

# Wisconsin's UNDERWATER HERITAGE

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## Fathoms Deep But Not Forgotten: Wisconsin's Lost Shipwreck Sites

### Part VI: Milwaukee County, 1925 - Present

by Brendon Bailod

This article is the sixth in a continuing series examining the historical maritime archeology sites in Wisconsin. This installment will review the historical shipwrecks of Milwaukee County in its most recent period. By 1925, Milwaukee's Lake trade had begun to change from grain to manufactured goods and commercial schooners had become so rare that an arrival in the harbor would attract a crowd. Most vessel traffic was in the form of large, modern lake steamers, which began to dominate the bulk freight trade. Milwaukee's waterfront started to look much like it does today, with many of the buildings seen today along the waterfront. The period after 1925 saw a large number of hull abandonments and scuttlings as steam powered vessels were replaced by diesel and old sailing vessel hulls were laid to

rest. Environmental laws did not prohibit the sinking of derelicts until well after World War II and many vessels were simply disposed of in the depths. The following list details all the historic total loss shipwrecks and hulls known in Milwaukee County after 1925. This list includes only registered commercial vessels. Countless small, unregistered pleasure boats grace the bottom off Milwaukee but these are outside the scope of this article.

Tug *Knight Templar* (14495), built 1890, probably on the bed of the tug *F.C. Maxon*, 62.1 x 16.7 x 7.4 ft., 38.69 gt.

The old wooden harbor tug *Knight Templar* was abandoned at Milwaukee in 1925 and taken off the books in 1929. She had been owned by the Gillen Towing Company. Accounts



## An Old Wagon Bridge Across Little Lake Butte des Morts

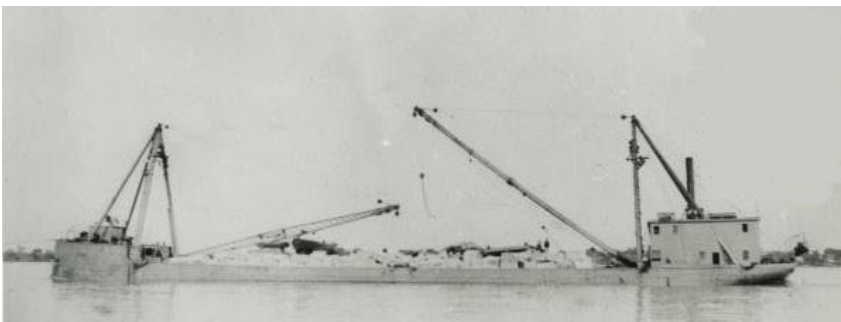
by Richard P. Mason  
and Steve Wagner

Recently the authors collaborated on a project to learn about a wagon bridge, built more than 150 years ago, over Little Lake Butte des Morts. That long wooden bridge ran from where the George Whiting Paper Company is located in Menasha, diagonally to James Island in the channel of the Fox River, and then angled due west to the Winchester Road (now County Trunk II) just north of the location of the Kimberly-Clark guest house. The bridge was an important feature in the early growth of Menasha, when the village of Menasha was connected with the Town of Menasha area, then known as West Menasha.

As noted by Alice E. Smith [1], the fledgling village of Menasha began to grow very quickly and there was a need for a bridge to

Barge Progress – author's collection

continued on page 6



continued on page 3

# Association News

## Fall Conference

The fifth annual WUAA Fall Conference was held on October 24 at the Discovery World Museum in Milwaukee. The event broke our previous attendance records and was a rousing success. We received many compliments on the wonderful location for the meeting and our sincere thanks go out to Kevin Cullen and the staff of Discovery World for their generosity in hosting the event.

The day began with a short business meeting at which the WUAA Board elections were held. The results were as follows:

- President - Brendon Baillod
- Vice President - Kevin Cullen
- Secretary - Paul Laue
- Treasurer - Lee Hintz
- Director - Janet Defnet
- Director - Dr. Richard Boyd
- Director - Danny Aerts

Brendon thanked outgoing Vice President Hank Whipple for his years of service and welcomed Kevin Cullen in his new role. Upcoming projects and fieldwork opportunities were reviewed as well as upcoming WUAA publications.

The day's presentations were very informative and included a review of the season's fieldwork on the wreck of the *MFD No. 23* by Kimm Stabelfeldt and a review of the Wisconsin Historical Society's 2009 fieldwork by Tamara Thomsen. Chris Winters and Kevin Cullen of the Discovery World Museum presented their remote survey fieldwork on the car ferry *Milwaukee* and Brendon Baillod presented the recently discovered wreck of the steamer *M.H. Stuart*, which lies in 200 feet of water off Milwaukee. Videotaped by John Janzen and Jitka Hanakova, the wreck is intact but her superstructure is gone and her bow is burned. WUAA was pleased to have in attendance, Henry Barkhausen, one of the Lakes' most respected historians, and his wife Alice. Mr. Barkhausen, related his experiences with the steamer *M.H. Stuart* while she was still in service in the 1930's. Sheboygan City Historian Bill Wangemann gave a very enjoyable presentation on the wrecks of the steamer *Phoenix* and the schooner *Lottie Cooper*.

Following the event, most attendees enjoyed dinner and refreshments at the Milwaukee Ale House.

## New WUAA Publications

WUAA has two new publications that will soon be available on the WUAA website. Dr. Richard Boyd has completed a fascinating study of the life and career of the notorious Lake Michigan pirate Dan Seavey. Titled *A Pirate Roams Lake Michigan: The Dan Seavey Story*, the book includes many original photos, news accounts and details of Seavey's exploits and career. Brendon Baillod will be releasing the first in a series of books about Wisconsin's Lost Ships. Volume 1 will be published in January and is titled *Fathoms Deep But Not Forgotten: Wisconsin's Lost Ships*. It gives detailed accounts of nearly 400 ships lost in Wisconsin waters between Kenosha and Port Washington and includes hundreds of photos, period advertisements, archival maps and information on undiscovered shipwrecks. Both books will be available on the WUAA website at [wuaa.org](http://wuaa.org).

## Wisconsin's Underwater Heritage

is published quarterly by the Wisconsin Underwater Archeology Association, a nonprofit association of individuals and organizations interested in studying and preserving the underwater cultural resources and historical sites of Wisconsin.

In addition to publishing this newsletter, the Association also holds

semiannual meetings and provides support to members' research and publication projects. Annual membership dues are \$20. For membership information write to the postal or email address below.

**Mail correspondence to:**  
WUAA  
PO Box 6081  
Madison, WI 53716

**email:**  
[wuaa@mailbag.com](mailto:wuaa@mailbag.com)

**web site:**  
[www.wuaa.org](http://www.wuaa.org)

**President:**  
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## Bridge Across Little Lake Butte des Morts

*continued from page 1*

accommodate horse-drawn wagons hauling wheat from the towns of Winchester, Clayton and Menasha to the flour mills in Menasha. In those days Menasha was connected to other villages by plank roads. A plank road between Menasha and Appleton kept 100 teams busy hauling wheat during the big wheat crop of 1855. [2] The village of Menasha bonded itself in 1853 for \$5000 to finance the Neenah and Manitowoc Plank Road Company's construction of a wagon bridge across Little Lake Butte des Morts.

No evidence for the bridge exists today above water. Richard P. Mason (the senior author) grew up on the lake and was familiar with the submerged pilings and rockpiles that could be seen during periods of good water clarity. The existence of the bridge in the mid 1800's was noted in a report he prepared for the Town of Menasha in May of 2004 [3] and at a presentation he gave at the Fox Valley Scuba Club meeting on April 12, 2006. Upon hearing about the wagon bridge, some of the club members, including Dave Heid, Jon McKenzie, Mike Radtke and Steve Wagner (co-author of this paper) became interested in the bridge; thus, plans were made to investigate.

In May and June, 2006 we were able to document some of the underwater evidence for the bridge. The use of a 14-foot boat and a jet ski equipped with GPS and sonar enabled us, in spite of low water clarity, to map rockpiles and pilings. Water depths ranged from 3 to 8 feet. Eleven rockpiles were located and mapped. We considered that the rockpiles, most of them about 25 feet in

diameter, could have been installed to break up ice floes in the spring, protecting the bridge piles. In June, all rockpiles were completely submerged and varied in depth from 6 inches to two feet below the water surface.

Many questions were raised during our exploration work. In some cases wood timbers up to 8 x 12 inches in diameter were observed surrounding the base of a rockpile, with evidence that planks lay underneath the rocks. Were these "sleds" to facilitate installation during winter ice or were they the remains of some sort of crib to contain the rocks? The rockpiles were composed of round stones and boulders ranging from 6 to 30 inches in diameter. Were they once higher, protruding above the water? Probably, but what was the average water level back in the 1850's compared to today?

The pilings are also submerged beneath the water surface (most were cut off at water level during the 1930's depression years for firewood) and are located up to 150 feet north of and somewhat parallel to the rockpiles. The circumference of the pilings ranged from 17 to 32 inches (diameter 5.6 to 10.2 inches). They were driven down in sets of four abreast, spaced anywhere from 3 to 7 feet apart providing a span of about 20 feet. The next set of four was usually found 14 or 15 feet away. A picture of Paul Mason's duck blind, taken about 1934, reveals about 23 pilings still standing above the water. By 1955 only three were still standing.

In years past fishermen were often attracted to the rockpiles and pilings because of the structure they offered for the fish. Occasionally a rockpile was struck by an unwary boater, as can be attested by our finding of a propeller and motor hood. A newspaper in 1962 reported that 44 submerged pilings remained and were a hazard for motor boats.

[4] Our work found that the rockpiles converge with pilings at the west end of the bridge route, after a spacing of 150 feet from the pilings on the east end. This negated the ice breaker theory. More likely the rockpiles are remnants of a float bridge that preceded the pile bridge.

Early historians disagree on when the first bridge was built. In a history of Winnebago County, published in 1908, Publius V. Lawson claimed that the bridge was built in 1850; he doesn't mention more than one bridge. [5] An earlier history of Winnebago County was published by Richard G. Harney in 1880, claiming that "the first bridge was built in 1853, but was replaced by a float bridge with draw, in 1856, and in 1861, a pile bridge was constructed." [6] Harney's version is probably correct, since Alice Smith claimed that the Village of Menasha had bonded itself for the 1853 construction of a bridge. Searching the local libraries for any pictures, paintings, or sketches of the bridges produced no results.

Old plat book maps published between 1855 and 1873 noted the location of the bridge(s); in fact the 1872 map identified it as the "long bridge". A photo taken in 1870 looking northwest from Wisconsin Avenue in Neenah actually shows the bridge in the background, but from that distance it is barely discernible. As part of the Town of Menasha Sesquicentennial celebration in August, 2006, a book about the town's history was published [7]. It included a brief submission by Larry Easton, originally published in the Winnebago Whistle, describing early wagon bridges across Little Lake Butte des Morts. [8] A visit with Larry Easton, well known for his railroad history research, proved to be very rewarding. His search for

*continued on page 4*

## Bridge Across Little Lake Butte des Morts

*continued from page 3*

information pertaining to railroad bridges inadvertently uncovered information about the old wagon bridge(s). Much of his information was found while going through the Village of Menasha and Town of Menasha Board of Supervisors minutes from 1853 to 1862, as well as old newspapers. Larry graciously shared this information; we are forever indebted to him.

In the 1850's float bridges were in vogue: a float bridge built in Oshkosh at Main Street replaced the ferry in 1847. Another float bridge was built at Algoma Street in 1850. Bonds issued by the City of Oshkosh included \$2000 in 1854, in payment for the old float bridge, and \$8000 in 1858 for building a new float bridge. [9]

The float bridges were difficult to maintain, but in defense of the Menasha bridge over Little Lake Butte des Morts, a local newspaper, on March 19, 1855, stated that "the Bridge has been passable constantly for nearly a year". [10] But plans were already being made to replace the first float bridge with a second, more permanent float bridge. [11] A portion of the second bridge would swing open, allowing passage of boats. A channel was dredged from the Neenah lock to the wagon bridge and slightly beyond. The second bridge, in 1856, allowed passage of the *Aquila*, the first steamship to pass through the Neenah lock from Lake Winnebago to Green Bay.

A newspaper on April 26, 1856 reported: "The Butte des Morts Bridge. – We are happy to learn that our Board of Trustees have finally yielded to the 'outside pressure' and

determined to proceed at once in repairing this bridge and fitting it for the passage of teams". [12] The Village of Menasha approved a cost of \$1500 to repair the float bridge, and \$40 to preserve the materials from the first float bridge. [13] The bridge was replaced, allowing passage of the first steamship to travel from the Mississippi River to the Neenah lock, and on to Green Bay in June, 1856. [14]

The second float bridge, like the first one, was hard to maintain. At the May 24, 1859 meeting, the Village of Menasha Board of Supervisors reviewed three bids, ranging from \$500 to \$700 for the repair of the float bridge. But enough was enough. On March 12, 1860 the Board of Trustees, Village of Menasha, reviewed a petition signed by E.D. Smith and one hundred other "legal voters" to appropriate money for a permanent pile bridge. But a motion to approve the new bridge was tabled. The 1857 panic was probably to blame.

Interestingly, on April 2, 1860, the Village of Menasha turned over control of the bridge to the Town Corporation of Menasha. A resolution was unanimously adopted to let the Town of Menasha raise whatever sum was necessary.

The April 27, 1860 Town of Menasha Board of Supervisors meeting awarded contracts for obtaining pilings 16 to 22 feet long and not less than 12 inches in diameter at the smallest end. (Note: the 12 pilings we measured ranged from 5 inches to just over 8 inches). The pilings were to be of "sound White or Swamp Oak". The minutes for the December 11, 1860 meeting established a cost of 75 cents each for 400 piles furnished by L. S. Finch, and on December 29, 1860 allowed Richard Allen the contract for furnishing 100 piles for \$75.00. The Board of Supervisors meeting on

July 23, 1861 made a verbal contract with Thomas Armstrong and Daniel Jones to saw the stringers for the bridge at \$2.50 per thousand. The stringers would measure between 13 and 16 inches. The next meeting, on August 19, 1861, awarded Otis Cross a contract for driving pilings for \$300.00.

On August 29, 1861 a local newspaper noted the bridge project was advancing rapidly and that 1300 feet of piles had been driven on this (east) side of the lake and 1200 feet of plank laid. [15]

At the September 21, 1861 meeting the Board of Supervisors allowed:

G. Bronson	1 days work	\$1.50
G. Bixby	1 1/8 days	\$1.68
E. L Ward	2 7/8 days	\$2.87
L. Utley	1 days	\$1.75
L. Wheatley	150 piles	\$75.00
Mr. Gardner	draw 50 piles	\$25.00
James Ladd	25 piles	\$25.00
Otis Cross	bridge contract	\$690.00

On December 19, 1861 a newspaper reported the bridge "is one of the most substantial and symmetrical bridges of the kind in the state. It is 2700 feet long, has a fine close railing on both sides, about four feet high, rendering it perfectly safe for teams to pass and repass each other, is as straight as a line, well supported on both sides, that the action of the water cannot disturb its foundation, which taken altogether renders it a structure of which the people of Menasha may reasonably feel proud, and when Summer comes round, it will be one of the most pleasant and beautiful walks to be found in these parts. E.L. Ward, Esqr, the Superintendent of the bridge, and Capt. Watke, the builder, have established their character as bridge builders to a demonstration." [16]

The Town of Menasha Board of Supervisors minutes record for December 30, 1861 "Allowed C.W. Watke for constructing 2733 feet of

bridge across Little Lake Butte des Morts at 60 cents per foot as per contract - \$1639.80." "Allowed C.W. Watke for extra work across Tait's Island Mud Sills & Bents bridge - \$30.00." The total cost of the bridge was \$6365.92.

### **The Demise of the Wagon Bridge**

In 1870 there were fifteen flour mills in Neenah and Menasha, with 44 water wheels (varying between 30 and 80 horsepower each), with a total capacity of 821,615 barrels of flour a year. In addition to wheat grown in Winnebago County, wheat was hauled in from Calumet, Waupaca, Outagamie and Waushara County.

By 1873 the wagon bridge was in need of repair. But several factors prevented any repairs from materializing. The panic of 1873, followed by an acute depression from 1876 until 1878, [17] probably influenced farmers to defeat an effort to fund the needed repairs [18]. Some of the flour mills were being converted to paper making. Minneapolis was becoming a major wheat center as wheat farming moved west, to be replaced in Wisconsin by dairy farms. In 1863 the Chicago & Northwestern Railway built a wood pile railroad bridge across the lake, about a quarter of a mile north of the wagon bridge, probably contributing to the demise of the wagon bridge. In 1910 the railroad bridge was rebuilt with steel, today it is part of the Friendship Trail. The railroad also lessened the need for water transportation; consequently the Fox and Wisconsin Improvement Company was unable to pay the interest on its bonds. The bond holders sued and in 1866 the Green Bay and Mississippi Canal Company became owner. In 1870 the United States appraised the value of the locks and canals at \$145,000 and took possession of them. [19] The

land grants and water power franchises were not taken away from the Green Bay Mississippi Canal Company, which is still in existence today. Work on the dam in Neenah was begun in 1847; [20] it remained private but the Neenah lock was abandoned. The dam and lock in Menasha, owned by the federal government, are still in use today.

In the 1880's the superstructure of the wagon bridge was removed and the lumber sold, leaving only rows of pilings stretching across the lake as a reminder of a different era. [21]

### **Menasha Plank Roads**

It is interesting to note that the old wagon bridge was built at a time when plank roads were in vogue. Plank roads greatly reduced rolling resistance and prevented getting mired in the mud. The state legislature granted charters to stock companies to build plank roads between specified points. Plank roads were being built from Menasha to Manitowoc (1848), Menasha to Kaukauna (1850) and Menasha to Oshkosh (1852). A British naval captain, Lauchlan B. MacKinnon, newly arrived from England, financed the building of a plank road from Menasha to Appleton (also in 1852). When the village of Menasha was incorporated in 1853 it was connected to Appleton and Kaukauna by plank roads with toll gates on both ends.

The idea of plank roads came from Russia and the first one in North America was built in Toronto in 1836. White oak planks were preferred because it was thought they would last for 12 years, whereas pine would last about four years. A plank road, constructed between Milwaukee and Watertown, was finished in 1853 at a cost of \$103,000. A railroad connecting Milwaukee and Watertown was completed in 1855 and hastened the demise of

the plank road. A similar fate for the Menasha wagon bridge occurred when a pile railroad bridge was built across Little Lake Butte des Morts in 1863 (subsequently replaced with a steel bridge in 1910 and now serving as part of the new Friendship Trestle Trail walking bridge).

Building a plank road required removing trees and stumps, "grubbing", grading and installing a gravel base. The state regulated such matters as minimum width (usually 24 feet between ditches) and the use of the right of eminent domain. The stringers, upon which the planks were laid, consisted of white oak boards, one and one-half inches thick, eight inches wide, and not less than twelve feet long. They were laid in trenches so that the upper surface of the stringer was level with the earthen road bed. The outside stringer was set one and one-half inches lower than the other, and eight feet in width was allowed between the two. The space between stringers was filled with earth to one-half inch above the surface of the stringer. The oak planks, one and one-half inches thick, three inches wide, and eight feet long, were placed on top of the stringers and pounded down until they rested on the stringer. To prevent injury to the horses' hooves, the planks were not nailed down.

The plank road boom of 1851 - 1854 ended when it was found that the planks would only last for three or four years, not twelve. What a waste of good white oak! Other kinds of early roads included corduroy, made of logs laid crosswise. Old corduroy road logs were found buried ten feet deep when the slough bridge on Winneconne Avenue in Neenah was replaced in 1953.

A Scotsman named McAdam developed a paving mixture of soil

## Milwaukee County Shipwreck Sites

*continued from page 1*

relate that she was abandoned in the Kinnickinnic River. Her remains have never been identified and were almost certainly removed.

Wooden Gas Yacht **Tuna III** (213207), built 1915, 43.5 x 11.5 x 6.3 ft., 26 gt.

The gas yacht *Tuna III* had come to the Lakes from Florida when she stranded and burned on November 2, 1926 at St. Francis. Her remains have never been located and it is doubtful if any identifiable remains survive.

Wooden Barge **Progress** (150205), built 1880 as a steamer, 255.2 x 37.0 x 19.8 ft., 1596 gt. Rebuilt as a barge in 1908, 248.0 x 37.6 x 14.0 ft., 844 gt.

The big wooden barge *Progress* was abandoned off Milwaukee Harbor on July 13, 1927. She had outlived her usefulness and was scuttled, probably a few miles off the straight cut. Her owner, Edward Gillen removed her engine before scuttling her. Her remains may have been located by Jerry Guyer, but no conclusive ID has been made.

Wooden Steamer **Raymond** (208205) built 1910 as a fish tug, 52.8 x 15.4 x 6.0 ft., 27.00 gt.

The big wooden steam fish tug *Raymond* was abandoned and scuttled at Milwaukee just west of the Clinton Street Bridge on August 15, 1929.

Steel Car Ferry **Milwaukee** (93363) built 1903 as *Manistique*, *Marquette & Northern #1*, renamed *Milwaukee* in 1909, 338.1 x 56.0 x 19.5 ft., 2933 gt.

The big steel car ferry *Milwaukee* foundered on October 22, 1929 in one of the Lakes' worst and best known disasters. Her loss was a mystery until she was found by John Steele and Kent Bellrichard in 120 feet of water off Whitefish Bay in May of 1972. The site is now a popular dive target, but the wreck has begun to deteriorate significantly from age.

Steam Fireboat **M.F.D. No. 17** (130654) built 1893 as the *James Foley*, renamed in 1901, 99.0 x 24.4 x 10.2 ft., 136 gt.

The *M.F.D. No. 17* was the City of Milwaukee's second fireboat, permanently posted in the harbor at the foot of Water Street. Fireboats wore out quickly from the need to keep their boilers fired at all times and the No. 17 was laid up in December 1922. She was scuttled with her machinery 5 miles NE of the harbor piers on May 12, 1930. The No. 17 has yet to be located and probably has findable remains.

Steel Gas Launch **North Shore** (230121) built 1930, 60.7 x 20.0 x 7.0 ft., 63 gt.

This steel vessel was welded together on the corner of Barclay and Lapham Streets in Milwaukee. She was lost on September 30, 1930 during her maiden season on a run from St. Joseph, MI to Milwaukee with a cargo of grapes and six crew, including the captain and his new wife. She is believed to have gone down closer to the Wisconsin shore but her remains have never been found.

Schooner **EMBA** (106706) built 1890 as the *A.C. Tuxbury*, renamed *Cotton Blossom* in 1920, *EMBA* in 1924, 181.0 x 35.0 x 13.1 ft., 679.51 gt.

The big schooner barge *EMBA* was scuttled well off Milwaukee in 165 feet of water on December 10, 1932. Her remains were located by Kent Bellrichard and Richard Zaleski in December 1975 and she is now a popular dive target with her substantial A frame hoist still on her deck.

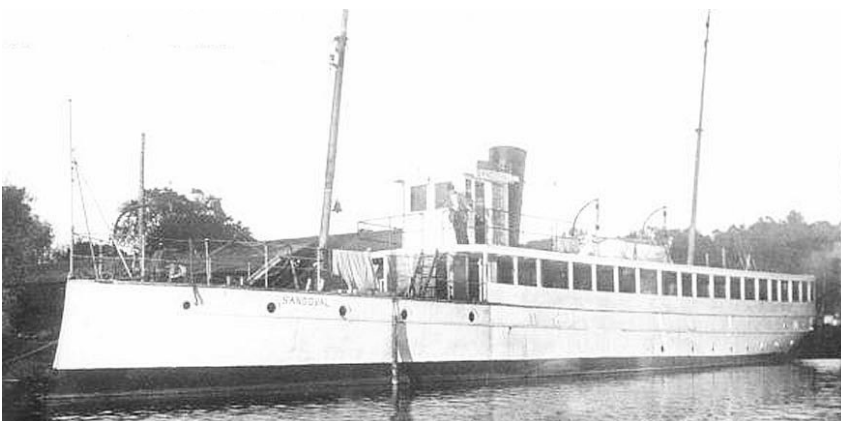
Gas Yacht **Nomad** (209909) built 1912 as *Mary II*, renamed *Gul* in 1917, *Althea II* in 1920, *Nomad* in 1922, 69.7 x 12.0 x 5.9 ft., 33 gt.

On July 2, 1933 the *Nomad* burned to the water's edge and sank at the Milwaukee Yacht Club. A young girl was seriously burned in the accident. The wreck was sold for \$25 and towed to South Shore Park a few days later. Although the hull remained on the books for a few years, she is believed to have been abandoned. It is speculated that she was removed for inland use.

Wooden Sidewheel Steamer **Sandoval** (220423) built 1895, 108.0 x 15.5 x 9.2 ft., 93 gt.

The wooden steamer *Sandoval* was built for the Spanish government as a gunboat, and in 1898 she was captured by the United States near Havana becoming part of the U.S. Navy. In 1921, she was con-

*Steamer Sandoval – author's collection*





verted to a yacht at Milwaukee and in 1927 she was refitted as a package freighter, running in the fruit trade from Saugatauk to Milwaukee. In June of 1933, she was abandoned in the Kinnickinnic River. Her remains are believed to have been removed.

Wooden Gas Propeller **Lois Pearl** (92651) built 1895, 61.0 x 14.4 x 7.8 ft., 33 gt.

This wooden vessel was purchased by Captain George Lawrie of Milwaukee in 1924 for the passenger and package freight trade. She was sunk and abandoned in 1935 at the foot of the Kilbourn Street Bridge. She was dropped from registry in 1941. It is unknown if her remains are still in the area.

Steam-Powered Wooden Fish Tug **Grayling** (85444) built 1876, 54.0 x 13.5 x 5.0 ft., 17.25 gt.

On May 30, 1936, the big fish tug *Grayling* was towed to Milwaukee from Sheboygan where she had been sunk in the shallows of the Sheboygan River. She soon sank near the Holton Street Bridge. On September 20, 1936, she was towed off Milwaukee by the Coast Guard and scuttled. Her remains have not been identified.

Scow **No. 10** (168606) built 1914, 120.0 x 32.0 x 7.5 ft., 229 gt.

This unrigged scow was abandoned at Milwaukee and scuttled in December 1937. Her remains may be one of the barges found by Jerry Guyer around the Prins Willem wrecksite.

*Tug Mistress* – author's collection



Wooden Fish Tug **Mistress** (222610) built 1922, 38.7 x 10.5 x 4.0 ft., 15.0 gt.

The fish tug *Mistress* vanished off Milwaukee on March 3, 1941,



*Tug Fearless* – author's collection

Gas Yacht **Pinta** (150651) built 1893 as a schooner, rebuilt as a gas yacht in the 1920's, 92.6 x 24.4 x 9.8 ft., 100 gt.

The *Pinta* sank in a storm at the entrance to the Milwaukee Yacht Club piers on November 5, 1938. She was raised by Edward E. Gillen in May of 1939, towed out 10 miles NE of the piers and scuttled. Her remains have never been located.

Wooden Fish Tug **Two Brothers** (145600) built 1891, 54.0 x 14.0 x 6.6 ft., 37.90 gt.

This big fish tug was owned by brothers John and Ole Hansen of Milwaukee, who abandoned her for age and condition at Milwaukee in October of 1940. Her final disposition is unknown.

Wooden Steamer **Mayflower Jr.** (211304) built 1913, 85.6 x 15.0 x 5.2 ft., 94.0 gt.

The little wooden passenger steamer *Mayflower Jr.* was abandoned at Milwaukee near First and Becher Streets in August 1940 by her owner George Lawrie, due to poor condition. Her remains were probably removed as this area has been dredged.

while bound across the lake from Pentwater. She had just been purchased by new owners in Milwaukee who temporarily put a Buick auto engine in her for the trip and lashed their trailer to her roof. Some felt she may have iced up and rolled, but conventional wisdom holds that she exploded due to the hastily installed engine. Her remains are unlikely to be found.

Wooden Gas Yacht **Oh Lou** (207580) built 1910 as the *E.E.E.E.*, renamed *Alquinot* in 1929, *Oh Lou* in 1931, 79.8 x 13.6 x 6.4 ft., 57.0 gt.

The *Oh Lou* was laid up for the winter at the foot of 25<sup>th</sup> Street at the Milwaukee Gas Light Company dock when she burned to her decks on February 23, 1942, possibly due to the overheating of a kerosene heater left near her generator. Her documents were surrendered in 1943, but her final disposition remains unknown. She may have been scuttled out in the lake.

Wooden Fish Tug **Fearless** (120943) built 1893, 59.2 x 14.6 x 6.8 ft., 28 gt.

The big fish tug *Fearless* was abandoned at Milwaukee near the St. Paul Railroad Bridge in 1943 due to her extreme age. Her remains have never been identified and it is possible that they were towed out into the lake and scuttled.

*continued on page 8*

## Milwaukee County Shipwreck Sites

*continued from page 7*

Wooden Fish Tug ***Satisfaction*** (116628) built 1894, 64.0 x 16.0 x 8.0 ft., 47.75 gt.

The tug *Satisfaction* had been rebuilt as a fish tug after serving for many years as a harbor tug. She was abandoned at Milwaukee in 1946, but later taken to Green Bay where she was dismantled in 1947.

Steel Steamer ***Wolverine*** (211085) built 1913 as the passenger ship *Seeandbee*, 484.5 x 58.1 x 24.0 ft., 6381 gt.

After a notable career, the famous and massive passenger steamer *Seeandbee* was converted in 1942 to a Navy aircraft carrier trainer called *Wolverine* based at Chicago, Illinois. During her career as an aircraft carrier, the *Wolverine* saw over 70,000 takeoffs and landings before being purchased by the A.F. Wagner Iron Works at Milwaukee for scrap. The *Wolverine* was dismantled at Milwaukee in 1947.

Wooden Steamer ***M.H. Stuart*** (221409) built 1921, 104.5 x 25.5 x 8.7 ft., 192.0 gt.

*Steamer M.H. Stuart – author's collection*



The *M.H. Stuart* was burned and scuttled at Milwaukee on June 10, 1948. She was then towed out into the lake and sunk at an unknown location. Her remains have yet to be located.

Steel Steamer ***M.F.D. No. 29*** (203072) built 1906, 88.0 x 25.6 x 13.0 ft., 171 gt. Later rebuilt, 96.0 x 25.8 x 11.6 ft., 137.38 gt.

The *M.F.D. No. 29* was one of Milwaukee's longest serving fireboats. She was sold for scrap on June 28, 1948 and dismantled at Milwaukee on October 1, 1948. Her hull was likely cut up and melted down.

Steel Dredge ***General George G. Meade***, built 1904 as *General Gillespie*, renamed in 1909.

The big steel dredge *General Meade* was scrapped at Milwaukee in 1950. She was almost certainly cut up and melted down.

Steel Freighter ***Prins Willem V***, built 1949. Construction began in 1940 but she was scuttled to block Rotterdam Harbor during WWII. 258.0 x 42.1 x 14.7 ft., 2763 gt.

The *Prins Willem V* was inbound at Milwaukee with a cargo of miscellaneous freight when she struck the tow line of the oil barge *Sinclair XII* in tow of the tug *Sinclair Chicago* off Milwaukee Harbor, tearing a 20-foot hole in her starboard side. She foundered quickly, settling on her side in 70 feet of water. All crew were rescued by USCG *Hollyhock*. The wreck is now the most heavily dived site on the Great Lakes.

Gas Yacht ***Luckime*** (227790) built 1923 as *Rose Marie*, renamed in 1954, 48.0 x 10.0 x 5.1 ft., 16.0 gt.

The yacht *Luckime* was sunk at her dock at the Milwaukee Gas Light Company in 1955. She

was a total loss. Her final disposition is unknown.

Wooden Dredge ***906*** (165186) built 1912 as the *Defiance*, 120.0 x 39.6 x 11.4 ft., 742 gt.

The *Dredge 906* was in tow of the tug *E. James Fucik* when she capsized and foundered in rough weather off Milwaukee Harbor with the loss of nine lives. She is now a popular Milwaukee area sport diving site.

Wooden Tug ***Edward E. Gillen*** (227538) built 1928, 73.0 x 19.1 x 9.3 ft., 68 gt.

The tug *Edward E. Gillen* was one of three vessels to bear this name. This vessel was used by the Gillen Towing Company until being sold in 1964 for scrap. She was abandoned in 1965 in the Kinnickinnic River between First and Becher Streets. Her remains were moved by dredging after an archeological assessment in 2008.

Steel Cargo Ship ***Photinia*** (BR187933) built 1961.

The British cargo ship *Photinia* grounded in a storm off St. Francis on May 13, 1978. The crew were rescued by USCG helicopter, but the vessel remained stranded for most of the year and was declared a total loss. She was purchased by Selvick Marine and towed to Sturgeon Bay where she was scrapped.

Steel Tug ***Edward E. Gillen*** (205312) built 1908 as the steamer *Erastus C. Knight*, renamed *Aubrey* in 1928, *Edward E. Gillen* in 1958, 56.5 x 15.3 x 7.9 ft., 47 gt.

The diesel tug *Edward E. Gillen* was conducting towing winch tests with the USCG *Westwind* off Milwaukee when she capsized and foundered two miles east of the harbor. Her four crew were picked up by the *Westwind*, but the tug was a total loss. The tug is now a popular dive target, resting upright in 73 feet of water. ■



## Bridge Across Little Lake Butte des Morts

*continued from page 5*

and stone aggregate, called macadam, and embanked roads higher than the surrounding terrain, causing water to drain away. Because the roadbed was higher the term highway came into use. Later, when tar was employed to reduce erosion, it became known as tarmacadam, or tarmac. Toll roads required a gate, often simply a pike, or pole mounted on a swivel. When the toll was paid the pike was turned, thus the term turnpike. ■

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*Rescue of the Photinia – author's collection*



Wisconsin Underwater  
Archeological Association  
P.O. Box 6081  
Madison, WI 53716



*For those interested in the study and preservation of  
Wisconsin's underwater history and cultural resources.*

## Coming Events

- February 19-21, 2010 **Our World Underwater**, Rosemont, IL. Scuba diving show. For information check their web site at [www.OurWorldUnderwater.com](http://www.OurWorldUnderwater.com).
- February 27, 2010 **Dive Into The Past**, in Mounds View, MN. Shipwreck-Scuba Show sponsored by Great Lakes Shipwreck Preservation Society. For information check their web site at [www.glsps.org](http://www.glsps.org).
- March 5-6, 2010 **Ghost Ships Festival**, in Milwaukee. Films, seminars and presentations about great Lakes Shipwrecks. Sponsored by Great Lakes Shipwreck Research Foundation. For information check their web site at [www.ghost-ships.org](http://www.ghost-ships.org).