lakes, she was chartered for wheat from Kenosha to Buffalo. She carried 9,080 bushels of wheat for P.L. Sternberg, and 5,000 bushels for H. Daw & Son. The ship arrived at Buffalo on 2 July and cleared the same day for Chicago. *Lookout's* arrival at Chicago was recorded on 13 July. She loaded 14,151 bushels of wheat for Griffin & McDonald, and arrived at Buffalo on 23 July. *Lookout* cleared the same day for Saginaw (*Buffalo Courier* 1861b, 1861c, 1861d, 1861e; *Detroit Free Press* 1861d).

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

On 6 August 1861, *Lookout* arrived at the Port of Buffalo with 100,000 feet of lumber and 40,000 staves for her owner. The vessel unloaded and cleared the same day for Chicago. An arrival for the ship was recorded at the Port of Milwaukee on 13 August. When *Lookout* returned to Buffalo on 25 August, she carried 14,221 bushels of wheat from Kenosha consigned to C.H. Morse. She cleared the same day for Chicago (*Buffalo Courier* 1861f, 1861g, 1861h; *Detroit Free Press* 1861e).

Lookout cleared Buffalo harbor on 30 September 1861 bound for Milwaukee. Weather delayed her progress and she did not pass Detroit until 18 October. At Milwaukee 18,600 bushels of wheat were taken on for Bentley & Co. The ship arrived at Buffalo on 15 October and cleared the same day for another trip to Milwaukee (*Buffalo Courier* 1861i, 1861j; *Detroit Free Press* 1861f). Her next arrival at Buffalo was recorded on 4 November from Milwaukee with 18,600 bushels of wheat for M.S. Hawley & Co. She cleared the following day for Chicago (*Buffalo Courier* 1861k, 1861l; *Detroit Free Press* 1861g).

On 23 November 1861, as Captain Morey sailed *Lookout* down bound past Point aux Barque on Lake Huron en route from Chicago to Buffalo, he encountered ship fragments, including cabins and a pilot house floating in the water fifteen miles from shore. The steamer *Keystone State* foundered in that vicinity and was lost with all on board. Captain Morey reported his discovery as the schooner passed Detroit. *Lookout* arrived at Buffalo on 26 November with 14,500 bushels of corn for A.W. Cutter (*Buffalo Courier* 1861m; *Grand Haven News* 1861).

Lookout departed Buffalo for her first run on the 1862-season on 12 April, bound for Milwaukee. She arrived at that port on 21 April, loaded with 14,000 bushels of wheat and departed the next day. The vessel arrived at Buffalo on 2 May 1862 (*Buffalo Courier* 1862a, 1862b, 1862c; *Daily Milwaukee News* 1862). Her departure from Buffalo harbor went unreported. During her trip back to Lake Michigan, *Lookout* became caught in a squall, which unstepped her foremast. Her main boom and other rigging were lost, forcing the vessel to limp into Milwaukee harbor. On 14 May 1862, *Lookout* cleared Milwaukee with 14,068 bushels of wheat bound for Buffalo. Making good time, she arrived at Buffalo on 23 May (*Buffalo Commercial Advertiser* 1863; *Buffalo Courier* 1862d, 1862e).

On 27 May 1862, *Lookout* sailed clear of Buffalo harbor with 560 barrels of salt bound for Cleveland. She entered Cleveland on 31 May (*Buffalo Courier* 1862f; *Cleveland Morning Leader* 1862; *Detroit Free Press* 1862a). The vessel arrived at Chicago on 20 June, loaded 15,000 bushels of corn and cleared the same day for Saginaw. Once the corn was offloaded, at Bay City, *Lookout* took onboard 35,000 barrel staves and 110,000 feet of lumber for Buffalo. She arrived at Buffalo on 5 July, off loaded her cargo and cleared the same day for Saginaw (*Buffalo Courier* 1862g, 1862h).

On 23 July 1862, *Lookout* cleared Buffalo for Chicago with 1,000 barrels of salt. It is unknown if

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Lookout remained in Chicago or completed other trips in early August. At some point during her time in Chicago harbor during the month of August 1862, the schooner *Leader* struck *Lookout*, which was tied to the dock. *Lookout* was chartered to take corn from Chicago to the lower lakes at 4 ½ cents on 24 August (*Buffalo Courier* 1862i; *Buffalo Commercial Advertiser* 1863; *Detroit Free Press* 1862b).

Lookout returned to Chicago in early September 1862 to pick up 14,000 bushels of wheat. She arrived at Buffalo on 29 September (*Buffalo Courier* 1862j; *Detroit Free Press* 1862c). On 3 October, the schooner cleared Milwaukee with 14,000 bushels of wheat bound for Buffalo (*Buffalo Courier* 1862k). Two trips were made in November with grain shipments east from Chicago to Buffalo, and 800 barrels of salt shipped twice west to Toledo (*Buffalo Courier* 1862l, 1862m, 1862n, 1862o). Before winter lay up, while lying at the pier at Buffalo, the schooner *Cortland* struck *Lookout* causing minor damage (*Buffalo Commercial Advertiser* 1863).

On 30 December 1862, Seth Clark of Buffalo and Franklin P. Sears of East Saginaw, Michigan, purchased *Lookout* for \$6,500. Captain Morey stepped aside to take command of what was at that time the largest sailing vessel on the Great Lakes, the bark *Western Metropolis* and Captain John Cotton of Buffalo became *Lookout*'s new Master (*Buffalo Courier* 1863a; Bureau of Navigation 1855, 1862; *Detroit Free Press* 1863a).

Little is known about *Lookout*'s 1863-shipping season. Arrivals and clearings for the vessel went unreported in regional newsprint. Several listings were reported as the vessel sailed past the city of Detroit, up bound and down bound en route to various ports on the Lakes during May, June, and July (*Detroit Free Press* 1863b, 1863c, 1863d; *Daily Milwaukee News* 1863). A trip to Chicago occurred in early August with an arrival in Buffalo on 12 August with 15,000 bushels of corn. She cleared the same day with 1,000 barrels of salt for Chicago. An additional trip to Chicago with 1,000 barrels of salt was recorded in October (*Buffalo Courier* 1863b, 1863c). *Lookout* passed Detroit down bound again on 28 November to take up winter quarters in Buffalo (*Detroit Free Press* 1863e, 1863f). Similarly, little is known of the vessel's activities in 1864. Only two notices of passage down bound at Detroit on 14 August and 18 November were located. No information on ports or cargos was found (*Detroit Free Press* 1864a, 1864b).

At the beginning of the 1865 navigation season, *Lookout* was remeasured at the Port of Buffalo following the new rules of the Act of Congress of 6 May 1864. A new enrollment was issued on 28 April expressing her net tonnage as 226 22/100 tons. Captain Carlton Graves took over command (Bureau of Navigation 1862, 1865). An up bound passage was recorded at Detroit in May. On 25 July 1865, the wind increased to a gale from the southwest throughout the day, but not enough to stall ship movements at Detroit. *Lookout* was in a line of three schooners towed by the tug *Emerald* down bound at the height of the storm. *Emerald* parted her towline, forcing the schooners to anchor. In attempting

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Lookout Shipwreck (Schooner)
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to do so, *Lookout* and the schooner *E. Kanter* drifted into one another causing approximately \$300 in damages to the headgear of each. The steamer *Clara* came to their aid and separated the vessels (*Detroit Free Press* 1865a, 1865b, 1865e; *Oswego Commercial Advertiser & Times* 1866). Two notices of passage at Detroit were recorded on 13 August and 2 September 1865 with no information as to destinations or cargos (*Detroit Free Press* 1865c, 1865d). *Lookout* wintered over in Sandusky, Ohio (*Daily Milwaukee News* 1866).

For her first run of the season, *Lookout* departed Sandusky on 18 April 1866 bound for Kelly's Island, Ohio, to take on a load of stone for Saginaw, Michigan. It was a misty night as the vessel approached the mouth of the Detroit River at one in the morning on 22 April. Captain Graves was unable to use land reckoning for navigation. He set their course in the northwest by west direction to enter the river. Due to a misalignment of *Lookout's* compasses, the ship grounded on the lower side of Bar Point Shoal in Lake Erie. A southwest gale sprung up on the lake during the afternoon of 22 April causing \$200 in damage to her hull during the stranding. The tug *T.F. Park* was able to pull the *Lookout* free. She continued on her way up bound on 23 April (*Buffalo Commercial Advertiser* 1867; *Cleveland Daily Leader* 1866; *Detroit Free Press* 1866a, 1866p; *Toledo Blade* 1866a, 1866b).

An up bound passage past Detroit was recorded 14 May 1866. *Lookout's* trip from Saginaw to Buffalo with a cargo of lumber was speedy, completed in two days and sixteen hours, which included a seven hour delay caused by anchoring to wait for a tug to take the vessel through the St. Clair and Detroit Rivers. Several other trips between Buffalo and Saginaw were noted as she passed Detroit in late May, June and July (*Detroit Free Press* 1866b, 1866c, 1866d, 1866e, 1866f, 1866g, 1866h). Mid-season, the *Detroit Free Press* noted a change in command for *Lookout*, Captain Charles Graves replaced his father, Captain Carlton Graves as Master. It is unknown when this change occurred, as the change in Masters was not entered in the vessel's documents (*Detroit Free Press* 1866i). *Lookout* continued on multiple trips from Saginaw to Buffalo with cargos of lumber in August, September, October, and November, all in near-record time (*Detroit Free Press* 1866j, 1866k, 1866l, 1866m, 1866n, 1866o). Her quickest trip was recorded arriving at Buffalo on 20 December in only two days and fifteen hours (*Detroit Free Press* 1866q).

On 22 April 1867, *Lookout's* enrollment document was surrendered at the Port of Buffalo and temporary papers were issued for change in owners and districts. Robert Robertson, James Stanley, and Charles Gillespie of Chicago purchased the vessel for \$13,000, with each owning one third. *Lookout's* homeport was changed to Chicago and Robert Robertson became her new Master (Bureau of Navigation 1865, 1867a). The vessel arrived at her new home on 15 May 1867, and a permanent enrollment was issued. Captain James Kent took over the helm, but all else remained the same (Bureau of Navigation 1867a, 1867b; *Chicago Tribune* 1867). No records of her cargos or ports of call were located for the remainder of the season.

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Lake Michigan, Manitowoc County, Wisconsin

At the onset of the 1868-shipping season, James Stanley sold his share in the vessel. A new enrollment was entered at the Port of Chicago on 3 March indicating that Robert Robertson retained his 1/3 share, Charles Gillespie added to his share to now hold 5/12 share, and Elon Rutherford acquired 3/12 share in the schooner (Bureau of Navigation 1867b, 1868). Much of *Lookout*'s routes and cargos are unknown for the 1869 season. On 19 September 1868, *Lookout* struck one of the bridges over the Chicago River while in tow, and as a result, lost her jibboom (*Buffalo Courier & Republic* 1868; *Buffalo Telegraph News* 1868; *Detroit Free Press* 1868).

Little is known about *Lookout*'s movements during the 1869 season. On 6 July 1869, *Lookout* was in tow of the tug *Clifford* near the White Street Bridge in Chicago when she struck the 715-gross ton steam propeller *B.F. Wade*. *Lookout*'s jibboom pierced *B.F. Wade*'s stateroom and bulkheads and was ultimately ripped from the schooner and carried away by the falling on the steamer's arch (*Buffalo Courier & Republic* 1869; Hall 1869; Holdcamper, et al 1975).

Lookout was chartered to carry lumber from Oconto, Wisconsin to Chicago for much of the 1870-season. In June and July, market prices for 200,000 feet of mill-run circular sawed lumber varied from \$14 to \$15 for boards and one-inch strips, \$10.50 for two-inch strips, and \$2 for lath (*Door County Advocate* 1870a, 1870b; *Daily Milwaukee News* 1870a, 1870b).

On 6 April 1871, a new enrollment was entered at the Port of Chicago for a change in owners indicating Robert Robertson owned 1/2 of the vessel, F. Leonard owned 1/4, and Elon Rutherford owned the remaining 1/4 share. All owners were from Chicago, and Chicago remained *Lookout*'s homeport. Captain Robert Robertson returned as her Master (Bureau of Navigation 1868, 1871). The schooner continued to haul lumber from Oconto to Chicago. Mid-season rates for 180,000 feet of strips and boards were \$14, and \$2 for lath (*Door County Advocate* 1871).

In 1872, *Lookout* was engaged in carrying lumber for lumber merchant and dealer Bradner, Charnley & Co., which was dissolved and succeeded by the firm Charnley Bros. & Co. during the same year. Both iterations of the firm operated a yard and timber mill at Quarry and Cologne Streets in Chicago and were known to stock large quantities of heavier varieties of square timber and large joists. Trips were recorded from Suamico, Wisconsin to Chicago with 200,000 feet of lumber and 30,000 feet of lath in June and were repeated in July and August (*Chicago Daily Tribune* 1872a; *Door County Advocate* 1872; Hotchkiss 1894). On 20 November 1872, while in the Grand River near Grand Haven, Michigan, *Lookout* struck the pier and sank. At the time of the accident, the vessel was valued at \$8,000 and insured for \$5,000. There was some concern expressed that she would be a total loss (*Chicago Tribune* 1872b; *Detroit Free Press* 1872).

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With the ice off the Grand River, on 29 April 1873, the wrecking tug *Leviathan* succeeded in raising *Lookout* from the bottom. She was taken to a shipyard at Grand Haven for repair (*Chicago Tribune* 1873a; *Buffalo Courier* 1873; *Buffalo Commercial Advertiser* 1873). *Lookout* arrived in Chicago on 8 May 1873, took on lumber for Charnley Bros. & Co., and departed on 10 May (*Door County Advocate* 1873).

By the end of September 1873, a deal was made to transfer ownership. *Lookout's* enrollment document was surrendered at the Port of Grand Haven on 29 September 1873. A new enrollment was issued listing Henry Brower and Klaus Brower of Grand Haven, Michigan as equal owners of the schooner. Her homeport was changed to Grand Haven, and Captain Paul J. Vandenberg became her new Master (Bureau of Navigation 1871, 1873).

November 1873 proved to be a difficult month for the schooner. *Lookout* collided with the schooner *Addie* of Benton Harbor, Michigan, causing *Lookout* to lose stanchions and part of her railing; *Addie* lost her fore and main rigging. On 12 November 1873, while carrying lumber for Smith & Davis of Chicago, she went ashore at Grand Haven, but the vessel was easily freed. Then, on the afternoon of 19 November, she ran into the Wells Street Bridge in Chicago. The railings of the bridge were slightly damaged, as was part of the rigging of the schooner (*Buffalo Express* 1873; *Chicago Daily Tribune* 1873b; *Detroit Free Press* 1873).

Little is known of *Lookout's* early 1874-season trips or cargos. In June 1874, the schooner was chartered to bring coal from Cleveland to Kenosha at 60 cents per ton (*Buffalo Courier* 1874; *Buffalo Courier & Republic* 1874). By November she was returned to the lumber service from Grand Haven to Chicago. She hauled cedar posts out of Grand River, arriving at Chicago harbor on 9 November. Reports indicated that *Lookout* was again ashore at Grand Haven, but these proved to be in error. The vessel wintered at Grand Haven (*Inter Ocean* 1874a, 1874b, 1874c).

In February 1875 before the opening of the 1875 shipping season, it was announced that *Lookout* would be laid up for the balance of the season. It is uncertain if the lingering effects of economic downturn associated with the Panic of 1873 were finally significantly affecting Chicago's lumber industry with lagging cargos that caused the decision, or if another factor contributed to the decision (Mansfield 1899; *Oswego Daily Times* 1875). By the end of September 1875, *Lookout* was readied for operation. On 30 September 1875, she cleared Chicago with 60 cords of stone for a harbor improvement project in Grand Haven. On 16 November, she arrived back at Chicago with lumber (*Chicago Tribune* 1875; *Inter Ocean* 1875).

Lookout's enrollment document was surrendered on 3 April 1876 at the Port of Milwaukee for change of owners and districts. Klaus Brower retained his ½ share, but his brother's share was split between

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Alfred Miller of Kenosha, Wisconsin and Benjamin F. Aldrich of Providence, Rhode Island each owning $\frac{1}{4}$ share. *Lookout's* homeport was changed to Kenosha and Alfred Miller became her new Master. On 1 June 1876, Captain Frank Mood took command from Captain Miller. On 13 June, Miller returned to the helm (Bureau of Navigation 1873, 1876). Little is known about *Lookout's* trips or cargos for the season. Reports indicated that she may have been rebuilt during this time, but these reports vary. During the third week of October 1876, *Lookout* loaded at Baileys Harbor, Wisconsin but her cargo and destination are unknown (*Door County Advocate* 1876).

On 26 June 1877, a sailor working on the schooner *Lookout*, named A. Berton was taken to the U.S. Marine Hospital in Chicago. The nature of his injuries is unknown (*Inter Ocean* 1877a). *Lookout* disappeared from the historic record until 15 September 1877, when she arrived at Cheboygan, Michigan to pick up a cargo of lumber from the firm Bullen & Nelson. She cleared the harbor on 20 September for Chicago and arrived in the city on 26 September (*Inter Ocean* 1877b; *Northern Tribune* 1877). *Lookout* was put in winter quarters in Kenosha by the end of November 1877 (*Inter Ocean* 1877c).

Warm conditions prevailed into March 1878. *Lookout* came out of lay up early and headed for Chicago. Her arrival with cargo in Grand Haven on 8 March was the earliest on record for the city (*Detroit Free Press* 1878). On 18 April 1878, *Lookout* grounded in the Root River in Racine. She needed to be lightered before she could reach the dock. A notice to mariners was issued for vessels bringing coal to Racine to assure their draw was less than 11.5 feet (*Inter Ocean* 1878a). On 10 May, another incident occurred. While *Lookout* was towed into Chicago harbor by the tug *Harrison*, the tug broke her prop shaft, temporarily stranding the two vessels (*Inter Ocean* 1878b). Another accident in the Chicago River occurred on 12 October, causing *Lookout* to lose her jibboom in a collision (United States Army Signal Corps 1880). Sailing late in the season, the ship took a final trip on 21 November from Chicago with supplies for Bullen & Nelson of Cheboygan, Michigan. She cleared the port on 29 November with lumber for Michigan City, Indiana (*Inter Ocean* 1878c; *Northern Tribune* 1878).

On 12 April 1879, a temporary enrollment was issued for *Lookout* at the Port of Grand Haven as the vessel's license had expired while away from her homeport. All other information remained the same (Bureau of Navigation 1876, 1879a). On the evening of 15 June while bound from Chicago to Escanaba, Michigan, *Lookout* ran aground on the Sand Island reef, just below Ford River. The schooner was running light and came two feet up on the reef. The tug *Winslow* was sent to her assistance but did not succeed in pulling the ship free until the morning of 17 June. *Lookout* sustained no damage. *Lookout* made Escanaba on 17 June, loaded ore, and cleared on 18 June for Chicago (*Buffalo Courier* 1879; *Iron Port* 1879; United States Army Signal Corps 1880).

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On 5 July 1879, the schooner returned to Milwaukee. Her temporary enrollment was surrendered, and a new permanent enrollment was entered at the Customs House (Bureau of Navigation 1879b). At the end of July, *Lookout* was chartered to take corn from Chicago to Buffalo at 4 cents per bushel. The rate was considered high, due to a scarcity of vessels and the need to move old grain to make room for the new crop. The vessel was noted passing down bound at Detroit on 7 August, but her arrival at Buffalo went unreported (*Chicago Tribune* 1879; *Detroit Free Press* 1879a, 1879b). *Lookout* took on coal on the lower lakes and returned to Kenosha with her load on 26 August (Inter Ocean 1879a). On 26 September, *Lookout* sailed from Chicago for Muskegon, Michigan. Another clearing of Chicago harbor was noted on 14 October as she departed for Milwaukee (Inter Ocean 1879b, 1879c). From Milwaukee, *Lookout* headed for Alpena, Michigan, where she took on 260,000 feet of lumber shipped by E.O. Avery. The ship cleared Alpena on 31 October for Chicago (Alpena Weekly Argus 1879a, 1879b). As the *Lookout* was being towed in the Chicago River on 14 November, the upper railroad bridge across the Chicago River jammed. The propeller *Juniata* with her consorts, the schooners *W.S. Crosthwaite*, *S.J. Tilden*, and *Bessie Boalt* were lying on one side of the river. As a result of the jammed turn bridge, *W.S. Crosthwaite* grounded twelve feet from the dock, the schooner *Knight Templar* lost her jibboom, and the schooner *Lookout* grounded on the other side of the river, damaging her bobstays (Inter Ocean 1879d).

On 30 April 1880, the schooner *Lookout* was chartered to take cedar ties from Little Sturgeon Bay, Wisconsin, to Chicago at 6.5 cents each (*Chicago Tribune* 1880a). On 26 May 1880, *Lookout* was chartered to carry pig iron from Elk Rapids, Michigan, on Grand Traverse Bay to Buffalo at \$2.25 per ton. As the schooner departed Chicago harbor on 28 May 1880, a sailor named W.H. Vent was injured severely when he fell from the rigging onto the deck. He was taken to the U.S. Marine Hospital but was refused admittance and was sent to the county hospital. The reason for the refusal was not examined in newsprint (*Buffalo Evening Republic* 1880; Inter Ocean 1880a). On 9 June, *Lookout* cleared Buffalo for Kenosha with 430 tons of coal (*Detroit Free Press* 1880a).

Lookout was chartered to carry shingles from Manistee, Michigan to Chicago at 19 cents per 1,000 on 20 June 1880. The shingles were delivered to the Illinois Central C Slip in Chicago for transfer to rail (*Chicago Daily Tribune* 1880b). The next clearing of Chicago for *Lookout* was 2 August. She was chartered to haul iron ore from Escanaba to De Pere, Wisconsin at 75 cents and for a cargo of lumber from Green Bay, Wisconsin, to Chicago at \$2.75 (Inter Ocean 1880b; *Door County Advocate* 1880).

A passing of Detroit downbound on 13 September marked a trip to the lower lakes; however, *Lookout's* cargos and ports are unknown. By mid-October, *Lookout* had returned to Chicago and the vessel became windbound in Chicago harbor on 26 October (*Chicago Tribune* 1880c, 1880d). On 15 November, *Lookout* arrived at Cheboygan, Michigan, from Chicago with supplies for Bullen & Nelson consisting of 8000 bushels oats, 1500 of corn, 15 tons feed, 350 barrels of pork and beef, 500 barrels of

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flour, and 15 tierces of lard. She took on a cargo of lumber at the Cheboygan Lumber Company and cleared on the morning of 19 November for Chicago. On her return trip, *Lookout* ran ashore on Beaver Island and was pounded heavily. The crew succeeded in getting the vessel off, but she was leaking badly. Instead of continuing to Chicago, they made for Escanaba. The schooner arrived there on 20 November to receive repairs (*Cheboygan Democrat* 1880; *Chicago Daily Tribune* 1880e, 1880f; *Detroit Free Press* 1880b; *Northern Tribune* 1880). *Lookout* remained lumber laden and weatherbound in Escanaba through 1 December, only making Chicago harbor on 4 December (*Chicago Tribune* 1880g; *Detroit Free Press* 1880c).

On 19 February 1881, *Chicago Tribune* reported a change in ownership for *Lookout*; suggesting that Alfred Miller became sole owner; however, this was not true. No portion of ownership changed for the vessel (*Chicago Tribune* 1881a). On 2 April, however, Captain John Maloney took over as Master from Alfred Miller at the Port of Kenosha (Bureau of Navigation 1879b).

Lookout departed Grand Haven on 28 April bound for Chicago. She arrived at the port and loaded 17,000 bushels of grain on 30 April. By 2 May she was back at the port of Grand Haven. The tug *Lizzie Frank* had *Lookout* in tow and was attempting to dock the vessel, when the tug backed it against the dock, broke her gudgeon, and sprung the iron strapping on her rudder (*Detroit Free Press* 1881a; *Inter Ocean* 1881a, 1881b).

On 19 May 1881, *Lookout* arrived at Cheboygan with a cargo of grain and cargo for Bullen & Nelson. She departed on 21 May with cedar ties from the Cheboygan Lumber Co. for Chicago. The charter agreement paid 11 cents cash per unit (*Cheboygan Democrat* 1881; *Detroit Free Press* 1881b; *Inter Ocean* 1881c; *Northern Tribune* 1881a). *Lookout* returned to Cheboygan harbor on 5 July with oats for Bullen & Nelson. She loaded lumber at the Cheboygan Lumber Co. wharf and cleared 7 July for Chicago (*Northern Tribune* 1881b). Another arrival at Cheboygan was recorded on 2 August. The ship took on a cargo of lumber from the Cheboygan Lumber Co. and departed 4 August for Chicago (*Northern Tribune* 1881c). *Lookout* arrived at Cheboygan again on 12 August and loaded lumber at Cheboygan Lumber Co. She arrived at Chicago on 17 August (*Inter Ocean* 1881d; *Northern Tribune* 1881d). The ship did not return again until the night of 8 November. She anchored outside the harbor awaiting daybreak. Her cargo of supplies for Bullen & Nelson was discharged, and she took aboard lumber before departing on 11 November for Chicago (*Northern Tribune* 1881e).

Lookout's final trip of the season was to Menominee, Michigan for lumber. On her trip north, she was forced to run for shelter in Milwaukee harbor. She departed Menominee on 20 November, making the passage through Death's Door to Chicago in four days and seventeen hours. The schooner laid up for the winter in Chicago on 26 November 1881 (*Chicago Tribune* 1881c; *Inter Ocean* 1881e).

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Two trips were made to Bay de Noc to take on cargos of lumber for Chicago on 7 May and 27 May 1882 (*Chicago Tribune* 1882a, 1882b). The schooner arrived at Cheboygan, Michigan on 1 July to load lumber for Chicago (*Cheboygan Democrat* 1882). On a trip from Cheboygan on 13 September 1882, *Lookout* was driven ashore off Petoskey, Michigan, during a storm. The ship was able to get off with only slight damage (*Inter Ocean* 1882a). *Lookout* arrived at Cheboygan on 27 November with grain and supplies for Bullen & Nelson. She loaded lumber from Cheboygan Lumber Co. and cleared on 29 November under terrible conditions – brisk northwest wind with occasional snow squalls and freezing hail (*Chicago Tribune* 1882c; *Northern Tribune* 1882). On 8 December, *Lookout*, along with the schooner *Narragansett*, was towed from Chicago to Kenosha for winter quarters (*Inter Ocean* 1882b, 1882c).

Sometime during the 1882 season, a deduction in tonnage of 11.30 tons for the vessel was made under the Act of Congress. On 5 August 1882, her net tonnage was adjusted by inspectors at the Port of Chicago to 214.92 tons, which was handwritten in pencil onto *Lookout*'s enrollment document (Bureau of Navigation 1879b).

At ten o'clock on the night of 2 May 1883, Capt. John Maloney ran aground on the reef at the southeast corner of Rock Island. *Lookout* had taken on a load of cedar ties from Thomas Farrell, for Goodenow & Hinds of Chicago, at Summer Island when she ran ashore during a squall. The crew threw over her deck load and was successful in heaving off. They set her anchor in order to assess damages. At seven o'clock the following morning, the anchor was slipped. *Lookout* lost not only her anchor, but also her hawser. Her keel and sternpost quarter were severely damaged making her rudder unmanageable. She ran for Manitowoc, Wisconsin, hoping to make repairs. While entering Maritime Bay on the morning of 4 May, she drifted into the anchored barge *Windsor*, damaging her mizzensail and carrying away *Windsor*'s jibboom and bobstays. *Lookout* then sprung a bad leak that very nearly sank her (*Chicago Tribune* 1883a; *Daily Palladium* 1883; *Detroit Free Press* 1883a; *Door County Advocate* 1883; *Iron Port* 1883; *Manitowoc Pilot* 1883; *Marine Record* 1883; *Weekly Expositor Independent* 1883; United States Army Signal Corps 1884).

The tug *G.W. Gardner* was telegraphed to tow the ship to Chicago for repairs. The incident left her in quite a state of disrepair. When *Lookout* was towed into the Chicago Dry Dock Company on 6 May 1883, she was described as having a "somewhat dilapidated appearance." A thorough survey of the schooner was conducted and damaged estimated at \$2,000. She required stern planking, an entire new keel, caulking inside and out, a new sternpost and rudder, and various repairs to her steering gear and rigging (*Chicago Tribune* 1883b, *Detroit Free Press* 1883b, 1883c; *Marine Record* 1883). *Lookout*'s hull was insured in the Mechanics and Traders for \$3000 and in British American for \$2,000; her cargo was insured in the State of Pennsylvania for \$1,000 (Hall 1883). It remains uncertain when *Lookout*'s repairs were completed. On 27 November 1883, a report indicated that she received a tow in from

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Chicago's outer breakwater, indicating that she was out on the lake for a run at least by late November (*Inter Ocean* 1883).

Few records exist for *Lookout's* 1884 season. On 25 May 1884, *Lookout* sailed from Chicago harbor with a new mainsail (*Inter Ocean* 1884a). On 31 July, she cleared Chicago for Little Traverse, Michigan, light (*Inter Ocean* 1884b). On 20 October, *Lookout* departed Cheboygan harbor after taking on lumber from the Cheboygan Lumber Co. bound for Chicago. *Lookout* went into winter quarters in Kenosha on 7 November (*Inter Ocean* 1884c; *Northern Tribune* 1884). Only one record was located for her 1885 season. *Lookout* cleared Alpena on 9 October 1885 with 10,000 cedar posts for Chicago (*Alpena Weekly Argus* 1885).

On 3 March 1886, *Lookout's* enrollment document was surrendered at the Port of Chicago for a change in owners and districts. Captain Oscar E. Larsen of Chicago purchased a half share in the vessel from Alfred Miller. Klaus Brower retained his half share. *Lookout's* homeport was changed to Chicago and Captain Larsen became her new Master. The new enrollment indicated that the schooner had a rig change from two to three masts (Bureau of Navigation 1879b, 1886). It is likely this alteration occurred during her 1883 repair work. Typical of this time period, two-masted schooners were often converted to three masts that required fewer men on deck to operate the vessel and resulted in a reduction in labor costs to the vessel owners, while allowing an equal or greater area of canvas for greater performance in the wind. On 19 May, *Lookout* entered the Port of Chicago with lumber from Green Bay. She unloaded and cleared light the same day for Green Bay (*Chicago Tribune* 1886a). On 14 September 1888, *Lookout* loaded 406 tons of pig iron at Fayette, Michigan. The ship was listed amongst the winter fleet at Chicago by 4 December 1886 (*Chicago Tribune* 1886b; *Iron Port* 1886).

On 14 April 1887, the schooner *Lookout* loaded cedar posts at Reynolds' Pier in Jacksonport, Wisconsin. She was among the first vessels to load that spring. The ship arrived at Chicago on 16 April (*Independent* 1887). A clearing of the port of Chicago was noted on 26 May. The schooner departed light, but her destination was not indicated (*Inter Ocean* 1887a, 1887b). No other records could be located for the 1887 season.

Lookout was again the first vessel to load at Jacksonport at the opening of the 1888 shipping season. On 24 April 1888, she brought in supplies for Charles Reynolds' store from Chicago. She loaded cordwood and cleared the same day for Chicago (*Independent* 1888). While en route from Sand Bay, Wisconsin (vicinity of Little Sturgeon Bay, Door County, Wisconsin) to Chicago on 1 June 1888, at one o'clock in the morning on a clear night with no haze or fog, the schooner *Myrtle*, bound from Chicago to Green Bay, and *Lookout* collided while six to eight miles off Sheboygan, Wisconsin. *Myrtle* struck *Lookout* just forward of her foremast rigging (U.S. District Court of Northern Illinois 1890). Receiving only minor damages, *Lookout* carried on and arrived at Chicago with her load of

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lumber (*Inter Ocean* 1888a, 1888b).

Several days later, Schuyler & Kremer, attorneys for the owners of *Lookout*, entered a complaint against the owners of *Myrtle* for damages; additionally, the owners of *Myrtle* filed a countersuit against the owners of *Lookout* (U.S. District Court of Northern Illinois 1890). After reviewing the facts presented, it was determined that Captain Larsen of *Lookout* was indeed at fault. He allowed the wheelsman to go below after *Myrtle* was sighted. He also sent the lookout to the wheel, leaving the captain as the only other man on deck to perform the duties of both officer of the deck and lookout. *Lookout* was determined at fault for the accident and therefore responsible for all damages (U.S. District Court of Northern Illinois 1890). On 2 July, Schuyler & Kremer filed another suit on behalf of the owners of *Lookout* against the propeller *H.L. Worthington* for \$340 damages resulting from a collision (*Inter Ocean* 1888c). The details of the accident and results of the lawsuit are unknown. *Lookout* arrived at Chicago from Charlevoix, Michigan on 16 August. On 1 September, she cleared light, bound for Manistique, Michigan. Another clearing of Chicago was recorded on 12 September, bound light for Flat Rock, Michigan below Detroit (*Inter Ocean* 1888d, 1888e, 1888f).

The series of accidents and ill-results from the lawsuits caused Klaus Brower to default on his payments on the vessel, and the First National Bank of Grand Haven took control of his half share. A new enrollment was entered at the Port of Chicago on 26 March 1889 expressing this change (Bureau of Navigation 1886, 1889). It is not known if the vessel sailed during the 1889 season, as no information could be found for entries or clearings for the ship.

On 6 May 1890, *Lookout* cleared Chicago harbor light, bound for St. Martin's Bay, Michigan. She picked up a load of lumber for Chicago. The vessel picked up another load of lumber from St. Martin's Bay, arriving at Chicago on 24 June (*Inter Ocean* 1890a, 1890b). No information on arrivals or clearings for the vessel was located for July, August, September, or October. *Lookout* cleared Chicago light on 13 November 1890, bound for Gladstone, Michigan. By 6 December, *Lookout* was laid up for the winter in the north branch of the Chicago River near Carpenter Street (*Chicago Tribune* 1890a, 1890b; *Inter Ocean* 1890c).

On 28 March 1891, Captain O.J. Christenson of Chicago purchased the half of the vessel held in receivership by the First National Bank of Grand Haven, and a new enrollment document was issued at the Port of Chicago. Captain Larsen remained on as Master of the vessel (Bureau of Navigation 1889, 1891). *Lookout* cleared Chicago light for Muskegon, Michigan on 22 April for her first trip of the 1891 season (*Chicago Tribune* 1891a). No arrivals or clearings were located for the vessel for May, June, or July. On 4 August, *Lookout* cleared Chicago harbor light for Bay de Noc, Michigan and she arrived back at Chicago with a cargo of lumber on 13 August. Her next clearing of Chicago went undocumented, but on 23 August, she arrived at the port again with lumber from Bay de Noc. One

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more trip to Bay de Noc occurred at the end of August. The vessel arrived at Chicago with lumber on 2 September. Another trip was recorded with an arrival at Chicago with lumber on 20 October from Hind Bay (*Chicago Tribune* 1891b, 1891c, 1891d, 1891e, 1891f).

Few records exist for shipments during the 1892 season. On 25 June 1892, *Lookout* arrived at Chicago from Little Bay de Noc, Michigan with lumber. Two clearings of Chicago Harbor were located for the month of October; on 20 October the vessel departed for Bark River, Michigan (near Escanaba) and on 28 October departed to an unreported destination (*Chicago Tribune* 1892a, 1892b, 1892c).

On 28 March 1893, Captain John Olson of Chicago purchased Captain Larsen's half share of *Lookout*, with the other half remaining in the possession of Captain Christenson, and a new enrollment was issued at the Port of Chicago to express the change in owners (Bureau of Navigation 1891, 1893a). It is not known if the vessel carried cargo during the 1893-shipping season, as no listings of arrivals or clearings could be located in contemporary newsprint. On 27 September, John Olson purchased O.J. Christenson's half of the vessel to become sole owner and Master (Bureau of Navigation 1893a, 1893b).

Lookout carried two loads of cedar ties from Cheboygan, Michigan to Chicago on 26 May and 2 June 1894 (*Cheboygan Democrat* 1894a, 1894b). It is not known if the vessel carried cargos for the months of July, August, September, or October 1894, as no records of trips were located. During the week of 17 November 1894, *Lookout* came into Sturgeon Bay, Wisconsin already lumber laden that had been loaded at another port and took aboard shingles on her deck from Thorkildson & Shaw's Mill (*Door County Democrat* 1894).

Only two trips were recorded for *Lookout*'s 1895 season. On 25 June, the vessel cleared Chicago for Gladstone, Michigan. She arrived back at Chicago on 3 July, but her cargo was not documented. The only other listing during the season was an arrival at Chicago on 9 November with lumber. The port from which she acquired the cargo was not recorded (*Chicago Tribune* 1895a, 1895b, 1895c). No reports of trips during the 1896-navigation season were located.

Around four o'clock in the morning on 29 April 1897, while fighting her way north from Chicago to Masonville, Michigan (Little Bay de Noc, Michigan) in a northeast gale without a cargo aboard, *Lookout* came too close to Twin Rivers Point (Rawley Point) and stranded 200 yards off the beach approximately five miles north of Two Rivers. The ship did not send up any distress signals. Life Saving Service patrolman Gagnun discovered her, at around five o'clock in the morning, while he was making his surveillance rounds on the beach. Gagnun sprinted back to the station to sound the alarm. As he approached at 5:20 a.m., surfman Gauthier, who was on lookout, spotted the patrolman running down the beach waving his arms and hat. Everyone at the station was woken up and readied for

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response. Since the storm served a fierce wind and high seas, it was impossible to row their surfboat to the scene. At 6:10 a.m., two teams of horses were acquired from Shultz's Livery Barn to drive both their surfboat and beach apparatus to the stranded ship. The crew of *Lookout* watched as the life savers slowly working their way up the beach. At 7:00 a.m., fearing *Lookout* was about to break up before the lifesaving crew would get to them, Captain John Olson ordered his crew to abandon ship and take their chances in the yawl. The rescue team and their equipment arrived at the scene at 7:30 a.m., shortly after *Lookout's* men came ashore. All seven of *Lookout's* men got ashore safely, although soaking wet. The shipwreck victims were walked back to the Life Saving Station in Two Rivers and given dry clothes from the Women's National Relief Association, until their clothing could be dried. They were fed two meals and allowed to sleep overnight at the station. The men departed the next day for Chicago. Captain Olson remained behind to save what he could of the ship. He visited the wreck the next day with the lighthouse keeper. They found the vessel under water and buried in quicksand up to her rails with everything movable washed away. Her sails were torn to shreds, and practically a total loss. Captain Olson managed to save one anchor, seventy-five fathoms of chain, four jib sails, and three gaff top sails (*Advocate* 1897a; *Alpena Argus* 1897; *Alton Evening Telegraph* 1897; *Buffalo Evening News* 1897; *Duluth Evening Herald* 1897; *Hocking Sentinel* 1897; *Inter Ocean* 1897a, 1897b, 1898; *Marine Review* 1897; United States Life Saving Service 1898).

The ship's enrollment document was surrendered at the Port of Chicago on 12 May 1897 indicating the vessel was a total loss. The ship was valued at \$2,000, and Captain Olson carried no insurance (Bureau of Navigation 1893b; *Inter Ocean* 1897a, 1897b).

By July 1897, *Lookout* was described as "resting on her keel...broken in two in three places" and heeled to starboard. She had settled so deeply into the quicksand that just her port railing remained out of the water. The Mann Brothers of Two Rivers purchased salvage rights to the wreck for \$40. Captain LeClair of the tug *Temple Emery* was put in charge of the salvage operations. *Lookout's* standing rigging and foremast were removed. A diver was sent into the cabin to salvage all navigation instruments including the compass, although the compass' box was broken upon removal. It was noted that the patent log, a pair of binoculars, and the barometer could not be located. Captain LeClair later built a new box for the compass with gimbaled mounts and used it aboard the tug (*Advocate* 1897b, 1897c).

Archaeological Significance

Most of the *Lookout's* hull components are present within the wreck site, and the site retains excellent archaeological integrity. Sites such as *Lookout* present a rare opportunity to study and learn about historic wooden vessel construction, and the ways these ships were used in the grain, coal, and lumber trades. Her wreck site was forgotten after a brief salvage in 1897 and covered by sand in Lake Michigan. Only recently uncovered from the sand in the summer of 2015, she remains lightly visited.

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The *Lookout* meets the registration requirements for Criterion D at the state level as a good example of a 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 her role in the Great Lakes grain, coal, and lumber trades. The *Lookout* 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, an infrastructure prior to the development of road and rail networks. Before rail lines were constructed, vessels like the *Lookout* moved the vast majority of Midwestern corn and grain to ports on Lake Erie. On her return trip, the *Lookout* mainly carried coal cargoes that supplied the Upper Midwest with fuel for heating and industry. This trade fueled the expansion of the Grain Belt and the construction of large elevators on western Lake Michigan, some of which are still in operation today.

Many opportunities remain for future archaeological research on the *Lookout* site, as much of the stern and portside bow sections are likely concealed beneath the soft layer of silt and organic material surrounding the site. Further archaeological discovery will increase the understanding of the evolution of schooner construction and significantly add to the understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs between sailing vessel types. As one of the few remaining pre-Civil War built schooners in Wisconsin waters, data gathered on *Lookout* has significantly added to the understanding of Great Lakes schooner construction. Due to the high level of hull integrity, the *Lookout* site has vast potential to yield even further insight into nineteenth-century maritime commerce.

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1856d *Buffalo Courier*. 13 June.
1856e *Buffalo Courier*. 14 June.
1856f *Buffalo Courier*. 16 June.
1856g *Buffalo Courier*. 4 September.
1856h *Buffalo Courier*. 8 September.
1856i *Buffalo Courier*. 6 October.
1856j *Buffalo Courier*. 7 October.
1856k *Buffalo Courier*. 1 December.
1857a *Buffalo Courier*. 29 July.
1857b *Buffalo Courier*. 10 September.
1858a *Buffalo Courier*. 24 May.
1858b *Buffalo Courier*. 21 June.
1858c *Buffalo Courier*. 12 July.
1858d *Buffalo Courier*. 19 August.
1858e *Buffalo Courier*. 10 September.
1858f *Buffalo Courier*. 13 September.

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1858g *Buffalo Courier*. 13 November.
1859 *Buffalo Courier*. 24 November.
1860a *Buffalo Courier*. 15 April.
1860b *Buffalo Courier*. 27 April.
1860c *Buffalo Courier*. 8 May.
1860d *Buffalo Courier*. 21 May.
1860e *Buffalo Courier*. 23 May.
1860f *Buffalo Courier*. 4 June.
1860g *Buffalo Courier*. 21 June.
1860h *Buffalo Courier*. 9 July.
1860i *Buffalo Courier*. 24 July.
1860j *Buffalo Courier*. 25 July.
1860k *Buffalo Courier*. 27 August.
1860l *Buffalo Courier*. 29 August.
1860m *Buffalo Courier*. 10 October.
1860n *Buffalo Courier*. 11 October.
1860o *Buffalo Courier*. 20 October.
1860p *Buffalo Courier*. 27 October.
1860q *Buffalo Courier*. 1 December.
1861a *Buffalo Courier*. 24 May.
1861b *Buffalo Courier*. 3 July.
1861c *Buffalo Courier*. 17 June.
1861d *Buffalo Courier*. 16 July.
1861e *Buffalo Courier*. 25 July.
1861f *Buffalo Courier*. 7 August.
1861g *Buffalo Courier*. 16 August.
1861h *Buffalo Courier*. 26 August.
1861i *Buffalo Courier*. 1 October.
1861j *Buffalo Courier*. 25 October.
1861k *Buffalo Courier*. 5 November.
1861l *Buffalo Courier*. 6 November.
1861m *Buffalo Courier*. 28 November.
1862a *Buffalo Courier*. 14 April.
1862b *Buffalo Courier*. 25 April.
1862c *Buffalo Courier*. 3 May.
1862d *Buffalo Courier*. 17 May.
1862e *Buffalo Courier*. 23 May.
1862f *Buffalo Courier*. 28 May.

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1862g *Buffalo Courier*. 21 June.
1862h *Buffalo Courier*. 7 July.
1862i *Buffalo Courier*. 24 July.
1862j *Buffalo Courier*. 23 September.
1862k *Buffalo Courier*. 7 October.
1862l *Buffalo Courier*. 4 November.
1862m *Buffalo Courier*. 11 November.
1862n *Buffalo Courier*. 20 November.
1862o *Buffalo Courier*. 21 November.
1863a *Buffalo Courier*. 6 February.
1863b *Buffalo Courier*. 13 August.
1863c *Buffalo Courier*. 17 October.
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1880b *Chicago Tribune*. 20 June.
1880c *Chicago Tribune*. 14 September.

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1880d *Chicago Tribune*. 26 October.
1880e *Chicago Tribune*. 21 November.
1880f *Chicago Tribune*. 28 November.
1880g *Chicago Tribune*. 1 December.
1881a *Chicago Tribune*. 19 February.
1881b *Chicago Tribune*. 22 February.
1881c *Chicago Tribune*. 17 November.
1882a *Chicago Tribune*. 7 May.
1882b *Chicago Tribune*. 27 May.
1882c *Chicago Tribune*. 30 November.
1883a *Chicago Tribune*. 5 May.
1883b *Chicago Tribune*. 16 May.
1886a *Chicago Tribune*. 19 May.
1886b *Chicago Tribune*. 4 December.
1890a *Chicago Tribune*. 9 November.
1890b *Chicago Tribune*. 6 December.
1891a *Chicago Tribune*. 22 April.
1891b *Chicago Tribune*. 4 August.
1891c *Chicago Tribune*. 13 August.
1891d *Chicago Tribune*. 23 August.
1891e *Chicago Tribune*. 2 September.
1891f *Chicago Tribune*. 20 October.
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1860b *Daily Milwaukee News*. 1 August.
1860c *Daily Milwaukee News*. 5 September.
1860d *Daily Milwaukee News*. 4 October.
1860e *Daily Milwaukee News*. 19 October.
1860f *Daily Milwaukee News*. 12 November.
1860g *Daily Milwaukee News*. 14 November.
1860h *Daily Milwaukee News*. 14 December.
1862 *Daily Milwaukee News*. 21 April.
1863 *Daily Milwaukee News*. 25 July.
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1858a *Detroit Free Press*. 10 October.
1858b *Detroit Free Press*. 19 October.
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1860a *Detroit Free Press*. 26 August.
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1860c *Detroit Free Press*. 16 October.
1860d *Detroit Free Press*. 31 October.
1860e *Detroit Free Press*. 22 November.
1860f *Detroit Free Press*. 1 December.
1860g *Detroit Free Press*. 15 December.
1861a *Detroit Free Press*. 11 April.
1861b *Detroit Free Press*. 16 April.
1861c *Detroit Free Press*. 20 April.
1861d *Detroit Free Press*. 29 May.
1861e *Detroit Free Press*. 15 September.
1861f *Detroit Free Press*. 19 October.
1861g *Detroit Free Press*. 2 November.
1862a *Detroit Free Press*. 1 June.

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1862b *Detroit Free Press*. 24 August.
1862c *Detroit Free Press*. 5 September.
1863a *Detroit Free Press*. 5 May.
1863b *Detroit Free Press*. 20 May.
1863c *Detroit Free Press*. 9 June.
1863d *Detroit Free Press*. 20 July.
1863e *Detroit Free Press*. 29 November.
1863f *Detroit Free Press*. 30 November.
1864a *Detroit Free Press*. 15 August.
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1865a *Detroit Free Press*. 4 May.
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1865d *Detroit Free Press*. 3 September.
1865e *Detroit Free Press*. 22 December.
1866a *Detroit Free Press*. 24 April.
1866b *Detroit Free Press*. 15 May.
1866c *Detroit Free Press*. 26 May.
1866d *Detroit Free Press*. 30 May.
1866e *Detroit Free Press*. 20 June.
1866f *Detroit Free Press*. 28 June.
1866g *Detroit Free Press*. 14 July.
1866h *Detroit Free Press*. 19 July.
1866i *Detroit Free Press*. 4 August.
1866j *Detroit Free Press*. 11 August.
1866k *Detroit Free Press*. 21 September.
1866l *Detroit Free Press*. 13 October.
1866m *Detroit Free Press*. 21 October.
1866n *Detroit Free Press*. 22 October.
1866o *Detroit Free Press*. 22 November.
1866p *Detroit Free Press*. 19 December.
1866q *Detroit Free Press*. 20 December.
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1873 *Detroit Free Press*. 9 December.
1878 *Detroit Free Press*. 15 March.
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1880a *Detroit Free Press*. 11 June.
1880b *Detroit Free Press*. 30 November.
1880c *Detroit Free Press*. 4 December.
1881a *Detroit Free Press*. 29 April.
1881b *Detroit Free Press*. 20 May.
1883a *Detroit Free Press*. 8 May.
1883b *Detroit Free Press*. 12 May.

Door County Advocate (Sturgeon Bay, Wisconsin)

1870a *Door County Advocate*. 16 June.
1870b *Door County Advocate*. 23 June.
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1872 *Door County Advocate*. 8 August.
1873 *Door County Advocate*. 15 May.
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1883 *Door County Advocate*. 10 May.

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1877b *Inter Ocean*. 28 September.

1877c *Inter Ocean*. 29 November.

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1878b *Inter Ocean*. 11 May.

1878c *Inter Ocean*. 21 November.

1879a *Inter Ocean*. 26 August.

1879b *Inter Ocean*. 26 September.

1879c *Inter Ocean*. 15 October.

1879d *Inter Ocean*. 15 November.

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1880b *Inter Ocean*. 2 August.

1881a *Inter Ocean*. 30 April.

1881b *Inter Ocean*. 3 May.

1881c *Inter Ocean*. 27 May.

1881d *Inter Ocean*. 17 August.

1881e *Inter Ocean*. 26 November.

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1882b *Inter Ocean*. 6 December.

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Verbal Boundary Description

The boundary for the *Lookout* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 0459250 Easting, 4893670 Northing, Zone 16.

Boundary Justification

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

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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 2

Lookout Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Suzze Johnson
May 2015
Aerial view of *Lookout*'s wreck site



Photo #2 of 2

Lookout Shipwreck (Schooner)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2015
Looking across *Lookout*'s starboard side hull toward the centerboard trunk



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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

List of Figures

Figure 1: Site Plan of the *Lookout* shipwreck

Figure 2: USGS Map

Figure 3: Historic Photograph, c1897

Figure #1 of 3

Lookout Shipwreck (Schooner)

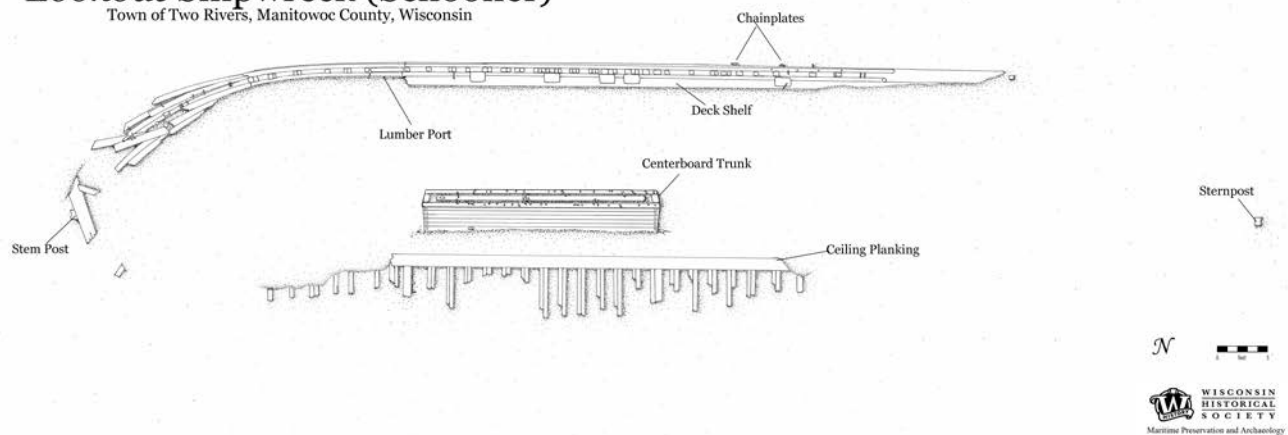
Manitowoc County, Wisconsin

Site plan of the *Lookout* shipwreck

August 2015

***Lookout* Shipwreck (Schooner)**

Town of Two Rivers, Manitowoc County, Wisconsin



United States Department of the Interior
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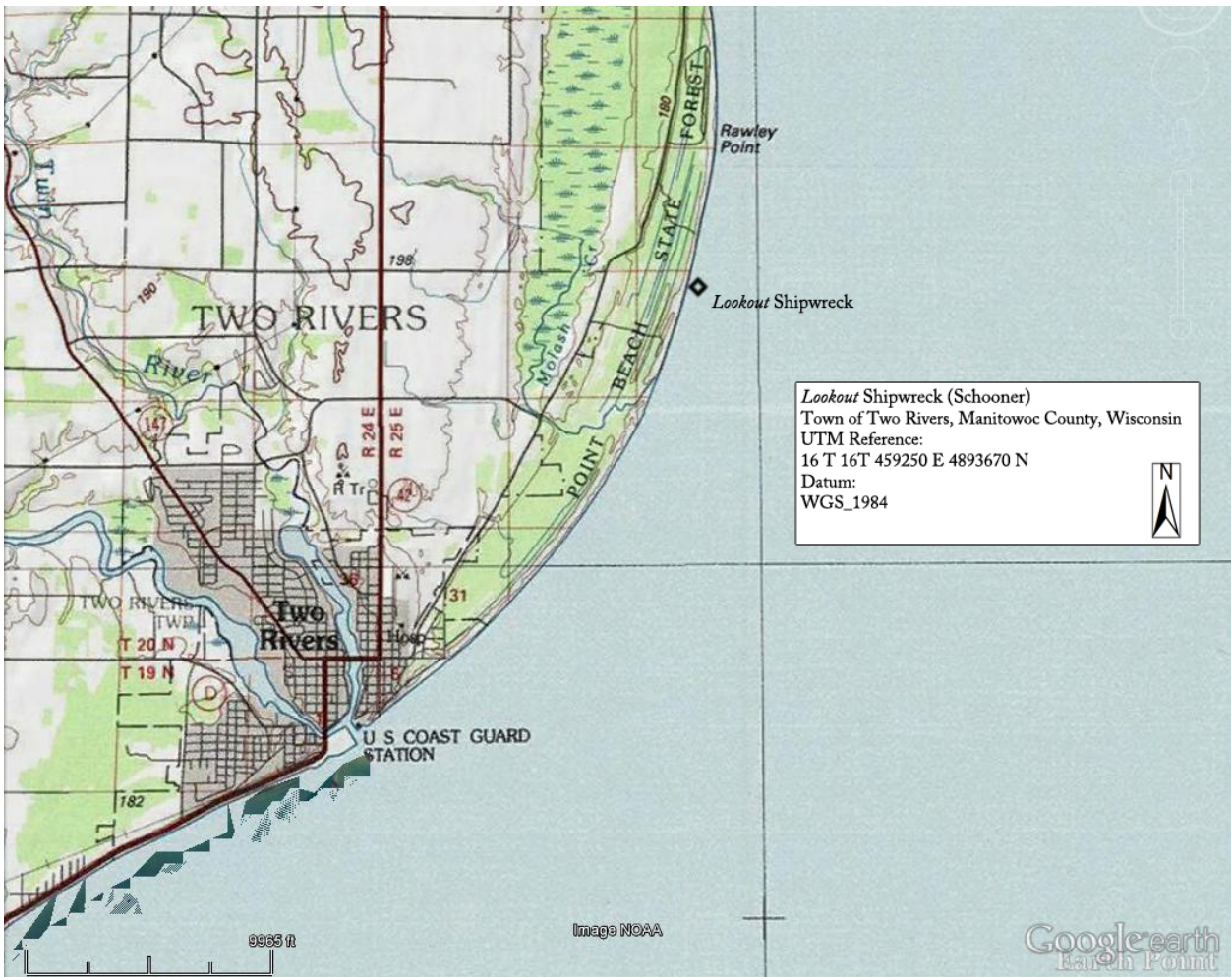
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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

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Figure #2 of 3

Lookout Shipwreck (Schooner)
Manitowoc County, Wisconsin
USGS Map



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Lookout Shipwreck (Schooner)
Lake Michigan, Manitowoc County, Wisconsin

Figure #3 of 3

Lookout Shipwreck (Schooner)

Manitowoc County, Wisconsin

Photographer Unknown

Circa 1897

Lookout shortly after running aground near Two Rivers, Wisconsin

