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The *Ocean Wave*: A Tale Of Two Shipwrecks

by Dr. Richard Boyd

Occasionally shipwrecks are found by accident when commercial fishermen foul their nets on these submerged hulks. This very scenario has occurred several times in Wisconsin's Door County, and so it was in 2004 when the remains of the scow-schooner *Ocean Wave* were discovered. Due to some interesting circumstances, this particular vessel had eluded shipwreck hunters for many years. Notably, many ships with that same name

had plied the lakes, and at least two of them had been lost in Door County waters at different locations. However, this newly found craft was not located where historical records placed either *Ocean Wave*. And so begins our "Tale of Two Shipwrecks".

The first *Ocean Wave* of interest was an 89-ton scow-schooner built by Robert Chambers at Harsens's Island (also erroneously called Harrison's Island in some

reports) near Detroit in the St. Clair River. A small, two-masted craft, it measured about 71 feet in length, 20 feet in width, with a seven-foot draft, and was built in 1860 for George Fish and John Abrams, local island residents. Fish was its first master.¹ After four years of successful maritime trading, Abrams, who was Fish's son-in-law, became sole owner of the vessel.² One year later, Fish again became half-owner of the vessel as he continued to expand his grocery and provisionary businesses in Algonac, Michigan, a growing town across the river from Harsen's Island.

The vessel underwent a series of enrollments, due not only to matters of ownership, but also to federal bureaucratic requirements. In 1865, federal admeasurement rules were changed, resulting in dimensional corrections for many lake vessels that mandated new enrollments. The vital measurements of the *Ocean Wave* only changed by a few inches, but her tonnage was decreased to about 74 tons, requiring a new enrollment.³ During this same period, Fish and Abrams officially moved to Algonac, which then became the new homeport for the *Ocean Wave* and also called for a



Tamara Thomsen Photo
Wisconsin Maritime Preservation Program

Bow of the *Ocean Wave*

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Association News

WUAA Action Meeting

An action planning meeting was held on May 19, 2007. The following items were discussed.

Item #1: An underwater survey workshop will be held in Milwaukee on Saturday, August 4. The tentative time frame for the session is from 9 am to 1 pm. The location has not yet been determined. Brendon will look into establishing online registration. The fee has not yet been set.

Item #2: Brendon brought the group up to speed on the Milwaukee Fireboat Project, particularly mentioning that he has set up initial dives with Jerry Guyer in June, during the late afternoon or early evening. The initial dives will get the group acquainted with the wreck site. Other orientation dives will take place in July while an August time-frame has been designated for field-work dives. Brad Friend has will be the dive officer for the project.

Item #3: Russell discussed the Baileys Harbor Project. Two sets

of dates (June 23-24, June 30-July 1) have been established for field-work. During the weekend of June 23 one boat will be available for use (limit of 4 divers) while two boats will be available for the weekend of June 30. Two dives will be made on Saturday and one dive on Sunday. No pre-training is needed for diving on this project due to the shallow depths. The team will gather additional data from the *Christina Nielson* site and will sketch a side piece discovered by Hank Whipple.

Item #4: Russel gave a brief update on the Clay Banks Project, mentioning the research he has conducted from legal descriptions. He has been able to gather enough data to hopefully locate the Clay Banks and Tufts piers. He will coordinate an outing with other interested group members in the near future.

Item #5: Brendon gave an update on preparations for the WUAA Fall Conference, to be held at the Four Points Sheraton in Milwaukee on Saturday, October 20. Chris Baruth

from UW Milwaukee will be one of this year's speakers, discussing the history of the mapping of the Great Lakes. Keith Meverden and/or Tami Thomsen will also give a presentation. There will be a roundtable discussion on a topic yet to be determined. Booths will not be allowed at the conference but non-profit groups could have informative displays or literature.

Item #6: It was agreed that WUAA should again host a booth at Ghost Ships in 2008. Staffing the booth came up for discussion because this year we were not able to have someone at the booth all the time due to the WUAA workshop. Several suggestions were made.

Item #7: All seven of the WUAA officer positions will be up for election at this year's meeting in October. All members are encouraged to apply if interested.

The next action planning meeting will be held on Saturday September 8, 2007 at Brendon's house in Marshall, WI.

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 \$15. For membership information write to the postal or email address below.

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Bailey's Harbor Project: June 23–24 and June 30–July 1

The Wisconsin Underwater Archeology Association will conduct underwater site surveys in the Harbor of Bailey's Harbor on Saturday and Sunday, June 23 and 24 and on Saturday and Sunday, June 30 and July 1, 2007.

The project will include drawing a side piece of a vessel located NW of the old light house in approximately 10 feet of water plus finish gathering information on the two wrecks and side piece located SE of the old light house and in 3–6 feet of water.

Volunteer divers are needed for measuring and sketching work. Underwater photographers are needed to aid in the documentation. It would also be very helpful to have boats available to bring divers to the sites.

NO PREVIOUS DRAWING EXPERIENCE IS NEEDED. You will be trained on site. The only requirement is that you are a certified diver. Due to depth and location, the Fireboat project in Milwaukee has other requirements.

A cottage has been rented for Friday and Saturday nights. It is located north of Baileys Harbor (Baileys Sunset Motel & Cottages) for both weekends and will be our home base and where the drawings will be traced onto a site plan. It will also be available for individuals needing to spend the night(s). It has two bedrooms, one with a queen bed and one with 2 twin beds. There is also a sofa sleeper. It has a kitchen including a microwave.

We will do two dives on Saturday and one on Sunday each weekend. We will leave the dock at Baileys Harbor at 10:00 am on Saturday and 9:00 am on Sunday. Two cylinders would be necessary for the Saturday dives. If needed, a run will be made to refill cylinders for Sunday.

If you are interested in participating in the project, email Russ Leitz at rleitz@sbcglobal.net or call him at 715-258-2935. (Russ will be in Alaska June 2–17 and might not be able to respond to emails during that time.)

More detailed information will be sent to participants as we get closer to the project dates and know how many participants we have.

For further information on the shipwrecks in Bailey's Harbor and WUAA survey projects in the area see the articles in the following issues of *Wisconsin's Underwater Heritage*: March 2004, December 2003 and May 1998.

Milwaukee Fireboat Project

Fieldwork Objectives

2007 Fieldwork will focus on positively identifying the remains as those of *No. 23 M.F.D.* There is a possibility that the remains may be those of *No. 17 M.F.D.*, which was also scuttled off Milwaukee and was very similar in size and appearance.

Fieldwork will also focus on creating a site map using underwater archeological survey techniques. Fieldwork will be coordinated by the Wisconsin Underwater Archeology Association and will be conducted over several different periods throughout the summer of 2007.

Participation & Event Dates

All interested persons are welcome to participate in the project. Many opportunities are available for participation in both dive and surface support as well as research and report preparation. For more information, please contact Brendon Bailod at

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Participants at Underwater Survey Workshop held during the Ghost Ships Festival, in Milwaukee. photo by Steve Wagner



Association News

Milwaukee Fireboat Project

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brendon@ship-wreck.com or Brad Friend at wreckwalker@wi.rr.com.

Volunteers are welcome to submit a registration by filling in the questionnaire on the WUAA web site (www.wuaa.org). All questionnaire data will be kept private and all volunteers will be added to the announcement list to receive notifications of training and work dates as well as non-dive related volunteer opportunities. Dive volunteers are required to have a valid open water certification from a recognized training agency, recent Great Lakes

Taking measurements on shipwreck model at Underwater Survey Workshop. photo by Steve Wagner



dive experience at project depth and suitable dive equipment. Dive volunteers are also strongly encouraged to participate in the WUAA Project Orientation Training which will be held in Milwaukee in June. The exact date and location will be announced in the coming weeks. The training will include in-depth training on underwater archeology survey techniques and will include both land based and underwater practice.

Fireboat History

The Milwaukee *Fireboat No. 23* was located in 50 ft of water off Milwaukee in 2005 by local charter captain Jerry Guyer. She lies very near the present day site of the wreck of the *Prinz Willem*. Fireboat No. 23 was built at Sturgeon Bay, WI in 1896 by the yard of Rieboldt & Wolter as the *August F. Janssen*. She was built at a cost of \$32,800 and slid down the ways on November 14, 1896. She measured 100.5 x 24.7 x 10.2 ft. and 133 gross tons. Her official number was 130711 and she was named after Assistant Fire Chief August F. Janssen, who had been killed at the Davidson Theater fire of 1894. She was put into service on April 1, 1897 and saw duty in several riverfront fires.

In 1901, her name was changed to *No. 23 M.F.D.* and she became a fixture at her moorings near the Cherry Street Bridge and at the Menominee River Dock. During her long career, she saved many buildings, grain elevators and commer-

cial vessels. She served alongside her sister fireboat *No. 17 M.F.D.*, which was very similar in appearance as well as fireboats *Cataract*, *No. 15* and *No. 29*. The fireboats were numbered for the engine company that manned them, not chronologically, thus the *No. 23 M.F.D.* was manned by Engine Company 23.

The *No. 23* was showing her age by the 1920s and was stripped of her major equipment in December of 1922. Her machinery and pumps were sold for junk and she was scuttled in Lake Michigan on July 27, 1923.

Underwater Survey Workshop

A WUAA-sponsored Underwater Survey workshop held during the 2007 Ghost Ships Festival, in March. Twenty individuals learned about shipwreck research methods and techniques for underwater documentation of shipwreck sites. The workshop was conducted by Dick Boyd, Russ Leitz and Danny Aerts.

The *Ocean Wave*

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new enrollment. Over the next five years, Fish's land-based businesses grew significantly while his need for maritime transportation apparently decreased.

When the *Ocean Wave* was nine years old, Fish and Abrams sold the scow to Captain Fletcher Hackett of Milwaukee, who received a temporary enrollment on 16 April 1869.⁴ Hackett moved the vessel to Lake Michigan where he employed it for transporting various marine cargoes, including stone. Throughout the last half of 19th century and beyond, limestone was quarried in vast amounts on the Door Peninsula and distributed by ship across the Great Lakes region. On September 23, 1869, the *Ocean Wave* took on 23 cords of stone at Mud Bay in Door County for delivery to a harbor improvement project at White Lake, Michigan.⁵

Out on the lake about 5 am, the heavily loaded scow hit a piece of floating timber, producing a horrific

leak. The shattered craft sank in a mere 20 minutes. The panicked crew abandoned ship and began rowing the lifeboat toward shore, having escaped with only the clothes on their backs. The flooding had been so rapid that even the captain hastily fled, leaving \$160 in greenbacks in his cabin! After many hours, the bedraggled crew landed on the southeast point of Whitefish Bay, a sandy inlet of Lake Michigan just north of Sturgeon Bay. Although the sailors were safe, the vessel was obviously a complete loss. It had been insured for \$3,000 by Republic Insurance of Chicago, but the true value was stated to be \$5,000. Like most scows, she carried a B2 insurance rating.⁶

At this juncture, the first bit of historical misinformation was promulgated into the records. Captain Hackett reported that the vessel had sunk 15-20 miles southeast of Bailey's Harbor, about 12 miles offshore in 360 feet of water.⁷ This story seemed reasonable because

the castaways had supposedly spent about 20 hours rowing to shore. Of course, the great water depth at the wreck site and its significant distance offshore dictated that no salvage attempt would be considered. These same factors caused 20th century wreck hunters to dismiss any chance of ever finding or diving the wreck.

The *Ocean Wave* remained lost until 2004, when commercial fishermen Mark Weborg and Jim Laughlin snagged their nets on some submerged obstruction in Whitefish Bay about two miles offshore in 107 feet of water. The event was reported to sport divers Mike Mellon and Randy Wallander who investigated and discovered a wreck partially buried in the sandy bottom. The bow was largely intact, complete with anchors and windlass. The stern cabin was also in discernible shape, although it had collapsed, along with the sides, to the level of the sand (See photo below). Many artifacts were strewn about the site.⁸

Next, teams of independent sport divers and researchers from Door County, the State of Wisconsin and the Great Lakes Shipwreck Research Foundation examined the wreck. As is often the case with Great Lakes shipwrecks, no identifying "name board" or registration number was found among the remains. Identification was made largely on the basis of hull structure and dimensions, plus the fact that the vessel was loaded with stone. A clinching factor was the eventual discovery of an eagle figurehead on the vessel's bow. That distinguishing feature, highly unusual on scows, was listed on the *Ocean Wave's* 1869 and earlier enrollments. (Note term "eagle head" on the adjacent copy of the enrollment form and the

*Cabin of the Ocean Wave, Tamara Thomson photo
Wisconsin Maritime Preservation Program.*



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The Ocean Wave

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notation "lost," scrawled across the document.)⁹

The State Historical Society conducted a complete study of the site during the summer of 2005, including the production of a photomosaic of the entire wreck. This was accomplished by fastening a video camera to a diver propulsion vehicle (DPV), which then canvassed the entire site at a controlled height above of wreck, using a bubble level to maintain a specific attitude. The resulting overlapping photos were then aligned and pieced together to produce a photomosaic collage. Because of limited water clarity, photomosaic techniques have seldom been employed on Great Lakes shipwrecks. However, recent improvements in visibility due to zebra mussels and other factors now allow such hi-tech procedures to be effectively utilized.

A comprehensive site report was produced in late 2005 by researchers Keith Meverden and Tamara Thomson that suggests this scow-schooner may be the best specimen ever found and studied. The report contains a detailed description of the vessel, measurements of its component parts, and observations on its probable construction. Of particular interest was the discovery of notably aberrant prow fabrication that allowed the lower bow planking to be largely unsupported where it met the stem post. This produced a "weak spot" that would likely shatter during a front-end collision with any low-floating object. This anomaly may explain why the *Ocean Wave* sank so quickly after striking the deadhead!¹⁰

There is also the distinct possibility that the *Ocean Wave* was grossly overloaded. Limestone weighs

90–100 pounds per cubic foot, so a cord (128 cu. ft.) of stone weighs in at around 6 tons; therefore, the 23 cords aboard the vessel would total 138 tons. Since the registered capacity of the scow was only 74 tons, a serious overload seems to have been present. Registered net tonnage is defined as "the internal capacity of space available for carrying cargo and passengers, and is determined by deducting from the gross internal capacity, as ascertained by

rule, the capacity of spaces that are exempt from measurement."¹¹ Even if any of the cited parameters are slightly in error, it still appears that the craft was significantly overfilled, an all too common practice of many captains during that era!

The structure of a scow-schooner usually lends itself to easy and positive identification. These vessels were often built in an unconventional manner to produce a compact, inexpensive workaday craft that could move copious cargos with only a small crew. Scows had flat-bottoms, ramped sterns, and unusual, blunted bows. Interestingly, they were often "gunnel-built," where the planking for the sides and bottom were held together with drift-bolts

PERMANENT ENROLLMENT.

In Conformity to an act of the Congress of the United States of America, entitled "An Act for Enrolling and Licensing Ships or Vessels," passed the 10th February, 1793, and also to regulate the Foreign and Trading Trade on the Northern, Northwestern and Northwestern Frontiers of the United States, and for other purposes," passed the 17th June, 1801, and the Acts of the 17th July, 1820, 29th July, 1820, and 6th May, 1801.

Pitcher Hackett of Milwaukee Wis

having taken or obtained the Oath required by the said Acts, and having sworn that

he is a

Citizen of the United States, sole owner of the Ship or Vessel called the *Ocean Wave* of Milwaukee whereof *Pitcher Hackett* is at present Master, and as he hath sworn is a Citizen of the United States, and that the said Ship or Vessel was built at *Houseman's Island, Mich.* in the year 1860, as appears by the Certificate of his Enrollment dated at Port Huron April 16th 1862 now surrendered by reason of change of Ownership and Discharge.

John said Temporary Enrollment having certified that the said Ship or Vessel has *72* feet and *10* inches masts and that her length is *Seventy-two* feet her breadth *Twelve* feet her depth *Six* feet that she measures *Seventy-three* tons and *72* hundredths.

Capacity under tonnage deck,	70	21
Capacity of enclosure on deck,	2	91
Total Tonnage,	72	72

that she is a *Scow* has a *square* stern, and *single* post.

and the said *Pitcher Hackett* having agreed to the description and measurements above specified, and sufficient security having been given in conformity with the terms of the said Acts, the said *Scow* has been duly enrolled at the Port of Milwaukee.

Given under my hand and Seal at the Port of Milwaukee

Northern, Northwestern and Northwestern Frontiers of the United States

Ocean Wave enrollment papers.

running edgewise through each timber. Their hulls had little or no typical framing and no commonly protruding keelson; instead, they had "chine timbers" positioned in the bilge where the bottom met the sides. These 6–8" beams ran the length of the hull and replaced the frames found in most schooners. This unique construction resulted in a "square chine," atypical of normal schooner morphology that had a "rounded chine". It is this overall abnormal construction that likely resulted in most scows receiving a B2 insurance rating. Nonetheless, these cheap boats could hold as much (or more) cargo than a conventional schooner of the same size, and sailed almost as well, although

their relative seaworthiness has been a debated matter.¹²

The construction method just described has often been considered as "standard" for scows, but there were probably many variations on this theme. This became quite apparent during the 2005 summer studies on the *Ocean Wave* as well as on scows examined previously. Evidence indicated that the scows *Ocean Wave* and *Iris* were not entirely flat-bottomed, but possibly exhibited a somewhat rounded nature, even though they possessed a square chine. Moreover, the inner structure was not devoid of framing, but had some upright stanchions for reinforcement, as opposed to totally gunnel-built construction. These findings suggest that scow shipwrights often improvised on "standard building techniques" and also employed whatever local materials were cheap and plentiful. Similar variant construction was noted on the scow-schooner *Dan Hayes*, sunk near Sturgeon Bay and studied by East Carolina University archeologists several years ago.¹³

As mentioned, quick and positive identification of the Whitefish Bay wreck was stymied by several extraneous factors. First, the wreck itself contained no identifying marks and no schooner was reported to have sunk at that site. If Captain Hackett's information was correct, the *Ocean Wave* should rest many miles away. Some researchers speculated that this incongruence might have been a willful ploy by Hackett to hide an intentional scuttling.¹⁴ If the vessel had been deliberately sunk for its insurance, exaggerating the water depth and distance offshore would have been a crafty ruse to thwart any further investigation.

This idea was sparked by the fact that a microfilm of the *Milwaukee Sentinel's* account of the sinking seemingly showed that Hackett had

increased the vessel's insurance coverage to \$8,000 just before the accident. However, this incident was pure whimsy! An imperfection in the film reproduction made a "3" look like an "8", erroneously turning \$3,000 into \$8,000. This misprint was confirmed by examining other microfilms, as well as other newspaper reports of the foundering. We will probably never know why Hackett's account was so thoroughly bogus.

As a further perplexing factor, a number of lake vessels sported the name "*Ocean Wave*". Mansfield's History of the Great Lakes listed 19 ships containing "ocean" in their names, with four being "*Ocean Waves*".¹⁵ David Swayze's current on-line shipwreck list also describes four *Ocean Waves*: one side-wheel steamer, two schooners and one scow. Another remarkable account reported that the schooner *Ocean Wave*, built in Buffalo in November 1857, was run over and sunk by the bark *Ocean Wave* in November 1860.¹⁶ That particular source also says this vessel was found by noted wreck hunter Dave Trotter, a claim that he denies.

To confuse matters even further, the histories of two individual *Ocean Waves* had become commingled. This occurred when an errant media report melded the descriptions of the two vessels lost in Wisconsin waters. Specifically, the *Chicago Tribune* in reporting the loss of the scow *Ocean Wave* in September 1869, described the ship as a 3-masted schooner, originally rigged as a barkentine, and later retrofitted as a schooner. It had reportedly sunk off Chamber's Island in 1866, only to be raised later that same year and put back in service, then to be totally wrecked in 1869.¹⁷ In truth, the paper had combined events involving two different vessels, but this mistake was not instantly apparent to researchers

135 years later. Thus the conundrum: Was the Whitefish Bay wreck the same vessel that had sunk earlier near Chamber's Island only to be reclaimed as the *Tribune* had reported?

The answer was not immediately apparent due to lack of information on the 1866 wreck. As it turns out, that *Ocean Wave* was a 214-ton bark (another report says a brig), built in 1853 at Cleveland. It was 143 feet long, 25 feet wide, with a 10-foot depth. Its registry number was No. 18912.¹⁸ In late June 1866, this craft was capsized and sunk in 110 feet of water off Chambers Island in Green Bay by a violent squall that also overturned another bark as well as the schooner *Josephine*.¹⁹ No lives were lost in the incident. This *Ocean Wave* was carrying 200 kegs of powder to Menominee, Michigan, where a new cargo of lumber was to be taken aboard.

From this point, the historical record gets rather murky. The *Chicago Tribune* reported on October 26, 1866 that Peter Falcon, a famous diver and salvager, was preparing to raise a sunken hulk off Chambers Island. In late November, the Door County Advocate claimed that the *Ocean Wave* had been raised.²⁰ A week later, the *Green Bay Advocate* said that report was false.²¹ So what was the real story?

Research into the personal history of Peter Falcon provides the answer. Falcon, originally with the Boston Wrecking Company, was one of the most flamboyant characters ever to don a diving helmet. He came to Chicago about 1865 and soon created a reputation for undertaking deep-water salvage jobs that few other divers would attempt. Even today his underwater exploits would be considered reckless by any

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The Ocean Wave

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standard, and in his day, earned him the title of "The Mad Wrecker". In 1875, Falcon gave a paper before the Chicago Civil Engineers' Club wherein he detailed his salvage of the bark *Ocean Wave*.

The story, in his own words, is a breathtaking account of subaquatic bravado that highlights what poor understanding early commercial divers had concerning the dangers of their work environment and the principles of submarine medicine: ²²

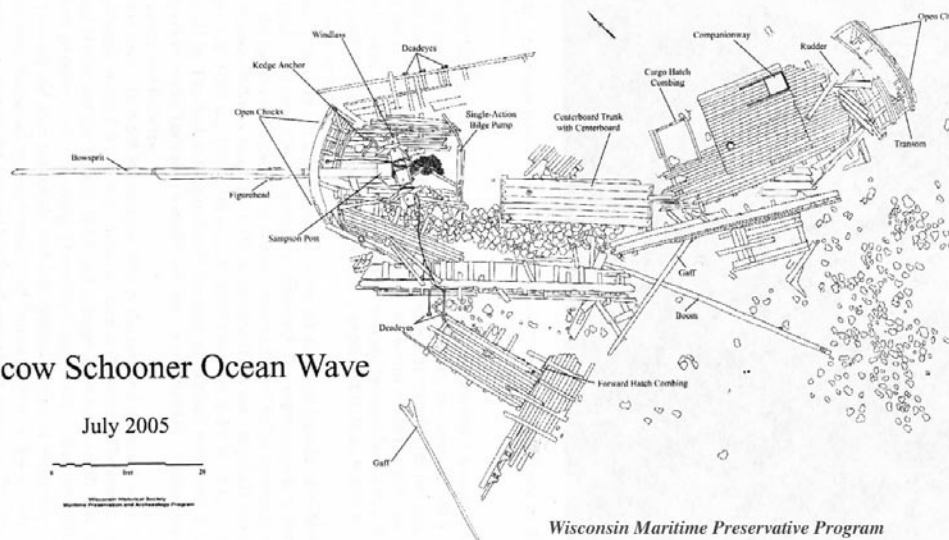
The following summer [1866] we went to recover the bark *Ocean Wave* sunk in 110 feet of water, off Chambers Isle, in Green Bay, Wis. Mr. Brennock, still being with me, he went down to ascertain the condition of things. He stayed, near as I can remember, two hours and a half, came up all right, took off the armor, sat down to supper, when suddenly a numbness came over him in the same parts as described above [arms & thighs] accompanied by a dull pain, lasting until morning, when the pain ceased, but numbness continued to such an extent he could barely get about the decks, urine being stopped, for which he found relief by eating

hog cranberries. I dived down, remaining there three hours and a half, came up, and was taken in the same way as Mr. Brennock, only more severely, so that the next morning I could not walk at all; my limbs would double up under me. I resolved to abandon the wreck and return home. Having a new large hawser made fast to the foretop of the wreck, I wanted to recover it. So I managed, with the aid of the tenders, to get dressed, partly by lying down, and partly by holding on by both hands to the rigging. I was helped to the water and slid down the lines. I had not gone thirty feet before I discovered my strength returning to me as I descended. On reaching the place where the line was made fast, I moved about in the foretop with ease, and felt as though I had never been hurt. As it appeared to me, I remained there a couple of hours, exercising my limbs ... feeling so well that I thought it best not to disturb the hawser. I came up, and upon taking off the armor, the pain returned, but not half so severe. Seeing me so much improved, Mr. Brennock undertook to go down, got entangled with the gearing about ten feet underwater which con-

nected to the fire gaff. Feeling exhausted, he came up and abandoned the idea. The numbness remained with him for several weeks. I repeated my first day's experiment, diving a little deeper each day, and staying half an hour at one time. I finally raised the wreck, doing all the underwater work myself, and towed into Chambers' Isle late in fall. The same vessel was bought in spring by Mr. Charles Denuchy [Dennehy] of this city, and afterwards stranded and lost with a load of grain on the shores of Lake Huron.

Thus we learn that the bark *Ocean Wave* was indeed salvaged, repaired, and sold to a new owner who lost it sometime thereafter. One would certainly believe Falcon's account since he was intimately involved in all pertinent transactions. This information also agrees with data on Swayze's shipwreck website that reports the vessel was salvaged in 1866, rebuilt in Menominee as a schooner, only to be lost in 1869 at Hammond Bay in Lake Huron while transporting a cargo of corn.²³ Obviously, this *Ocean Wave* was NOT the Whitefish Bay wreck. (See adjacent final enrollment for this vessel).

As a sidebar, we also learn that Peter Falcon, typical of 19th century divers, had virtually no knowledge of proper decompression procedures or the hazards associated with deep diving. Both Falcon and his assistant suffered prolonged cases of the Bends. They initially took bottom times of 2-3 hours that require degassing periods of several hours, but neither man decompressed at all! Falcon then serendipitously experimented with in-water recompression without any real clue as to what he was doing or the possible physiological ramifications. Falcon



continued his daring escapades for several more decades and survived them all to tell many wild tales. Unfortunately, some of his assistants were not so lucky!

So at story's end, we learn that two separate vessels, each named the *Ocean Wave*, suffered misfortune in Wisconsin waters in the 1860s. The bark *Ocean Wave* sank in Green Bay in 1866, but was salvaged by an intrepid diver, only to be destroyed in 1869 in Lake Huron. Also that same year, the scow-schooner *Ocean Wave* met its demise in Lake Michigan off Door County while carrying a load of limestone. Two distinct vessels with the same name, lost in the same year, are now part of Wisconsin's maritime history. And so our "Tale of Two Shipwrecks" comes full circle.

End Notes

1. Bureau of Navigation, 1860 *Ocean Wave* Certificate of Enrollment No. 34, Port of Detroit, Record Group 41, U. S. Archives, Washington, D.C.
2. Bureau of Navigation, 1864 *Ocean Wave* Certificate of Enrollment No. 122, Port of Detroit, Records Group 41, U.S. Archives, Washington, D.C.
3. Bureau of Navigation, 1865 *Ocean Wave* Certificate of Enrollment No. 161, Port of Detroit, Records group 41, U.S. Archives, Washington, D.C.
4. Bureau of Navigation, 1869 *Ocean Wave* Certification of Enrollment No. 1 (temporary), Port of Detroit, Record group 41, U.S. Archives, Washington, D.C.
5. *Milwaukee Sentinel*, 28 September 1869.
6. *Chicago Tribune*, 30 September 1869.
7. Ibid.
8. *Door County Advocate*, 24 June 2004.
9. Bureau of Navigation, 1860 *Ocean Wave* Certificate of Enrollment No. 34.
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11. Charles Desmond, "Tonnage," in *Wooden Ship-Building* (New York: Rudder Publishing Co., 1919; Reprint edition, New York: Vestal Press Ltd., 1984), 24-29.
12. H. C. Inches and Chester J. Partlow, "Great Lakes Driftwood: Schooner Scow," *Inland Seas* 20, No. 4 (1964): 289-294.
13. Bradley A. Rogers and Annalies Corbin, "Mud-Box—Filled with Stone: The Wreck of the Scow Schooner *Dan Hayes*," *International Journal of Underwater Archeology* 32, No. 2 (2003): 210-224.
14. *Door County Advocate*, 26 May 2005.
15. J. B. Mansfield, ed. *History of the Great Lakes*, Vol. 1 (Chicago: J. H. Beers & Co., 1899; Reprint edition, Cleveland: Freshwater Press, 1972), 808.
16. *Ocean Wave* Card File, Runge Ship File Collection, Wisconsin Marine Historical Society, Milwaukee Public Library.
17. *Chicago Tribune*, 16 October 1869.
18. Bureau of Navigation, 1868 *Ocean Wave* Certificate of Enrollment No. 182, Port of Chicago, Records Group 41, U. S. Archives, Washington, D.C.
19. *Milwaukee Sentinel*, 2 July 1866.
20. *Door County Advocate*, 29 November 1866.
21. *Green Bay Advocate*, 6 December 1866.
22. *Daily Inter-Ocean* (Chicago), 12 April 1875.
23. David Swayzes's Online Wreck Database, <http://www.ship-wreck.com/shipwreck/swayze/OceanWave> entries in Version 2004.

Christmas Tree Ship On Historic Register

One of the most storied wooden sailing ships in Wisconsin history has been listed on the National Register of Historic Places.

The "Christmas Tree Ship", a three-masted schooner built in Milwaukee in 1868 and formally named the *Rouse Simmons*, carried Christmas trees from Michigan's Upper Peninsula to the docks of Chicago. On a blustery November day in 1912, the ship and a crew of 16 were hauling a full load of fresh-cut Christmas trees along Wisconsin's Lake Michigan shore when a storm overpowered them. The ship sank and all 16 crew members perished.

The ship now rests 165 feet below the surface of Lake Michigan, 12 miles northeast of Two Rivers. The vessel lies upright, her hold still filled with the needleless skeletons of more than 5,000 pine trees.

Wisconsin now has 27 shipwreck sites listed on the National Register—more than any other state. Recognition on the National Register helps protect these important artifacts of Wisconsin's maritime heritage.

**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

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|----------------------|--|
| Jun. 23–24, 2007 | Wisconsin Underwater Archeology Association Summer Field Project. In Door County. |
| Jun. 30–Jul. 1, 2007 | Volunteers needed. For information check the WUAA web site at www.wuaa.org or email wuaa@mailbag.com . |
| Sep. 6–8, 2007 | Association for Great Lakes Maritime History Annual Meeting & Conference. Mackinac, MI. For information check the AGLMH web site at www.aglmh.org . |
| Oct. 20, 2007 | Wisconsin Underwater Archeology and Maritime History Conference. Four Points Sheraton, Milwaukee. For information check the WUAA web site at www.wuaa.org or email wuaa@mailbag.com . |