

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Schooner KYLE SPANGLER Shipwreck Site

Other names/site number: Michigan Site Number: 20UH72

Name of related multiple property listing:

N/A

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

2. Location

Street & number: Lake Huron, 4 miles Northeast of Presque Isle

City or town: Presque Isle Township State: MI County: Presque Isle

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national statewide local

Applicable National Register Criteria:

x A B x C x D

Signature of certifying official>Title:

Date

MI SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 determined eligible for the National Register
 determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State x

Public – Federal

Category of Property

(Check only **one** box.)

Building(s)

District

Site x

Structure

Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
1 _____	_____	sites
_____	_____	structures
_____	_____	objects
1 _____	0 _____	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation: water related

Trade: Archaeology

Current Functions

(Enter categories from instructions.)

Landscape, Underwater,

Underwater Site

Not in Use

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other

Shipwreck, wood hull schooner

Materials:

 (enter categories from instructions.)

Principal exterior materials of the property: Wooden hull

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

SUMMARY

The KYLE SPANGLER site (1856-1860) contains the remains of the two-masted, wooden hulled schooner KYLE SPANGLER, as it came to rest following a wrecking event four miles northeast of Presque Isle, Michigan, in Lake Huron. Well preserved by the Great Lakes' cold, fresh water, the shipwreck sits upright at a depth of 185 feet. Built in 1856 in Black River, Ohio (now Lorain), KYLE SPANGLER is a distinctive type of Great Lakes sailing craft known as a "canaller," and retains its distinctive, boxy hull form. As a result, this site constitutes one of the best preserved examples of this vessel type within the Great Lakes. In outward appearance, the 130-foot-long sailing vessel looks much the same today as it did after coming to rest on the lake bottom in 1860. The wooden hull is nearly completely intact, save for collision damage at the starboard bow that has not, however, precipitated any loss in overall integrity. Both masts are still standing, with booms, gaffs and associated rigging having fallen to the deck or lake bottom. The deck cabin's outer structure is intact, as is the vessel's wheel, windlass, centerboard winch and bilge pumps. Most impressively, the vessel's carved wooden nameboard is still affixed to the stern quarter and remains legible.

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SETTING

The Great Lakes and their connecting waterways provide a natural highway extending over a thousand miles into the heart of North America. For centuries before European contact, these inland seas and tributaries served as important lines of trade and communication for Native Americans. Within the past 300 years, these waters have been further exploited by Euro-Americans and have greatly contributed to the economic and cultural growth of North America; waterborne transport on the Great Lakes played a crucial role in the exploration, settlement, and industrialization of the region.

The treacherous waters along Michigan's northeastern shoreline in Lake Huron have claimed nearly 200 ships. The oldest known shipwreck took place in 1849, while the most recent shipwreck occurred in 1966. Intense weather patterns, islands and rocky shoals, and heavy vessel traffic and converging shipping lanes all contributed to the area's vast collection of shipwrecks. These submerged archaeological sites form nearly a complete collection of Great Lakes vessel types from small schooners and pioneer steamboats of the 1830s, to enormous industrial bulk carriers that supported the Midwest's heavy industries during the twentieth century. Among the wrecks in and around the Thunder Bay National Marine Sanctuary are those vessels that carried immigrants and pioneers traveling west for new homes, schooners carrying Midwestern grain and lumber, passengers and package freight steamers, and evolving generations of bulk freighters specially designed to carry iron ore, coal, grain, cement, and other bulk commodities. They are evidence of the Great Lakes' pervasive influence in regional and national history, and capture the cultural, personal, environmental, technological and economic aspects of maritime history. Finally, this collection of shipwrecks reflects the movement, bravery, tenacity and innovative spirit of generations of maritime people. This is the broad context within which the schooner KYLE SPANGLER – and thousands of schooners like it – sailed.

On November 5, 1860, the KYLE SPANGLER worked its way south on Lake Huron, fully loaded with 15,000 bushels of corn bound from Chicago to Buffalo. In the dimly lit early morning hours off Presque Isle, Michigan, the up-bound schooner RACINE appeared without warning along a collision course, tearing into SPANGLER'S starboard bow and sinking the wooden schooner within minutes. Miraculously, SPANGLER'S crew survived. Today the vessel rests upright in 185 feet of water four miles northeast of Presque Isle Harbor, along a historically dangerous stretch of northeast Michigan coastline.

DESCRIPTION

After 153 years on the lake bottom the KYLE SPANGLER is in remarkably good condition and possesses a high degree of physical integrity. The collision damage, confined to the vessel's

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starboard bow, was not extensive enough to precipitate any greater overall loss in the hull's integrity. Lake Huron's cold, fresh water has kept the site well preserved, save for the inevitable loss of sails, much of the corn cargo, and the slow collapse of the vessel's more lightly built components such as the cabin interior. In outward appearance, the 130-foot-long wooden schooner looks much the same today as it did after coming to rest on the lake bottom in 1860. Unfortunately, a layer of invasive quagga mussels (*Dreissena bugensis*) covers much of the wreck, hiding smaller features and complicating, but not inhibiting, detailed archaeological recording.

Embedded in the lake bottom, the wreck lists twenty degrees to the starboard side and is oriented with the bow pointing nearly due east. Both the foremast and mainmast are standing, with their respective trestle and crosstrees (an assemblage of timbers positioned high on the mast to which the shrouds for the topmast were attached) intact and towering sixty feet above the deck. The seventy-two-foot tall extant foremast is "raked" aft approximately ten degrees. Although the canvas sails are no longer present, the wooden hoops that secured them to the masts are piled at the base of each twenty-inch diameter mast. Booms and gaffs and some of the rigging are all present, fallen to the deck or alongside the hull, but easily discernible. Much of the broken jib boom/bowsprit assemblage lies off the starboard bow on the lake bottom. The ships' wheel, steering gear and rudder are intact, as are two bilge pumps (a single action pump aft of the windlass and a double action pump aft of the mainmast), the offset centerboard winch and capstan. The windlass is intact but slightly displaced due to the force of the collision event. Both anchors are present, the port side still affixed to the rail with chain leading on deck through the hawse pipe. The yawl boat is missing but both folding stern davits, an innovation that eliminated wasted space as SPANGLER squeezed through the Welland Canal locks, are intact.

The vessel's cabin structure is relatively sound, though the interior woodwork has collapsed, leaving a presumably complete, but challenging to document, archeological site. The cabin doubtless contains numerous artifacts associated with the ship and crew, well preserved by the surrounding cabin structure. Larger artifacts, including a stool and a stove, are quickly discernible, though a layer of invasive quagga mussels makes identification of smaller artifacts and features difficult. Smaller artifacts, including bottles, ceramics, and remnants of the ship's compass have been moved on deck by divers. Access to the cargo hold is relatively easy, with all of the hatch covers displaced and lying on deck. Much of the corn cargo is now gone, revealing an interior space with intact construction features such as knees, deck beams, ceiling planking and associated fasteners, and the centerboard trunk easily visible. Chainplates and deadeyes, and the vessel's port side carved nameboard, remain attached to the hull's exterior.

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SITE INVESTIGATIONS

The wreck of the schooner KYLE SPANGLER was discovered in 2003 by Michigan resident and diver Stan Stock. A well-known and prolific wreck hunter, Stock has discovered several historic shipwrecks in northern Lake Huron. In 2007 Stock approached the National Oceanic and Atmospheric Administration's Thunder Bay National Marine Sanctuary (TBNMS) about jointly documenting the site, which, at the time, was located outside the sanctuary's boundaries.¹ He proposed to share the coordinates, work with sanctuary archeologists to document the site, and then release the site's location to the public.

In August 2008, funded in part by a NOAA Ocean Exploration grant, Stan Stock, his dive partner Tracy Xelowski, NOAA archeologists, and support personnel from the National Undersea Research Center at UNC-Wilmington and NOAA's Great Lakes Environmental Research Lab spent nine days documenting the site, after which the coordinates were made public. Due to the site's depth (185 feet), the team used mixed gas decompression diving techniques while recording the site with photos, video and hand-drawn scaled site maps.² The team made fifty-two total dives with about twenty-five minutes per dive actually working on the site – the remainder of the hour long dives was spent slowly decompressing (allowing nitrogen bubbles to dissipate from the diver's bloodstream) while ascending to the surface. A total of twenty hours of "bottom time" was spent working on site. Significantly, nearly eight of those hours were contributed by volunteers Stan Stock and Tracy Xelowski. Products from the 2008 site investigation include side-scan sonar imagery, detailed profile and plan view site plans, scaled drawings of significant individual components, photos and video. Immensely important are the photos taken by Stan Stock in 2003, prior to the site being colonized by quagga mussels. Notably, these archaeological products have since been used to generate interpretive materials for both divers and non-divers, including online animations and 2D materials for exploring the site and dive planning.

The project demonstrated that a small team could efficiently and safely document a wreck site in 185 feet of 40 degree water, and produce data essential to managing and interpreting the shipwreck site. Equally important, the project revealed the significant benefits of public

¹ Designated in 2000, the 4,300 square-mile Thunder Bay National Marine Sanctuary (thunderbay.noaa.gov) protects nearly 100 known historic shipwrecks and is jointly managed by the National Oceanic and Atmospheric Administration (NOAA) and the State of Michigan. The sanctuary's offices and visitor center are located in Alpena, Michigan. Prior to 2014, *Kyle Spangler* was located outside of the sanctuary's boundary; that year the sanctuary expanded from 448-square miles to 4,300-square miles. The 2008 documentation project helped bolster the case for the *Kyle Spangler*'s inclusion in a national marine sanctuary.

² Detailed measurements and additional drawings from the 2008 archeological survey of *Kyle Spangler* site are available in the *Kyle Spangler* shipwreck file located at the Thunder Bay National Marine Sanctuary. The attached site plan was created using these measurements, though many smaller individual components and details were recorded as well. Perspective drawings were also produced by marine artist Robert McGreevey, as was a animation available online at http://thunderbay.noaa.gov/shipwrecks/kyle_spangler.html

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participation in the discovery, documentation and management of our national maritime heritage.

The discovery of a shipwreck site puts into motion a series of events, that when acted upon thoughtfully, makes possible a wide range of benefits. Without the discovery, of course, tapping the full historical, archeological and recreational potential of a shipwreck site is impossible. And for that, special recognition must be given to Stan Stock.

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8. Statement of Significance

Applicable National Register Criteria

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

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Archaeology: Historic non aboriginal

Maritime History

Transportation

Commerce

Period of Significance

Built 1856 / Sank 1860

Significant Dates

1856

1860

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Jones, William Augustus – Black River (Lorain), Ohio

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

SUMMARY

The KYLE SPANGLER site is considered eligible for listing on the National Register of Historic Places under criterion A, C and D. The site is associated with events that have made a significant contribution to the broad patterns of our history, embodies distinctive characteristics of construction, has yielded, and will continue to yield important archaeological information.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

CRITERION A

Under criterion A, the KYLE SPANGLER is eligible for listing due to its association with maritime commerce on the Great Lakes. During the nineteenth and early twentieth centuries, the Great Lakes evolved from an isolated maritime frontier on the western edge of the Atlantic World into the nation's busiest and one of the world's most significant industrial waterways, where innovative ships and technologies moved raw materials and agricultural products in larger quantities and at lower costs than at any previous time in history. Moving bulk cargo to national and worldwide markets via the Great Lakes during the age of sail required thousands of specialized, boxy-hulled, sailing craft known as "canal schooners" such as the KYLE SPANGLER. SPANGLER role in the grain trade, most notably, shipping it from the preeminent ports of Chicago and Milwaukee to Buffalo and Oswego, NY, places it squarely within the history of an unprecedented agricultural and economic boom in the United States. Prior to the Civil War, before railroads were equipped to handle large shipments, more than 90 percent of Chicago's massive grain export traveled east by lake (Cronon, 1991). Indeed, cheap waterborne transportation made possible the well documented agricultural explosion of America's upper Midwest in the early to middle nineteenth century.

KYLE SPANGLER'S four-year career moving several bulk cargo types to various destinations, enduring several minor accidents and a major one that required an extensive rebuild provides a window into the rough and tumble career of a typical Great Lakes canal schooner. On the Great Lakes during the 1800s, the final weeks of the shipping season saw the highest profits and

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greatest risks. Cargo prices—and profits—climbed with the approach of winter. As October turned to November, high winds, plummeting temperatures, and ice often made for dangerous voyages. Along a treacherous stretch of Lake Huron abreast of the northeast Michigan shoreline, the danger was compounded by rocky shoals, fog and intense vessel traffic. Here, from Rogers City to Harrisville, Lake Huron’s “upbound” and “downbound” sailing routes nearly converged. Ships passed terrifyingly close to each other as they tried to shave valuable time off their voyages. Amidst these hazards, the schooner KYLE SPANGLER sailed on what its crew doubtless hoped would be their last voyage of the 1860 shipping season. However, like nearly a hundred other vessels traversing Lake Huron’s “Shipwreck Alley,” the KYLE SPANGLER’S final voyage would be more tumultuous and far reaching than its crew could ever have known.

The schooner Kyle Spangler and America’s Golden Tide of Grain

William Jones built the schooner KYLE SPANGLER in 1856 for Basil L. Spangler (1817-1876), at that time a Cleveland dry-goods merchant, who later reached the rank of captain in the U. S. Army during Civil War, ending his service in 1865 as the quartermaster at Camp Cuyahoga in Cleveland. Little is known about Basil Spangler, though he appears to have operated the business at times in partnership with his brother Miller. The schooner was named for Basil’s son Kyle, born in 1851. With various partners, Basil owned a portion of the schooner only through October 1857, though Miller is listed through at least 1858 when the enrollment changes from Cleveland to the Port of New York. The U. S. Census for 1850 lists Basil as a merchant, though Cleveland directories for 1867 through 1870 list him as an assistant postmaster, suggesting that his earlier business and shipping interests may have been short lived.

Getting a glimpse of the newly launched KYLE SPANGLER on May 12, 1856, the *Cleveland Herald* favorably reported that “she is a fine looking fore-and-aft...her owners expect much of her, and appearances certainly indicate the full realization of their expectations.” The two-masted schooner measured 349 tons, and 130 feet in length by 26 feet in beam by 11 feet in depth of hold. Two days later the vessel departed Cleveland, bound for Chicago with its first “upbound” cargo of coal, Captain Lester Smith of Black River at the helm. Operating much of the time for the Cleveland-based B. L. Spangler and Company, KYLE SPANGLER carried a variety of cargoes, including iron ore, salt, coal, corn and, most often, wheat for the next four shipping seasons. Carrying grain down-bound, typically from Chicago, Milwaukee or Cleveland to Buffalo or Oswego, New York, and returning with up-bound cargoes of coal and salt, consumed much of the vessel’s career. SPANGLER was enrolled in the Port of New York in 1859, suggesting a short career on the east coast prior to its November 1860 sinking in Lake Huron.

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KYLE SPANGLER'S participation in the grain trade for the majority of its career places it squarely at the center of the broader trade patterns of the pre-Civil War Great Lakes; patterns which propelled the region- and the United States- into economic preeminence as the nineteenth century unfolded. Tens of thousands of farmers settled the Midwest after the Erie Canal opened in 1825, and by the early 1840s they were transforming the frontier into America's "breadbasket." Prior to the mid-1870s, moving grain to national and worldwide markets was done in large part by thousands of specialized sailing ships known as "canallers."³ The overall volume of the trade, compared to the capacity of each individual sailing vessel, provides perspective relative to the huge number of ships required to satisfy demand. In 1860, for example, the year KYLE SPANGLER sank, Buffalo alone received over 37 million bushels of Midwest grain shipped from western Great Lakes ports. SPANGLER carried just 15,000 bushels per trip – a mere .040% of Buffalo's total that year. The apogee of sail on the Great Lakes was reached in 1868 with 1,855 total registered sailing vessels (Karamanski 2000: 36); an estimate from the early 1860s suggests that at that time nearly 750 sailing ships were canal schooners.

Chicago's commercial ascendency in the nineteenth century provides a narrower, well-documented context linking SPANGLER to these broader economic patterns of American history and further establishes the schooner's national significance. Indeed, as author William Cronon states, "What gave Chicago importance was emerging commercial primacy of the American northeast. An eastern-oriented economy 'naturally' looked across the lakes to Chicago as the westernmost point of cheap water access to the agricultural heartland of the interior" (Cronon 1991:63).

Between 1834 and 1841 Chicago's total grain export was only 13,756 bushels, but by 1845 more than one million bushels were being shipped to Buffalo alone (Karamanski 2000:60). By 1847 it rose to more than two million and there were 275 grain schooners running the Chicago to Buffalo route (Karamanski 2000: 62). Between 1853-1856 grain exports from Chicago tripled with 21 million bushels leaving the city alone in 1856 (Cronon 1991: 115). By the 30-bushel wagon load, and later the 324-bushel rail car, a golden tide of grain funneled into Chicago from America's fertile Midwestern farmland to be shipped inexpensively in bulk, eastward by water. Grain schooners like the KYLE SPANGLER made the Chicago-Oswego round trip in thirty-five days, and six to seven trips seasonally (Meverden et. al. 2006: 6). Chicago was rivaled in exports only by Milwaukee, which reached the million-bushel mark in 1853 and within a year doubled that number; by 1862 it had surpassed Chicago as the greatest wheat market in the world (Karmanski 2000: 60).

³ The broad historical significance of schooners on the Great Lakes, and the importance of the grain trade, is a well-established underpinning for National Register of Historic Places nominations. See National Register of Historic Places Multiple Property Listing *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa, 1992), for a detailed discussion.

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Hard Knocks: the Spangler's Career as Representative of Great Lakes Grain Schooners

Not long after its launching it was clear that like most Great Lakes schooners the KYLE SPANGLER would endure its share of hard knocks, if not more so than most others. This rough-and-tumble career provides additional context for understanding the schooner's historical significance and marks the vessel as a unique physical and historical representation of thousands of similar craft which, due to passage of time, no longer exist. The vessel's short but productive career provides a useful glimpse into life onboard Great Lakes commercial sailing craft of the period, and reinforces its archaeological potential. Indeed, regarding the value of wrecked workaday vessels like the KYLE SPANGLER, it can be said that "the ones that didn't make it tell us about the ones that did."

By the end of SPANGLER'S first month of service, in May 1856, the vessel had torn a hole in its bottom on Bark Shanty Reef in Lake Huron (*Buffalo Daily Republic* 27 May 1856). Newspapers reported that the vessel was then "laid up" in Detroit, though her owners quickly clarified that she spent only four hours there for repairs and then promptly sailed to its destination (*Cleveland Daily Herald* 2 May 1856).

That Great Lakes schooners of the nineteenth century operated upon often dangerous waters was again revealed by SPANGLER'S August 1856 encounter with the floating but waterlogged *W. S. Malcom*. From a distance, SPANGLER'S Captain Smith spied two boys, ages twelve and fifteen, clinging to the stricken vessel's rigging and apparently deserted by the rest of the crew. The *Spangler* conveyed the boys, chilled and exhausted, to Oswego (*Milwaukee Daily Sentinel* 28 August 1856). Less than a year later, while on Lake Michigan, the *Spangler*'s crew came upon the capsized *J. R. Giddings* lying on beam ends with most canvas set and the yawl boat tied to the stern. *Giddings*' crew was gone, washed overboard and presumed gone by SPANGLER'S crew, though the ghost ship's crew eventually turned up at Detroit in "destitute condition" (*Buffalo Daily Republic* 22 July 1857). Whether witnessing these vessel casualties reinforced a sense of danger and risk for SPANGLER'S crew is impossible to say. However, just four months after encountering the stricken *Giddings*, the crew of the SPANGLER would find their own vessel in peril.

In 1857, en-route between Chicago and Buffalo with a load of wheat, SPANGLER sprung a near-fatal leak in northern Lake Michigan during an early November gale. With the vessel's pumps overwhelmed, the crew exhausted, and the yawl boat washed away, the sinking schooner was run aground south of Sleeping Bear Bay (*Milwaukee Daily Sentinel* 28 November 1857). For a time fears were that the crew was lost due to "seas making a clean breech over them" (*Chicago Daily Tribune* 28 November 1857). Yet, SPANGLER'S crew endured three days of

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freezing weather before being rescued by the heroic efforts of the crew of *Great West*, also stranded nearby. The *Detroit Free Press* reported that “many had their hands and feet frozen” (*Detroit Free Press* 1 December 1857).

For weeks SPANGLER and three other stranded vessels were presumed total losses, prompting speculation about potential insurance payouts. None other than SPANGLER’S builder, William Jones, saw fit to publish a legal notice in the *Cleveland Daily Herald* putting the vessel’s owners on notice that he intended to have a piece of the insurance money, for it appears that he had not yet been paid in full for its construction, and as such “holds an equitable lien upon the insurance money until certain notes...given him by for the costs of construction are paid” (*Cleveland Daily Herald* 6 January 1858). Interestingly, and perhaps reflecting his stature as a successful businessman, Jones retained the law firm of Spaulding and Parsons, “widely known as the foremost in the state” (*Bench and Bar of Ohio* 1897: 107).

Ultimately, KYLE SPANGLER endured four months of winter’s pounding at Sleeping Bear Bay before being salvaged, refloated and towed to Detroit, where it was extensively refitted and reinforced at the yard of William’s brother, James Jones. The list of extensive repairs says much about the vessel’s condition after being salvaged, and also suggests that, at least in this case, the vessel was a valuable enough asset to warrant an expensive \$8,000 refit. By October of 1858 SPANGLER had new fastenings throughout, an extra keelson, and extra clamps under the deck which were bolted through each stanchion. The cabin, canvas and running rigging were new, and with new paint SPANGLER was reported to “look as though she was just launched” (*Milwaukee Daily Sentinel* 29 September 1858).

Out of service for eleven months, the vessel next took on a cargo of wheat in Milwaukee bound for Buffalo only to collide with schooner *Matt Root* in the Straits of Mackinaw, leaving SPANGLER’S mainmast “sheered into fragments,” boom destroyed and canvas lost (*Milwaukee Daily Sentinel* 8 October 1858). And late in the 1860 shipping season the schooner’s jib boom would be carried away by the schooner *E. M. Peck* when it was leaving Cleveland under tow (*Buffalo Morning Express* 1860 Casualty List). But, of course, the greatest disaster was yet to come.

On November 5, 1860, KYLE SPANGLER worked its way south on Lake Huron, fully loaded with 15,000 bushels of corn bound from Chicago to Buffalo. In the dimly lit early morning hours off Presque Isle, Michigan, the up-bound schooner *Racine* appeared without warning on a collision course, tearing into SPANGLER’S starboard bow and sinking her within minutes. Miraculously, SPANGLER’S crew survived. The damaged *Racine* was intentionally sunk in eleven feet of water near Presque Isle and later refloated. Today, KYLE SPANGLER rests upright and intact, save for the collision damage, in 185 feet of water.

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CRITERION C and D

KYLE SPANGLER is eligible for listing under criterion C, because it embodies the distinctive characteristics of a specific vessel type (canal schooner), and represents the work of the influential Great Lakes shipwright William Jones. Additionally, as detailed in Section 7, the schooner KYLE SPANGLER shipwreck site has yielded significant archeological information (criterion D), much of which informs and supports criterion C. Further, the site has the potential to yield additional archaeological information beyond the research questions addressed during the initial documentation of this site by archaeologists in 2008. Because criterion C and D are so complimentary in the case of the KYLE SPANGLER shipwreck site, they are addressed together in this section.

Ships (then as now) reflected some of the most advanced technology of their time in terms of engineering and architecture, and provide invaluable insights into undocumented or poorly understood technologies. Nineteenth century Great Lakes vessels, particularly wooden ones, were not generally mass produced, but often reflect individual building traditions, local innovation, and matters of expediency (Cooper and Kriesa 1992). Consequently, blueprints, line drawings or builder's plans are virtually non-existent for Great Lakes schooners of KYLE SPANGLER'S period (1856-1860). Built to maximize cargo space and with the maximum dimensions that could squeeze through the locks of the Welland Canal, the canal schooner (or "canaller") KYLE SPANGLER is one of the few intact surviving examples of this ship type. In fact, all of the surviving examples of Great Lakes canal schooners are underwater archaeological sites in various states of preservation; KYLE SPANGLER is among the best preserved.

Constructed in 1829 to allow ships to bypass Niagara Falls and move between Lakes Erie and Ontario (and the Atlantic Ocean via the St. Lawrence River), the Welland Canal has undergone three subsequent improvements (1846, 1887, 1942), each aimed at accommodating increasingly larger ships. Indeed, the meteoric rise of the grain trade helped drive the need for the 1846 expansion of the locks to 150 feet in length and 26 deep in beam. These dimensions subsequently defined an entire Great Lakes vessel class during the mid to late nineteenth century: purpose-built "canal schooners" designed to pass through Welland Canal and reach important ports on Lake Ontario, such as Oswego, NY, with as much bulk cargo as possible. With bluff bows, flat sterns, flat-bottomed hulls, short bow sprits and highly canted jib booms these vessels sought to maximize their payload on every trip and could squeeze through the canal with much more cargo than vessels with traditional hull forms (Meverden et. al 2006: 6). Some canallers employed folding jib booms and stern davits, as not to waste valuable space within the locks.

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According to *Great Lakes Shipwrecks of Wisconsin*, a National Register of Historic Places

Multiple Property Listing document submitted by the state of Wisconsin:

When eligible under Criterion C, shipwrecks must retain enough integrity, at least within selected portions of the vessel, to provide visible examples of engineering design or construction techniques that were important to sailing vessels (Cooper and Kriesa 1992).

As seen in the archeological documentation produced in 2008, KYLE SPANGLER clearly retains a high degree of integrity, providing an essentially complete example of canal schooner engineering design, particularly its boxy hull form, bluff bow and flat stern with folding davits. Indeed, due to its excellent state of preservation KYLE SPANGLER is nearly as complete as a floating historic ship; theoretically then, (challenging environment and required technology notwithstanding), a candidate for recording to a high standard such as National Park Service Historic American Engineering Record documentation. In other words, all that separates KYLE SPANGLER and its wealth of architectural information) from an historic ship afloat is 185 feet of Lake Huron water.

In addition to a complete vessel hull, several other individual or groups of features compliment the site's overall integrity. For example, SPANGLER'S intact deck machinery (windlass, single and double action bilge pumps, capstan, centerboard winch and steering mechanism) contain information pertaining to the engineering, development and function of each of these individual systems as well as their collective arrangement and use onboard SPANGLER. With its cargo hold mostly empty of its grain contents, many interior hull construction techniques could be readily documented archaeologically, including centerboard trunk arrangement and construction, and deck beam arrangement and supporting system of bracing (lodging and hanging knees). Even the positions and rake (cant) of the vessel's two intact masts, and the lengths of associated spars reveal information about the size and shape of some of the vessel's now missing canvas sails. Crosstrees and chainplates (termination points both associated with the vessel's rigging, remnants of which survive), help complete the picture of the vessel's rig. These features and others changed over time during the era of Great Lakes wooden shipbuilding, partially in response to evolving requirements by entities such as the Board of Lake Underwriters, and partially due to the influence of individual builders.

In a sense, the significance of SPANGLER is two-fold, in that it represents a general vessel class with the attendant historical, architectural and archeological significance, as well as the influence upon that class by a specific builder: master shipwright William Jones.

Schooner KYLE SPANGLER Shipwreck Site

Name of Property

Master Shipwright William Jones

Presque Isle, Michigan
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Launched in 1856 at Black River (now Lorain), Ohio, KYLE SPANGLER was built by shipwright William Jones (1806-1888), one of five sons of Augustus Jones (1782-1841), the patriarch of an important family of Great Lakes shipbuilders. Augustus Jones brought to the Great Lakes frontier well established New England shipbuilding skills and traditions during a formative period in Great Lakes history. Building at times in partnership with one another and also separately, Augustus' sons would eventually establish shipyards in Black River (OH), Buffalo, Cleveland, Detroit and Milwaukee, thereby passing on their considerable skills to new generations of builders in several different locations. The Joneses' collective output of Great Lakes vessels numbers in the hundreds and occurred at a seminal period in Great Lakes shipbuilding. As stated in *Great Lakes Shipwrecks of Wisconsin*, the name Jones is almost synonymous with mid-nineteenth century Great Lakes shipbuilding (Cooper and Kriesa, 1992). William Jones himself built at least twenty-eight vessels at Black River, Ohio, including KYLE SPANGLER in 1856.

The history of the Jones family in America begins with the emigration of Lewis Jones from England to Connecticut in the seventeenth century. Six generations later, Augustus Jones Jr. (1782-1841) became involved in shipping in Essex, Connecticut, with part ownership in sloop *Mercator*, engaged in the coastal trade in 1816-1821 (*History of Middlesex County* 1884: 480). During this period shipbuilding flourished along the Connecticut River at Essex, with between 1,200 and 2,000 tons of shipping launched annually (*History of Middlesex County* 1884: 354). Augustus Jones Jr. must have figured prominently in shipbuilding and shipping in Essex during this period, for after British forces raided the area in 1814, destroying twenty-eight ships and \$160,000 worth of property, he was compensated for his losses with a land grant in Black River, Ohio, as part of the Connecticut Western Reserve (*History of Lorain County* 1879: 87). Jones and his partner Enoch Murdock soon moved west, eventually becoming the first professional ship carpenters along Ohio's Lake Erie shore (Wright and Martin 1999: 49). Their move west marks an important milestone in Great Lakes shipbuilding, for with it came the transfer of significant shipbuilding knowledge and skill from the East Coast to the frontier, a pattern that would continue through subsequent phases of Great Lakes shipbuilding. The move also ushered in an era of intense wooden shipbuilding and set the stage for the influential Jones shipbuilding dynasty.

Arriving in Black River (now Lorain), Ohio, in 1818, Augustus Jones helped F. Church build *General Huntington*, the first ship built in the area. The following year the Jones family, which included five sons, William, George W., Frederick N., J. M., and Buel B. – all future shipbuilders – joined him. Between 1828, when Augustus Jones launched the sloop *William Tell*, and the early 1880s, when his son George W. retired, the Jones family built, at various points around the lakes, hundreds of ships of all types (Cooper 1995).

Schooner KYLE SPANGLER Shipwreck Site
Name of Property

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Augustus' son William built his first Black River ship, the schooner *White Pigeon*, in 1832 and his last one, the *H. G. Cleveland*, in 1867. During his career William Jones built twenty-eight vessels in Black River, including the schooner KYLE SPANGLER, and may have built ships in other places as well (*History of Lorain County* 1879: 215). His period of greatest activity in Black River commences in 1848, with the construction of the schooner *Meridian* and the brig *Mahoning*, both of which still exist as shipwrecks in the Wisconsin waters of Lake Michigan. William Jones appears to have been a traditionalist, building primarily schooners, a few brigs and barks, and only one propeller-driven vessel, a stark contrast to his younger brother George W. Jones, who was a noted innovator and builder of large steamers (Cooper, 1995).

William Jones' shipbuilding success appears to have translated into financial prosperity, and until the 1970s, remnants of his material success could be seen in Lorain. William built a "fine brick residence" on West Erie Street in Lorain, which was later used as the Lorain City Hall, but demolished in the 1970s (Wickens 1981: 12). William Jones died in Lorain, Ohio, in January 1888 at the age of 82, from "old age" according to Probate Court Records. His occupation was listed as shipbuilder.

Notably, KYLE SPANGLER fills a significant gap in the archeological record as it pertains to William Jones. Jones built the schooner *Nancy Dousman*, renamed *Gallinipper* (built 1833; wrecked 1846), brig *Mahoning* (built 1847; wrecked 1864) and schooner *Meridian* (built 1848; wrecked 1873) prior to SPANGLER (built 1856; wrecked 1860). The former three vessels still exist as shipwrecks in Wisconsin waters (*Meridian* and *Galliniper* are both listed on the NRHP), each representing a style, architecture and/or function different from SPANGLER. Consequently, KYLE SPANGLER'S impressive archaeological remains significantly extends the timeline through which we can study, appreciate and preserve William Jones' considerable talent, and better understand his influence on Great Lakes wooden shipbuilding; a rare opportunity given the relatively early build dates of these wooden vessels and the fact that the information exists nowhere else.

Finally, though not fully assessed during the 2008 archeological survey due to time constraints and the challenges of working with the vessel's enclosed cabin, the site likely contains numerous personal and workaday artifacts. As the images accompanying this nomination reveal, several artifacts have been moved on deck by divers. These include pottery, bottles and remnants of the schooner's compass. Within the cabin, larger artifacts such as a stool and a stove are quickly discernible, though a layer of invasive quagga mussels makes identification of smaller artifacts difficult and time consuming. Though not explored in 2008 and damaged in the collision, the SPANGLER'S foc'sle (or forecastle; an area below decks forward of the foremast where the crew typically lived), has potential to yield personal effects and tools. The undiscovered material

Schooner KYLE SPANGLER Shipwreck Site

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culture associated with KYLE SPANGLER could yield otherwise unattainable information about mid nineteenth-century shipboard life or the use of the ship. Given the cold, fresh water environment, artifacts discovered at the site are likely to be well preserved.

A Shipbuilding Legacy

It is worth noting that the prolific wooden shipbuilding begun in Black River/Lorain, Ohio, in 1819 by Augustus Jones, and continued by his sons and other builders, established an enormous shipbuilding industry that persisted into the last quarter of the twentieth century. The Lorain Yard of the Cleveland Shipbuilding Company (precursor to the American Shipbuilding Company) was established in 1897. In 1898 Lorain had the Great Lakes' largest dry dock. In 1898 the Lakes' first steel ship, *Superior City*, was launched. Many ships were constructed during World War II, and in 1981 the area's last ship was launched – the 1,013-foot freighter *William DeLancey*, the last ship built by the American Shipbuilding Company, still working today as *Paul R. Tregurtha* (Ohio State Historical Marker).

Additional Importance of an NRHP Listing

Although not related directly to National Register of Historic Places criteria, the site is also recreationally significant, and has become a popular scuba diving attraction since its location was made known to the public in 2008. Discovered in 2003 by Michigan diver Stan Stock, the wreck's location remained secret until the site was documented by Stock and a team from the National Oceanic and Atmospheric Administration's Thunder Bay National Marine Sanctuary, after which it was jointly decided to release the site's locational coordinates. Striking the balance between public accessibility and sound historic preservation is a challenge for resource managers, and herein lay an additional purpose for nominating the KYLE SPANGLER to the National Register of Historic Places.

A successful nomination will reinforce the significance of KYLE SPANGLER, and similar sites, as unique, irreplaceable places that deserve protection. In short, it will ascribe to the site increased value, which in turn will further the public's desire to see it protected. However, protection does not mean "off limits" to visitors. The sanctuary and the state of Michigan believe that encouraging responsible visitation to shipwrecks sites can help foster a preservation ethic. To ensure that sites are visited responsibly and to curb or eliminate souvenir hunting, outright looting and other negative diver impacts, multiple approaches must be taken. This includes the increased protection that comes with a successful nomination. Because KYLE SPANGLER is located in Michigan state waters (as are all sanctuary shipwrecks), a successful nomination will

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Presque Isle, Michigan

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make irrefutable the wreck's ownership by the state of Michigan via the Abandoned Shipwreck Act of 1987. Section 6a of the Abandoned Shipwreck Act stipulates that the United States asserts title to any abandoned shipwreck that is "on submerged lands of a State and is included in or determined eligible for inclusion in the National Register." The Act further provides that "the title of the United States to any abandoned shipwreck asserted under subsection (a) of this section [6] is transferred to the State." Accordingly, a National Register of Historic Places listing for KYLE SPANGLER is both a necessary resource protection measure and an effective way to foster public appreciation for the site.

Schooner KYLE SPANGLER Shipwreck Site
Name of Property

Presque Isle, Michigan
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Publications:

Cooper, David J

1995 National Register of Historic Places Nomination for the Schooner *Meridian*. Division of Historic Preservation- Public History. Wisconsin Historical Society, Madison, Wisconsin.

Cooper, David J. and Paul P. Kriesa

1992 *Great Lakes Shipwrecks of Wisconsin*. National Park Service National Register of Historic Places Multiple Property Documentation Form. Division of Historic Preservation- Public History. Wisconsin Historical Society, Madison, Wisconsin.

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1991 *Nature's Metropolis: Chicago and the Great West*. W.W. Norton and Company, New York and London.

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1884 J.B. Beers & Co., New York.

Karamanski, Theodore J

2000 *Schooner Passage: Sailing Ships and the Lake Michigan Frontier*. Detroit, Wayne University Press.

Mansfield, J.B.

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Wickens, William G.

1981 Early Days of Loraine. Published in the Loraine Journal, 1981.

Walker, Augustus

1902 *Early Days on the Lakes, with an Account of the Cholera Visitation of 1832.* In Publications of the Buffalo Historical Society, January 1902: 287-18. Transcribed from the original by Walter Lewis, 2004.

Research Collections:

Thunder Bay Sanctuary Research Collection. Alpena County Public Library, Kyle Spangler Shipwreck File.

Renee Dore, Private Collection, William Jones File.

Matthew Weisman, Private Collection, William Jones and Lorain Shipbuilding File.

Jeff Sigsworth, Private Collection, Jones Family Shipbuilding File.

G. W. Blunt Library, Mystic Seaport. Online vessel database.

Newspapers:

Cleveland Herald, 12 May, 1856

Buffalo Daily Republic, 27 May 1856

Buffalo Daily Republic, 22 July 1857

Buffalo Morning Express, 1860

Cleveland Daily Herald, 2 June 1856

Cleveland Daily Herald, 1 June 1858

Chicago Daily Tribune, 28 November 1857

Detroit Free Press, 1 December 1857

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Milwaukee Daily Sentinel, 28 August 1856

Milwaukee Daily Sentinel, 28 November 1857

Milwaukee Daily Sentinel, 29 September 1858

Milwaukee Daily Sentinel, 10 August 1858

Census and Other References:

1850 United States Census

1860 United States Census

Ohio Historical Marker for the Lorain Shipbuilding.

<http://www.remarkableohio.org/HistoricalMarker.aspx?historicalMarkerId=893>

Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): Michigan Site Number: 20UH72

Schooner KYLE SPANGLER Shipwreck Site

Name of Property

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10. Geographical Data

Acreage of Property

44.9 acres.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84:

(enter coordinates to 6 decimal places)

1. Latitude: N45 23.011000 (center of wreck) Longitude: W83 26.115000

2. Latitude: _____ Longitude: _____

3. Latitude: _____ Longitude: _____

4. Latitude: _____ Longitude: _____

Boundary Box Coordinates:

1. Latitude: N45 23.116000 (Northwest Corner)

Longitude: W83 26.290000

2. Latitude: N45 22.896000 (Southwest Corner) Longitude: W83 26.281000

Longitude: W83 25.935000

4. Latitude: N45 23.121000 (Northeast Corner) Longitude: W83 25.948000

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

Schooner KYLE SPANGLER Shipwreck Site			Presque Isle, Michigan
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1. Zone:	Easting:	Northing:	
2. Zone:	Easting:	Northing:	
3. Zone:	Easting:	Northing:	
4. Zone:	Easting :	Northing:	

Verbal Boundary Description (Describe the boundaries of the property.)

Kyle Spangler rests 4 miles northeast of Presque Isle, Michigan in 185 feet of water (Lake Huron). The vessel's remains lie in Michigan state waters and within the boundary of the Thunder Bay National Marine Sanctuary. The approximate center of the wreck is located at Latitude N45 23.011; Longitude: W83 26.115. The vessel lies in an east/west orientation, with the bow pointing east.

The boundaries of the wreck site are defined by a 10 acre square box (sides are 1/8 mile long), centered on the mid point of the vessel. This square box surrounds all sides of the main hull structure, encapsulates the vessel's original dimensions of 130' long by 25' of beam, and marks the entirety of the vessel's remains including hull structure, machinery, artifacts, and debris field (observed and anticipated) associated with the sinking event. Coordinates for the boundary box corners are given above.

Boundary Justification (Explain why the boundaries were selected.)

The National Register boundaries of the *Kyle Spangler* shipwreck encompass the footprint of its articulated remains within the coordinates listed above to capture the wreck site, hull structure, associated artifacts, and debris field. Side scan sonar and diver surveys conducted by the Thunder Bay National Marine Sanctuary revealed the primary extents of *Spangler*'s hull structure and associated masts and rigging. The justification for the 1/8 mile rectangle surrounding the main hull structure is that *Spangler*, like the majority of vessels involved in collisions that resulted in a sinking event, may have a scattered debris field that disperses away from the main hull as the wreck. The examination of this potential debris field in the future may yield information important to history and archeology of the site.

Schooner KYLE SPANGLER Shipwreck Site
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11. Form Prepared By

name/title: Russ Green, Deputy Superintendent

organization: National Oceanic and Atmospheric Administration, Thunder Bay National Marine Sanctuary

street & number: 500 West Fletcher Street

city or town: Alpena state: MI zip code: 49707

e-mail: russ.green@noaa.gov

telephone: 989-356-8805 ext. 16

date: January 11, 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph/Spangler01 *Kyle Spangler*, location map

Name of Photographer: Thunder Bay National Marine Sanctuary

Date of Image: 2014

Location of Image: Thunder Bay National Marine Sanctuary

MI_PresqueIsle_Schooner Kyle Spangler ShipwreckSite_0001

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Photograph/Spangler02 *Kyle Spangler*, side scan sonar image
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2008
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0002

Photograph/Spangler03 *Kyle Spangler*, plan and profile site plan
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2008
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0003

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- Photograph/Spangler04 *Kyle Spangler*, perspective drawing
Name of Photographer: Thunder Bay National Marine Sanctuary /
Robert McGreevy
Date of Image: 2008
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0004
- Photograph/Spangler05 *Kyle Spangler*, photomosaic
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2008
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0005
- Photograph/Spangler06 *Kyle Spangler*, nameboard
Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0006
- Photograph/Spangler07 *Kyle Spangler*, nameboard
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2011
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0007
- Photograph/Spangler08 *Kyle Spangler*, anchor
Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0008
- Photograph/Spangler09 *Kyle Spangler*, anchor
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2011
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0009
- Photograph/Spangler10 *Kyle Spangler*, companionway
Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0010
- Photograph/Spangler11 *Kyle Spangler*, base of mainmast

Schooner KYLE SPANGLER Shipwreck Site
Name of Property

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Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0011

Photograph/Spangler12 *Kyle Spangler*, centerboard winch
Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0012

Photograph/Spangler13 *Kyle Spangler*, artifacts on cabin top
Name of Photographer: Stan Stock
Date of Image: 2003
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0013

Photograph/Spangler14 *Kyle Spangler*, ships wheel
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2011
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0014

Photograph/Spangler15 *Kyle Spangler*, hull interior
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2011
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0015

Photograph/Spangler16 *Kyle Spangler*, diver, emerging from cargo hold
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2011
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0016

Photograph/Spangler17 *Kyle Spangler*, bow/foremast
Name of Photographer: Thunder Bay National Marine Sanctuary
Date of Image: 2008
Location of Image: Thunder Bay National Marine Sanctuary
MI_PresqueIsle_Schooner Kyle Spangler Shipwreck Site_0017

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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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.