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United States Department of Interior  
National Park Service

Nat. Register of Historic Places  
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 *Hanover Shipwreck (Schooner)*  
other names/site number *47DR273*

2. Location

street & number	1.75 miles northwest of Fish Creek, WI in the bay of Green Bay near Strawberry Reef, in Lake Michigan	N/A	not for publication
city or town	Town of Gibraltar	X	vicinity
state Wisconsin	code WI	county Door	code 029 zip code 54212

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.)

*Daina J. Lenkuinas*  
Signature of certifying official/Title

*8/18/2015*  
Date

Deputy State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

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

Signature of commenting official/Title

Date

State or Federal agency and bureau

Hanover Shipwreck (Schooner)

Door

Wisconsin

Name of Property

County and State

4. National Park Service Certification

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

Edson D. Ball

10.5.15

[Signature]

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(Check only one box)

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

private
public-local
X public-State
public-Federal

building(s)
district
structure
X Site object

contributing noncontributing
1 1
sites buildings
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.)

Hanover Shipwreck (Schooner)

Door

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**

1853-1867

**Significant Dates**

1853

**Significant Person**

(Complete if Criterion B is marked)

N/A

**Cultural Affiliation**

Euro-American

**Architect/Builder**

Stevens, Charles

**Narrative Statement of Significance**

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



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Section 7 Page 1

*Hanover* Shipwreck (Schooner)  
Bay of Green Bay, Door County, Wisconsin

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**Summary**

Located 1.75 miles northwest of the town of Fish Creek, Wisconsin, in the bay of Green Bay, the wreck site (47DR273) of the schooner *Hanover* lies on the lakebed in 18 to 21 feet of water. Although her rigging and deck machinery were salvaged, her lower hull remains intact and is well preserved. Until the spring of 2014, the hull was almost completely buried by sand. The schooner *Hanover* was constructed by shipwright Charles Stevens in Irving, New York, in 1853 and carried various bulk cargoes on the upper Great Lakes for the duration of her career. In November 1867, the *Hanover* became stranded on the shoal south of the Strawberry Islands. The *Hanover* wreck site has yielded significant information on early wooden schooner construction and use in the commerce of trade goods, grain and lumber on the eastern Great Lakes during her early operational history, and the Lake Michigan lumber trade in her later service career, and has great potential to yield further archaeological information in future years as sand moves about the site.

**Site Description**

The *Hanover*, constructed in 1853, is representative of the class sailing vessels which transported bulk cargo and general merchandise within its hull. 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-an-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 *Hanover* was described as a wooden schooner with one deck and two masts, a gross tonnage of 188.3 tons, a length of 109.2 feet, breadth of 26 feet, and depth of 9 feet (Bureau of Navigation 1852).

The remains of the schooner *Hanover* lie a mile off shore of Peninsula State Park, Door County, in the waters of Green Bay (45° 08.792' N, 87° 16.210' W). The vessel sits on a heading of 205 degrees, 1.75 miles northwest of the Town of Fish Creek, lying parallel to the shore just off a large shoal southeast of Adventure Island, in the Strawberry Island chain. The vessel rests in 20 feet of water, with her bow raising 7.0 feet from the bottom of the bay. From the turn of the bilge down, her lower hull remains intact on an even keel; her remains are well preserved. Until the spring of 2014, she was buried under an estimated 8 feet of sand. From the lack of mussel growth more than 2.0 to 3.0 feet below the upper extent of the wreck, it is evident that she was uncovered recently. Though much of her upper deck works, rigging, and anchors were salvaged shortly after her grounding; major structural components of the vessel remain extant, including her centerboard trunk.

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A survey of the *Hanover* was conducted in June of 2014 by maritime archaeologists from the Wisconsin Historical Society. A baseline was attached at the aft edge of the stempost and stretched 108.0 feet along the centerline of the vessel to the remains of the fallen sternpost. All measurements for the survey were taken from this baseline. The overall length of the *Hanover* is 108.0 feet, while the vessel's beam, measured at her widest point, was 24.0 feet. Given the wreck dimensions, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the schooner *Hanover*. As the site lies in a dynamic area and has been recently uncovered, no invasive zebra or quagga mussels have colonized the interior of the bilge allowing for detailed observations.

The *Hanover*'s stempost measures 2.0 feet long by 1.0 foot wide with 7.0 feet exposed above the sand, extending to the point where it connects to the vessel's keel. Deadwood remains extant aft of the stempost, and extends to 15 feet along the baseline. A break in the ship is evident on both the port and starboard sides where the hull has separated 1.9 feet from the stempost. Though the hull structure has separated from the stempost, the remaining lower hull structure remains intact. The outer hull planking measures an average of 0.9 feet wide by 0.3 feet thick. The ceiling planking in the bilge measures 0.6 to 0.8 feet wide by 0.2 feet thick, changing to 1.0 foot wide by 0.4 feet thick at the turn of the bilge and above. These planks are fastened using a combination of butt scarves and plain scarves. The vessel is double framed with the frames measuring 0.7 feet wide. The individual futtocks measure 0.35 feet wide by 0.4 feet thick with 0.9 foot spacing between frame sets. Ceiling planking, futtocks, and outer hull planking are fastened together with iron drift pins, roved atop the ceiling planking and peened on the outside of the vessel. Drift pins measure 0.05 feet in diameter and roves measure 0.15 feet in diameter.

The *Hanover*'s keelson measures 2.0 feet wide and runs 85.0 feet along the length of the wreck, where it has broken. The remaining 24.0 feet of the keelson is connected to the disarticulated sternpost and deadwood, lying prone near the vessel's stern. On either side of the keelson, a sister keelson measuring 0.4 feet wide, remains extant. On the port side, only the sister keelson remains and is visible from 15 to 56 feet along the baseline, while on the starboard side, only the sister keelson is extant from 21 to 68 feet along the baseline.

Although her rigging was salvaged, evidence of the *Hanover*'s two masts are evident. The vessel's two mast steps can be seen in the exposed keelson. The foremast step lies at 18.5 feet along the baseline, while the mainmast step is located at 62.2 feet along the baseline. Each mast step measures 1.0 foot in length by 0.8 feet wide. At the foremast step, the keelson is broken diagonally with the fragmentation angling toward the port quarter.

The centerboard trunk is located 33 feet aft of the stempost and measures 23.0 feet long, extending 4.0 feet at its forward extent to 6.0 feet at its aft extent above the keelson. Forward, four boards of the

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trunk were exposed above the keelson, while aft, six boards remained. These boards measure 1.0 foot wide and 0.5 feet thick. Boards on the fore and aft facing sides of the trunk measure 1.0 feet long and 0.5 feet thick. Since only the lower extent of the centerboard trunk remains, there is no trunk cover present, making it possible to examine the centerboard housed within the trunk. The centerboard measures 0.4 feet thick and 21 feet long. It is not possible to determine if the centerboard was deployed at the time of the *Hanover's* grounding.

The stern post remains extant, lying on its port side 20 feet aft of the break in the keelson, and measures 8.6 feet tall, 0.9 feet long, and 0.6 feet wide. The deadwood timbers measure from 0.7 to 1.0 feet wide, and remain fastened to the sternpost.

It is likely that many other components of the *Hanover's* hull structure remain on the site but buried in sand. At the time of the survey, it was clear that 4 feet of sand had recently been swept away by the currents, exposing the entirety of the lower section of the vessel's bilge. Evidence of additional frames and hull planking remain extant, mostly buried in the sand of the starboard side of the vessel. Because of the dynamic nature of this area, the potential for exposure of more hull structure remains very high. The 2014 investigations indicate that significant portions of the hull remain and additional investigations may provide more data about the construction of early Great Lakes centerboard schooners. Data already gathered on the site has significantly increased our understanding of small centerboard schooner construction, and the site holds potential to yield additional significant information essential to understanding nineteenth century maritime commerce. The site, to the best of our knowledge, has been visited only by archaeological survey divers because of the recentness of her exposure, and her relatively unknown location.

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*Hanover* Shipwreck (Schooner)  
Bay of Green Bay, Door County, Wisconsin

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**Summary**

Located 1.75 miles northwest of Fish Creek, Wisconsin, the *Hanover* (47DR273) lies in 18 to 21 feet of water, on the reef south of the Strawberry Islands, in the bay of Green Bay. Launched in 1853 and lost in 1867, the *Hanover* is an example of an early wooden schooner. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *Hanover*. The *Hanover* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as referenced in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber and grain trades. The *Hanover* was discovered on 25 June 2014 and documented by Wisconsin Historical Society archaeologists on 1 July 2014. To the best of our knowledge, only archaeological survey divers have visited *Hanover's* remains. The site has produced a wealth of archaeological knowledge and has the potential to yield important additional archaeological data as sands uncover more of the wreck.

**Operational History**

The schooner *Hanover* was launched into the deep waters of Cattaraugus Creek upstream from its confluence with Lake Erie in the spring of 1853. She was the ninth vessel built at the hinterland shipyard of Charles Stevens, Irving, Chautauqua County, New York. The C. Stevens yard operated from 1847 - 1856, and this was the second of his vessels launched in 1853 (*Buffalo Commercial Advertiser* 1857a, 1857b; *Buffalo Daily Courier* 1857d; *Democracy* 1855; *Lake Shore Mirror* 1857; *Monthly Nautical Magazine and Quarterly Review* 1855).

According to her initial enrollment document, *Hanover* was built for the trade partnership of Charles H. Lee and James Lee of Buffalo, New York, owners of one equal undivided half part. Charles Lee worked as senior partner in the firm Lee, Abell & Co., forwarding and commercial merchants in Buffalo. James Lee, Charles' younger brother, was a clerk at the city's post office. Additionally, Captain Myron Gage of Irving, New York, and William D. Talcott of Silver Creek, New York, each invested in one-fourth parts of the vessel. Captain Gage became *Hanover's* first Master. William Talcott was an early resident of the Buffalo area, emigrating from Connecticut to Silver Creek in 1832. For many years he was employed in the lumber trade in Silver Creek. The schooner was named for the Town of Hanover in Chautauqua County of which William D. Talcott served as Supervisor (Bureau of Navigation 1853; Jewett, Thomas & Co.; Young 1875).

*Hanover* was enrolled 31 May 1853 at the Port of Buffalo, with Silver Creek, New York listed as her homeport. The ship carried a crew of eight men and was described as schooner-rigged with one deck and two masts, a round stern and no figurehead. She measured 108 feet 2 inches in length, 25 feet 11 inches in breadth, and 9 feet 5 inches in depth of hold with a capacity of 234 87/95 tons (Bureau of Navigation 1853; *Democracy* 1855; *Monthly Nautical Magazine and Quarterly Review* 1855).

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Contemporary newsprint of the 1850s and 1860s offered a scattered and incomplete record of arrivals and clearings for *Hanover*. The following text offers a skeleton of travel records and cargos, which allow for a glimpse into *Hanover's* transportation history, and presents rudimentary patterns typical of a vessel of this type from this early period of Great Lakes commerce.

Little is known of *Hanover's* first season. She cleared the Port of Buffalo under the command of Captain Myron Gage on 20 July 1853 bound for St. Clair, Michigan (*Buffalo Daily Courier* 1853). It is likely the schooner engaged in business at other ports during the season yet her travels remained unreported.

On 7 May 1854 *Hanover* arrived at Buffalo on her first trip of the year from Toledo, Ohio, with 22,000 feet of lumber consigned to Harrison Mixer; 43,000 feet of lumber for W.D. Talcott; 55 tons of port; 45 barrels of highwines (spirits); 144 barrels of pork for Mr. Hazzard; and 9,000 barrel staves for Mr. Dutton. There was no notice of her clearing Buffalo, but on 6 June 1854, she arrived at the port from Mount Clemens, Michigan, on Lake St. Clair with 50,000 feet of lumber consigned to Talcott & Hale (*Buffalo Daily Courier* 1854a; 1854b). *Hanover* remained in port until 27 June, clearing for Toledo. On 19 July 1854 the schooner arrived at Buffalo from Newport, Michigan, with 199,000 feet of lumber for W.D. Talcott and cleared the same day for a return to Newport (*Buffalo Daily Courier* 1854c; 1854d). It is uncertain when she returned to Buffalo, but *Hanover* is cited clearing Buffalo for Erie, Pennsylvania, on 15 August (*Buffalo Daily Courier* 1854e). On 20 September *Hanover* arrived in Buffalo from Toledo with 94,601 feet of lumber for Talcott & Hale, and 43,580 feet of lumber for Harrison Mixer (*Buffalo Daily Courier* 1854f). Again there was no notice of the vessel clearing Buffalo, but on 15 October 1854 *Hanover* arrived in Buffalo from St. Clair with 190,000 feet of lumber for W.D. Talcott and cleared the port on 16 October for Toledo (*Buffalo Daily Courier* 1854g).

In early June 1855, William Talcott arranged the purchase of the Lee brothers' share in the vessel. On 6 June 1855 *Hanover* was reenrolled at the Port of Dunkirk, New York, listing William D. Talcott as  $\frac{3}{4}$  owner and Myron Gage  $\frac{1}{4}$  owner. Both Talcott and Gage were reported as residents of Silver Creek, New York, and all other information about the ship remained the same (Bureau of Navigation 1855). There were no early or mid-season trips for 1855 reported by newspapers. On 1 September 1855, *Hanover* cleared Buffalo under the command of Captain Gage bound for St. Clair, Michigan. On 3 October, she loaded barrel staves and lumber at Detroit bound for Buffalo. Her arrival at Buffalo went unreported, but she cleared the port on 6 October 1855 for Chicago, Illinois (*Buffalo Daily Courier* 1855a; 1855b; *Detroit Free Press* 1855).

*Hanover* was reported clearing Buffalo on 24 May and 21 June 1856 for St. Clair, Michigan (*Buffalo Daily Courier* 1856a; 1856b). *Hanover* was also reported arriving at Buffalo on 14 July with 190,000

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feet of lumber from Detroit for W.D. Talcott, and again arriving on 19 September with 51,000 feet of lumber from Toledo for W.D. Talcott and 45,000 feet of lumber for Framer & Co. (*Buffalo Daily Courier* 1856c; 1856d). Arrivals were also reported on 31 October with 145,000 feet of lumber from Toledo for Talcott & Hale, and on 17 November from Erie with 72,000 feet of lumber for W.D. Talcott, 20,000 feet of lumber for Mr. Hillard, as well as 2,000 "ahooks" for J. Story. *Hanover* cleared Buffalo on 17 November for a return trip to Erie. It is uncertain how many other loads were taken later in the season, but by mid-December 1856 *Hanover* was reported overwintering in Buffalo (*Buffalo Daily Courier* 1856e; 1856f; *Detroit Free Press* 1856).

At the opening of the 1857 shipping season, Captain Myron Gage sold his ¼ share of *Hanover* to William Talcott's brother, Chauncey G. Talcott, a tanner and currier at Silver Creek. A new enrollment for the vessel was entered at the Port of Dunkirk, New York, on 4 May 1857 for change in ownership. Despite selling his share of the vessel, Captain Gage remained the *Hanover's* Master (Bureau of Navigation 1857; Young 1875).

*Hanover* cleared Buffalo on 22 June 1857 for Detroit, and arrived back into the port on 20 July with 140,000 feet of lumber from Toledo consigned to Mr. Campbell. She unloaded and cleared the same day for Erie (*Buffalo Daily Courier* 1857a; 1857b). On 13 August, *Hanover* arrived at Buffalo with 1,200 feet of lumber for W.D. Talcott. Far from a full load, it is uncertain if this is a typographical error, or if the quantity of this cargo was misreported to the newspaper. She unloaded and cleared the same day for Detroit (*Buffalo Daily Courier* 1857c). On 10 September, *Hanover* returned to Buffalo from Detroit with 80,000 feet of lumber for Mr. Talcott and 4,000 barrel staves for Mr. Hale. She unloaded and cleared the same day for Detroit (*Buffalo Daily Courier* 1857e; 1857f; 1857g). Her return to Buffalo went unreported and it is unclear if any other trips occurred that season.

It is likely that *Hanover* put up in Buffalo for the 1857-58 winter, because on 16 April 1858, she was one of the earliest vessels to clear the port in the spring for a trip to Erie (*Buffalo Daily Courier* 1858a). Her arrival back at the Port of Buffalo went unreported, but she cleared on 27 April for Detroit (*Buffalo Daily Courier* 1858b). Again, her return from Detroit went unreported in the Buffalo newspapers, but on 12 May 1858, *Hanover* cleared Buffalo for Algonac, Michigan (*Buffalo Daily Courier* 1858c). Her trip upbound was swift, as *Hanover* returned to Buffalo on 23 May with 175,000 feet of lumber from Port Huron, Michigan, for Mr. Talcott (*Buffalo Daily Courier* 1858d). *Hanover* remained in port waiting on a cargo until 12 June when she cleared for Windsor, Ontario (*Buffalo Daily Courier* 1858e). On 26 June *Hanover* returned from Windsor with 175,000 feet of lumber for Mr. Talcott (*Buffalo Daily Courier* 1858f). It is uncertain when the vessel left the port next but on 2 July her arrival was reported from Dunkirk with 180,000 feet of lumber for her owner, W.D. Talcott (*Buffalo Daily Courier* 1858g). Again, it is uncertain when she next cleared the Port of Buffalo, but on 23 August, *Hanover* arrived from Port Huron with 176,376 feet of lumber for Mr. Talcott. She cleared

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*Hanover* Shipwreck (Schooner)  
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two days later for Windsor (*Buffalo Daily Courier* 1858h; *Buffalo Daily Courier* 1858i). *Hanover* arrived back in Buffalo on 7 September from Detroit (across river from Windsor) with 97,000 feet of lumber for Mr. Armstrong (*Buffalo Daily Courier* 1858j). The vessel remained in port for much of September clearing with a cargo on 27 September for Dunkirk. *Hanover* arrived back at Buffalo with 150,600 feet of lumber from Detroit for her owner and cleared the same day for Toledo (*Buffalo Daily Courier* 1858k; 1858l).

Little is known of *Hanover's* travels for the early part of 1859, but as the season progressed it proved to be an eventful one. At 2PM, on 21 June 1859, *Hanover* was in tow of the tug *John Ely* upbound in the Detroit River when a fresh wind blew sparks from the tug onto the schooner and set her jib-topsail and flying jib on fire. Fortunately, the fire was quickly extinguished. Subsequently, *Hanover* was towed to a dock at Windsor for a full inspection before she was released to continue on her way (*Detroit Free Press* 1859a; *Buffalo Daily Courier* 1859a). On 2 July 1859, around 2:30PM, the barque *B.A. Stanard* of Cleveland was sailing light from Buffalo to Chicago when she was struck by a gale and capsized between Port Stanley, Ontario, and the Rondeau Peninsula along the north shore of Lake Erie. *Hanover* was in the vicinity of the accident and Captain Gage rescued three sailors that were clinging to a spar floating in the lake, and retrieved three men who had climbed upon the overturned vessel. The female cook and Capt. John McKay's young son were trapped in the cabin until *Hanover's* crew pulled them from within the wreckage after they had been immersed for over an hour. Eight of the *B.A. Stanard's* crew were saved with the exception of two mates that were entangled in the rigging and drowned (*Buffalo Daily Courier* 1859b; *Cleveland Herald* 1859; *Detroit Free Press* 1859b).

*Hanover* disappeared from the historic record until 26 September 1859, when Captain Gage sailed his ship into Buffalo with 170,265 feet of lumber from Toledo for Mr. Armstrong. Two days later the vessel cleared for Windsor. On 7 October, *Hanover* returned to Buffalo with another 95,000 feet of lumber for Mr. Armstrong, and an additional 25,000 feet of lumber for her owner (*Buffalo Daily Courier* 1859c; 1859d; 1859e).

As with previous years, it is likely that *Hanover* tied up to the pier in Buffalo for the 1859-60 winter. On 25 April 1860, the ship was again one of the earliest vessels of the season to depart Buffalo for a trip to Chatham, Ontario (*Buffalo Daily Courier* 1860a). It is unclear when *Hanover* returned to Buffalo, but she was reported clearing the port on 19 May for Saginaw, Michigan (*Buffalo Daily Courier* 1860b). On 7 June 1860, *Hanover* arrived at Buffalo from New River, Michigan, with 169,000 feet of lumber for A. Armstrong, unloaded and cleared two days later for Windsor (*Buffalo Daily Courier* 1860c; *Buffalo Daily Courier* 1860d). At Windsor, the vessel took on 172,261 feet of lumber for A. Armstrong and arrived at Buffalo on 19 June, unloaded, and cleared the same day for Port Huron (*Buffalo Daily Courier* 1860e). Once arriving at Port Huron, *Hanover* loaded 170,000 feet of lumber for Mr. Armstrong, and returned to Buffalo on 30 June, unloaded, and departed the same day

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for Port Austin, Michigan (*Buffalo Daily Courier* 1860f). It is unknown what business was conducted at Port Austin, but on 19 July, *Hanover* returned to Buffalo from New River, Michigan, with 155,000 feet of lumber for Mr. Armstrong, unloaded and cleared that afternoon for Windsor (*Buffalo Daily Courier* 1860g). On her next arrival at Buffalo on 31 July, along with 170,918 feet of lumber, *Hanover* also carried a horse consigned to Mr. Armstrong (*Buffalo Daily Courier* 1860h). She cleared Buffalo the next day bound for Port Huron (*Buffalo Daily Courier* 1860i). *Hanover* returned to Buffalo on 13 August with 181,059 feet of lumber for Mr. Armstrong. She departed Buffalo two days later for Port Hope, Ontario (*Buffalo Daily Courier* 1860j; 1860k). At Port Hope she took aboard 155,000 feet of lumber for Mr. Armstrong and arrived at Buffalo on 3 September (*Buffalo Daily Courier* 1860l). Her departure from Buffalo went unreported, but on 29 September, *Hanover* arrived from New River, Michigan, with 167,000 feet of lumber for A. Armstrong, unloaded and cleared Buffalo two days later bound for Chicago (*Buffalo Daily Courier* 1860m; *Buffalo Daily Courier* 1860n).

At the opening of the 1861 shipping season, William Talcott ended his partnership with his brother, purchasing Chauncey Talcott's share of *Hanover* to become the schooner's sole owner. Captain Gage remained at *Hanover's* helm. A new enrollment indicating the ownership change was entered at the Port of Dunkirk on 10 April 1861 (Bureau of Navigation 1861a). Three days later *Hanover* departed Buffalo for Milwaukee. It is uncertain when the vessel returned to Buffalo, but on 7 May *Hanover* again cleared the port for a trip to Milwaukee. On 17 May 1861, during her downbound trip to Buffalo, *Hanover* grounded on St. Helena Shoal above the Straits of Mackinac. In order to refloat the vessel, her wheat cargo was lightered off and the ship was pulled free by the tug *S.C. Ives*. The process of lightering and reloading delayed *Hanover* for two days (*Buffalo Commercial Advertiser* 1861; 1862; *Buffalo Daily Courier* 1861a; 1861b; *Detroit Tribune* 1861). The ship finally arrived into Buffalo on 19 May with 10,050 bushels of wheat for the firm, Cutter & Nims (*Buffalo Daily Courier* 1861c). She remained in port for only one day clearing for Milwaukee (*Buffalo Daily Courier* 1861d). Again it remains unknown when *Hanover* arrived into the Port of Buffalo, but on 25 June the schooner departed for Forester, Michigan (*Buffalo Daily Courier* 1861e). Business conducted in Forester went unreported, but before turning downbound, she loaded 204,000 feet of lumber at Windsor, Ontario, consigned to Talcott & Son. She arrived at Buffalo on 27 July. *Hanover* remained in port for three days, departing for Detroit on 30 July. *Hanover's* arrival into Buffalo went unrecorded, but on 30 August she cleared for Toledo (*Buffalo Daily Courier* 1861f; 1861g; 1861h). Business conducted in Toledo was unreported. From Toledo *Hanover* continued upbound to Milwaukee where she loaded 10,180 bushels of wheat for J.G. Stevens arriving into Buffalo on 18 September (*Buffalo Daily Courier* 1861i). She cleared two days later for another trip to Milwaukee (*Buffalo Daily Courier* 1861j).

With the end of the 1861 shipping season fast approaching on 18 October, William Talcott sold *Hanover* to James R. Smith and Harrison B. Mixer of Buffalo. Each man became an equal one-half partner in the vessel. Buffalo remained *Hanover's* homeport, as did Captain Gage her Master (Bureau

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of Navigation 1861b). With the ink not entirely dry on her new enrollment, *Hanover* departed the same day for Milwaukee. Her business in Milwaukee is unknown. On her downbound trip, she called at Toledo where she loaded 10,150 bushels of wheat for G.S. Hazard & Co., and arrived at Buffalo on 26 October. With the new owners anxious to complete as many trips as possible in the waning season, *Hanover* unloaded and cleared Buffalo on the same day making for Toledo. At Toledo she loaded 15,810 bushels of corn for G.S. Hazard & Co. and arrived into Buffalo on 6 November. *Hanover* completed one remaining trip in 1861; at Detroit she took on 6,000 staves for Mr. Dutton, as well as 11,951 bushels of oats for George Richardson and arrived at Buffalo on 16 November before putting up for the winter (*Buffalo Daily Courier* 1861k; 1861l; 1861m; 1861n).

*Hanover* departed her winter quarters at Buffalo as one of the earliest vessel back to work for the 1862- shipping season. She took on 175,000 feet of lumber at Detroit (alternately reported as Port Huron, Michigan) on 14 April 1862 for Mixer & Smith, owners of the vessel. She arrived into Buffalo on 3 May (*Buffalo Daily Courier* 1862a; 1862b). Before her next trip, the Mixer-Smith relationship dissolved and on 5 May 1862, James Smith bought out Harrison Mixer to become sole owner of *Hanover*; her homeport remained Buffalo and Captain Gage her Master (Bureau of Navigation 1862). After an additional fifteen days in port, on 20 May, Captain Gage steered *Hanover* clear of Buffalo harbor bound for Forester, Michigan (*Buffalo Daily Courier* 1862c). Business conducted in Forester was unknown, as was the vessel's return to Buffalo. On 4 June the schooner cleared Buffalo for Detroit (*Buffalo Daily Courier* 1862d). Business at Detroit was unreported. Before returning downbound to Buffalo, *Hanover* called on Toledo and loaded 10,000 bushels of wheat. She arrived at Buffalo on 12 June unloaded and cleared the same day for trip back to Toledo. On 20 June, the schooner arrived into Buffalo with 10,088 bushels of corn and cleared the same day for New River, Michigan (*Buffalo Daily Courier* 1862e; 1862f). Business at New River remains unknown, but on her downbound trip, *Hanover* called at Detroit where she loaded 16,151 feet of lumber and arrived into Buffalo on 5 July (*Buffalo Daily Courier* 1862g). Another trip to Detroit followed where she took on 140,000 feet of lumber and arrived at Buffalo on 21 July. *Hanover* was unloaded and cleared the next day for Port Huron (*Buffalo Daily Courier* 1862h; 1862i). Her business at Port Huron is unknown. Before returning downbound, she loaded 37,000 barrel staves at Bay City, Michigan and arrived into Buffalo on 8 August. Cargo was unloaded and the ship departed Buffalo on the next day bound for Toledo (*Buffalo Daily Courier* 1862j; 1862k). *Hanover* arrived back at Buffalo on 19 August with 10,101 bushels of wheat (*Buffalo Daily Courier* 1862l). No trips were reported for the remainder of August or September 1862. However, she likely cleared Buffalo sometime in late September, as on 4 October, *Hanover* arrived at Buffalo from St. Clair, Michigan, with 153,000 feet of lumber and 4,000 barrel staves. Her port clearing was not recorded. On 31 October, the schooner arrived in Buffalo with 10,142 bushels of wheat from Detroit. No other trips were reported in 1862 and it is plausible this was the last trip of the season before putting up for the winter (*Buffalo Daily Courier* 1862m; 1862n).

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*Hanover* Shipwreck (Schooner)  
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On 4 April, before the opening of the 1863-shipping season, James Smith sold *Hanover* to the partnership of Thomas Richardson and Elan Fisher of Detroit, Michigan. Each man was represented in the transaction as equal one-half partners. *Hanover* gained her first new Master since her launch as Thomas Richardson took command. The vessel departed Buffalo with a temporary enrollment document solely to transport the vessel to her new district (Bureau of Navigation 1863a). Upon arrival at Detroit on 11 April 1863, a Permanent Enrollment was issued. The paperwork defined Elan Fisher as managing owner, Thomas Richardson as owner as well as Master, and *Hanover's* homeport was changed to Detroit (Bureau of Navigation 1863b).

It is likely that with these changes, *Hanover* trips now retained her to the western Lakes where newsprint reports of vessel arrivals and clearings were less regularly recorded than in Buffalo. Only two arrivals and clearings were found in newspaper searches. *Hanover* was reported clearing Buffalo on 19 August bound for Saginaw, Michigan, with Captain Myron Gage at her helm. An arrival at Buffalo on 8 September from Bay City, Michigan, with 185,000 feet of lumber was also reported with Captain Gage in command, although Gage's continued employment aboard the *Hanover* was never expressed in her enrollment documents or addendums (Buffalo Daily Courier 20 August 1863a; 1863b).

On 24 November 1863, the Board of Lake Underwriters reported that *Hanover* went ashore on Point aux Barque Reef in Lake Huron, where she filled with water and sodden 600 barrels of flour. The report mistakenly identified the ship as the "brig *Hanover*". A 400-ton, brig-rigged ship named *Hanover* was built in 1862 at the Milwaukee shipyard of Ellsworth & Davidson for Otto Wermuth. This ship was designed specifically for ocean trade, went overseas in 1862, and was sold in Germany in May of 1863. The more likely suspect for the reported stranding was the schooner-rigged *Hanover*. It is not clear, however, if Richardson or Gage was in charge of the vessel at the time of the event (Buffalo Daily Courier 1863c; Mansfield 1899; Milwaukee Sentinel 1862a; 1862b; 1862c).

The 1864-season was marked by serial ownership changes, with little explanation and no available historic record of her shipping routes or trade. On 28 January 1864, H.A. Frink of Buffalo, New York, bought *Hanover* outright. The new enrollment document indicated that Frink would be the vessel's sole owner and Master. *Hanover's* homeport in turn was changed to Buffalo (Bureau of Navigation 1864a). But before the ice had melted from the Lakes and before Frink sailed from Buffalo Harbor even once, he sold the ship to fellow Buffalo resident, John H. Montgomery. Captain Richard C. Gunning became the vessel's new Master (Bureau of Navigation 1864b). Another point of confusion comes from a listing that appeared in the oldest surviving published ship insurance classification list for the Great Lakes, *The Register of the Ships of the Lakes and River St. Lawrence*; ownership for *Hanover* is represented as "Montgomery & Sloan". Mr. Sloan's involvement was never expressed in the governmental documentation of the ship. Additionally, this source describes *Hanover* as a ship in

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decline after eleven hard years of service. Her insurance classification had dropped to B2, an indication of some early structural problems, and her lines were described as "Rather Flat". Monetarily, she was valued at \$3,800 (Wheeler, Mathews & Warren 1864). This poor insurance rating would prove detrimental to *Hanover's* owners in continuing to transport grains and receive coverage for cargo losses or damage from water intrusion. No record of *Hanover's* trade or routes could be located in contemporary news sources for any point during the shipping season and it is plausible that she never left the pier under her new ownership that season.

*Hanover* underwent major repairs and was rebuilt over the winter of 1864-65. This raised her insurance rating to B1, and valuation to \$7,000 (*Detroit Post* 1867). Because of her rebuild and also under the Act of Congress of 6 May 1864, the ship was required to be re-surveyed, and a new enrollment issued. At Buffalo, Special Surveyor Sanford Halbert conducted this re-admeasure on 25 April 1865. The schooner was certified as having one deck, two masts, and measured 109 2/10 feet in length, 25 6/10 feet in breadth, and 8 9/10 feet depth of hold, with a capacity of 174 tons (Bureau of Navigation 1865). Three trips hauling lumber and barrel staves from Detroit's Detroit and Milwaukee Dock to Buffalo were recorded in late season on 20 September, 3 October, and 10 October 1865 (*Detroit Free Press* 1865a, 1865b, 1865c).

An error in calculating the capacity of the ship's enclosures during her 1865 resurvey was discovered and on 27 February 1866, *Hanover* was again resurveyed to document the capacity of her headroom. Her capacity was calculated at 173.98 tons capacity under tonnage deck, and 14.33 tons capacity for her enclosures on the upper deck, for a total of 188.31 tons. A new enrollment was filed listing John H. Montgomery as sole owner and Master (Bureau of Navigation 1866a). One week later, on 7 March, Montgomery sold a 1/4 share in the schooner to John McElligott of Chicago, Illinois. Montgomery remained documented as Master (Bureau of Navigation 1866b).

While sailing south along Wisconsin's coastline on Lake Michigan off Sheboygan, Wisconsin, at 2AM on 15 May 1866 *Hanover* was hit by a sudden, heavy squall that carried away her fore and main sails, her main gaff top-sail, and running rigging, a total property loss of \$250. Additionally, a crewmember was struck by the main boom and knocked unconscious during the mayhem. The accident occurred under the command of Captain John McElligott. Documentation of McElligott as Master was not expressed on her enrollment paperwork. She continued on to Chicago arriving on 16 May (*Chicago Tribune* 1866; *Buffalo Commercial Advertiser* 1867; *Detroit Free Press* 1866). Documentation was not found for the ship's repair or subsequent trips in 1866.

It is likely *Hanover* wintered over 1866-67 in Chicago as her early 1867 travels find her on western Lake Michigan. On 17 April and again on 24 April, *Hanover* called on Kewaunee, Wisconsin, to load ties and posts for W.D. Hitchcock & Co. bound for Chicago (Kewaunee Enterprise 1867a, 1867b).

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Reporting of her seasonal trade remained spotty for much of 1867 season. It is likely *Hanover's* owners kept her busy to recoup costs of her recent repairs and misfortune, although documentation of trips for the vessel was not located in newsprint. Her next reported cargo included 150,000 board feet of circular sawed lumber for strips, as well as mixed lumber from Oconto, Wisconsin, bound for Chicago on 15 August. This cargo was repeated on 5 September (*Door County Advocate* 1867a; 1867b).

On 7 November 1867, *Hanover* was running light from Chicago to Oconto during a storm, to claim another load of mixed boards and lumber strips, when Captain John McElligott ran his vessel aground on the shoals off Fish Creek, Wisconsin, in Green Bay. In these early times, these waters of Green Bay, southeast of Chambers' Island including the shoals of the Strawberry Island Channel, were poorly charted. The previously unnamed reef protruding from the southeast corner of Chambers Island gained the named "Hanover Shoal" because of the occurrence of the wreck (*Door County Advocate* 1867c; *Erie Daily Dispatch* 1867). The following day, the propeller *Ottawa* passed the grounded vessel and reported that the storm had already begun to break her up. Captain McElligott instructed the crew to cut away her mainmast above the deck in order to recover part of her outfit and begin the process of stripping and abandoning the ship. The ship was a total loss. *Hanover* was insured for \$5,000, although her owners claimed she was worth \$9,000 (*Chicago Tribune* 1867; *Detroit Free Press* 1867; *Detroit Post* 1867; *Door County Advocate* 1867c; *Erie Daily Dispatch* 1867; Mansfield 1899; *Milwaukee Sentinel* 1867a; 1867b).

On 26 November, a Warrant of Attachment was filed at the Town of Gibraltar, Door County, Wisconsin, against both captains and owners of *Hanover* to satisfy a debt of one hundred dollars owed to Mr. John Brown. It is uncertain how or when the debt was accrued, but judgment was rendered and salvage rights on the vessel sold (*Door County Advocate* 1867d; 1867e). A notorious resident of Chambers Island and locally renowned "strong-man" Allen Bradley took the job of salvaging the wreck. He removed pieces of her rigging and machinery, as well as the ship's 1,000-pound anchor, which he alone carried ashore from his workboat at Fish Creek (Holand 1943).

**Archaeological Significance and Integrity**

Although still covered by sand, it is likely that additional hull components of the *Hanover* are at the wreck site. The uncovered hull retains excellent archaeological integrity, and sites such as the *Hanover* present a rare opportunity to study and learn about early historic wooden schooner vessel construction, and how these vessels were used in the transportation of trade goods, grain and lumber on the eastern Great Lakes, and later in the Lake Michigan lumber trade. The *Hanover* is one of the earliest built schooners in Wisconsin waters. Her wreck site was forgotten after salvage in 1867, and covered by sand near the shoal south of the Strawberry Islands. Only recently uncovered from the sands and reported in the spring of 2014, she remains lightly visited.

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The *Hanover* meets the registration requirements for Criterion D at the state level as a good example of a schooner sailing vessel type as referenced in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber and grain trades. The *Hanover* 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. Constructed prior to the Civil War, the *Hanover* represents one of the earliest examples of schooner construction.

Many opportunities remain for future archaeological research on the *Hanover* site as sands shift, and the site becomes more uncovered. Additional information from the site may significantly add to our 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 earliest documented schooners in Wisconsin waters, data gathered on the *Hanover* has significantly increased our understanding of early schooner construction, and holds the potential to yield additional information essential to understanding how they were used in nineteenth century maritime commerce.

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**Verbal Boundary Description:**

The boundary for the *Hanover* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 0478761 Easting, 4999264 Northing, Zone 16.

**Boundary Justification:**

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

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**Photo #1 of 2**

*Hanover* Shipwreck (Schooner)  
Door County, Wisconsin  
Photographer Tamara Thomsen  
June 2014  
Looking forward from stern along keelson toward centerboard trunk

**Photo #2 of 2**

*Hanover* Shipwreck (Schooner)  
Door County, Wisconsin  
Photographer Tamara Thomsen  
June 2014  
Looking aft from stempost at cant frames and floors

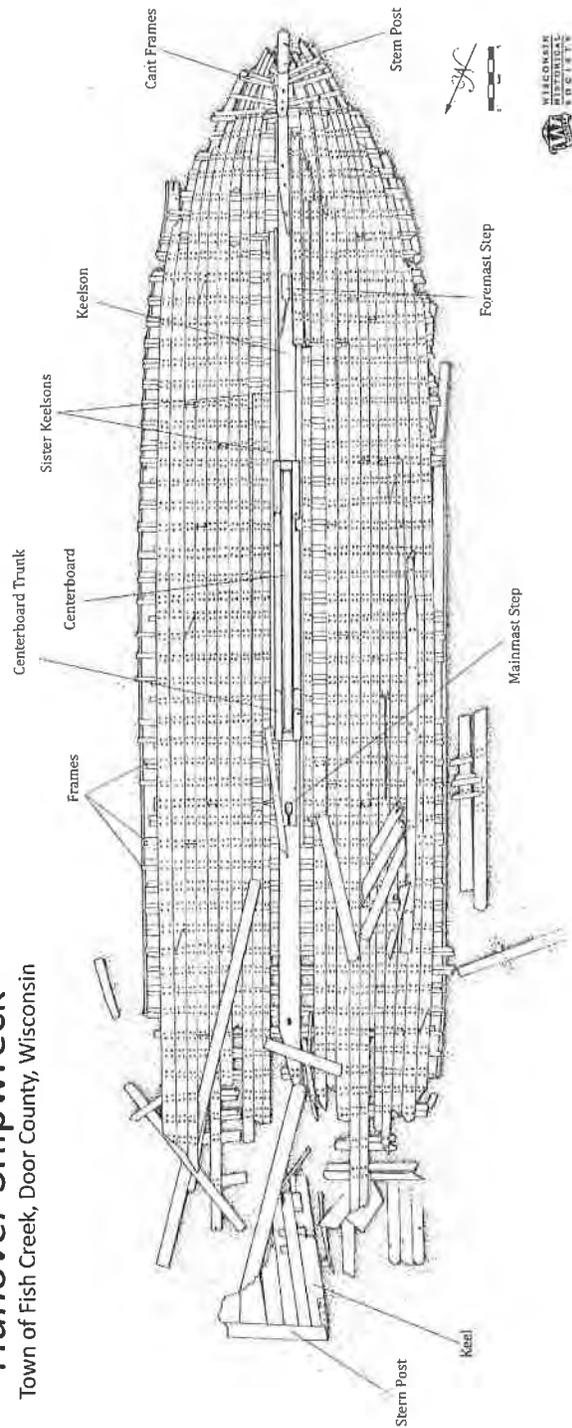
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**Hanover Shipwreck**  
Town of Fish Creek, Door County, Wisconsin



*Hanover* Shipwreck

*Hanover* Shipwreck (Schooner)  
Town of Fish Creek, Door Co., WI  
UTM Reference:  
16T 478761 E 4999264 N  
Datum:  
WGS\_1984





