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Shipwreck At Adventure Island

by Dr. Richard Boyd

The title of this article sounds like a trailer from a swash-buckling pirate movie, but in fact, this nautical tale takes place in Green Bay off the historical town of Fish Creek, a popular tourist destination in Door County. Northwest of this village rests a small group of four islets collectively known as the Strawberries, arranged roughly in a north-south chain. Between this line of islands and the mainland runs a shallow, natural waterway known as the Strawberry Channel, the far north end of which is marked by the old Eagle Bluff Lighthouse.

The four islands start as a rocky shoal called Pirate Island at the northern end of the chain. Here several islets alter between being submerged reefs and then elevated rock piles, depending on lake's current water level. Further south is Jack Island, another barren limestone ridge that is mostly a seagull rookery. Next is 10-acre Little Strawberry Island, which is partially wooded and once sported a private summer

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

Part III: Milwaukee County, 1825-1875

by Brendon Baillod

This article is the third in a continuing series examining the historical maritime archeology sites in Wisconsin. This installment will review the historical shipwrecks of Milwaukee County in its early period.

Milwaukee was one of the busiest and earliest ports on Lake Michigan. Early on, it rivaled Chicago for water commerce and was the largest grain port on Lake Michigan for much of the 1800s. The first vessel ever to visit Milwaukee was the British sloop *Felicity* which anchored off the river mouth in 1779. The area became the local headquarters for the Northwest Fur Company in 1795 and many small vessels began to call from Mackinac and Detroit. In the 1830s, significant settlement began when Solomon Juneau and Byron Kilbourn platted a town at the site. In 1835, Milwaukee received her first visit by a steamboat, when the *United States*

moored off the river. Soon, the river mouth was dredged and shallow schooners could enter the river. This shallow entrance required constant dredging as sandbars built up, and many vessels stranded there before the straight cut was made about a mile north in 1857. Following this improvement, Milwaukee became a leading grain port with major trade in lumber and coal.

Milwaukee hosted an enormous volume of shipwrecks in her early period. Most of these were due to the unimproved harbor, and most of the remains of these wrecks have been removed by subsequent shoreline changes and dredging during the industrialization of the city. The following list details all the historic total loss shipwrecks known in Milwaukee County from 1825 to 1875. It is likely that many qualifying wrecks were missed in this

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Milwaukee Waterfront 1870s - Brendon Baillod Collection



Association News

Action Meeting

An action planning meeting was held on Saturday April 19, 2008 in Marshall, WI. The following items were discussed.

2008 Fieldwork Projects

Russ has set the dates and arranged resources for this summer's Bailey's Harbor project.

We will continue to run Clay Banks as an ad hoc project with no specifically scheduled project dates. Neptune's Nimrods dive club in Green Bay has expressed interest in this project.

Kimm will coordinate fieldwork again this year for Fireboat #23. Dives will be Thursday evenings.

Summer Field School

We will continue to plan for a field school this summer. The dates and dive site are not set but the following objectives were discussed.

Brendon will contact Discovery World to arrange facility there for classroom training portion.

Brendon will contact Jerry Guyer to see about the possibility of finding a floating platform for the site.

Brendon will contact USCG to see about securing the area of the survey that Saturday.

Kimm will coordinate efforts for pre-training site preparation. A visit should be made to the site to confirm appropriateness.

Greg will provide liability waiver forms that will be placed on the training registration page.

We will limit the classroom portion to 20 attendees. Classroom will be required for the in-water training, which will be around 15 maximum.

We will have at least one supervisory diver to every four students.

Website

Brendon will put up an online WUAA store in the coming weeks that will feature WUAA books, t-shirts, online membership registration and payment and event registration.

Future Fieldwork/Projects

Brendon met with David Beard and discussed a cooperative WUAA/WMM joint venture to survey the tug *Arctic*. This would be for 2009/2010 and would lead to a graphical display at WMM with WUAA credits.

Brendon met with Kevin Cullen from Discovery World to discuss joint DW/WUAA training ventures.

Brendon discussed a partnership with the SHSW and DNR to work on a Brule River rapids survey in search of fur trade route artifacts. This would potentially be filmed documentary style and would be an excellent publicity opportunity. This would be planned for 2009/2010.

Dick presented the possibility of creating a WUAA archeological survey toolkit similar to the ones already produced for us by Global. WUAA would brand these and sell them on our website. This idea was received with great enthusiasm.

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.

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Brendon and Steve are continuing to work on the WUAA Poster Project. Brad Friend has volunteered to layout the posters and Tammy Thomsen and Kim Brungraber have offered their photos.

Financial

Russ and Brendon expressed concern about finances in light of the new annual cycle of membership dues. Specific concern was expressed about reducing the volume of newsletters mailed.

Brendon will complete WUAA incorporation paper updates and will file federal form 1023 to secure WUAA 501c3 status.

2008 Fall Conference

The Wyndham has once again been reserved for the Fall Conference for October.

Possible speakers for this year include Chris Baruth, curator of the USGS Map Collection at UWM who will speak about the Lake Survey history. Kim Brungraber has offered to present. The WHS will be invited to present. We will also have a presentation on the Fireboat project.

WUAA Receives Grant

The Wisconsin Underwater Archeology Association has been awarded a \$500 Ghost Ships Award from the Great Lakes Shipwreck Research Foundation for the Fireboat 23 survey project. We would like to thank the GLSRF for their support.

WHS Maritime News

Through a partnership with the GLSPS, the schooner *Moonlight* was documented throughout the 2007 field season in 240 feet of water east of Michigan Island in Lake Superior. On March 18, the *Moonlight* was listed on the State Register of Historic Places, and is currently under review for inclusion on the National Register.

The 2008 field season will kick off in early May with the video documentation of Fireboat 23 for the production of a photo mosaic of the site. The mosaic will be used to aid WUAA's archeology field survey as well as public outreach efforts.

In early July the Society will partner with Woods Hole Oceanographic Institute to develop new techniques in 3-Dimensional photomosaicing of deep wreck sites in Lake Michigan. In July and August, the Society will be working out of Sheboygan and Manitowoc to conduct Phase II archeological surveys of the schooners *Byron* and *Home*.

In August, the NOAA research vessel *Laurentian* will be steaming to Wisconsin to conduct side scan sonar surveys in northeast Wisconsin. There will be an open house scheduled aboard the vessel, tentatively scheduled for August 9 in Sturgeon Bay. The exact time and date will be announced in the near future.

Discovery World ROV Days

Discovery World will bring together a team of experts to engage with the public in the uses of ROV technology in underwater archeology and exploration. The program will begin with hourly hands-on demonstrations on July 19 and 20, where participants will learn how to control an ROV and see what lies beneath the waters of Discovery World at Pier Wisconsin. Both days will also include a presentation by Discovery World's Chief Marine Scientist and ROV expert, Dr. Mark Gleason and Discovery World's Amphibious Archeologist, Kevin Cullen on the use of ROV technology in underwater archeology and exploration, from the Black Sea to our own Great Lakes.

Monday July 21 will begin aboard the *S/V Denis Sullivan* as we set sail to explore the shipwreck *Prins Willem V*. Without getting wet, participants will have the opportunity to explore inside this shipwreck from the deck of the *Sullivan* using ROV's.

On July 22 and 23, participants will join a group of maritime scientists aboard the *S/V Denis Sullivan* as they begin an underwater exploration of the shipwreck *Milwaukee*. Using ROV and Side Scan Sonar technology, we will document this shipwreck and try to determine how the 338 foot steel propeller carferry ended up sinking in 125 feet of water off the shore of Milwaukee. The *Milwaukee* was carrying a cargo of 27 loaded railcars when she went down with all hands in a storm on 22 October 1929. Call or log on for more information.

Adventure Island

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home and small harbor. Largest and most historic of the group is Big Strawberry Island, some 43 acres in size, much of which is forested. In 1938, the traditional name of Big Strawberry Island was officially changed to Adventure Island, as it has been known ever since. This island has boasted a series of owners since about 1867 when it was first settled by Dr. E. M. Thorp, a local dentist who instituted a poultry farm there and progressively planted an enormous number of strawberry plants that rapidly proliferated, thus giving rise to the island's original name. Today ownership of the two main "Strawberry Islands" remains in private or corporate hands.

Door County is famous for its maritime history of which local shipwrecks are a major feature. The location of many of these sunken vessels is well known, and some

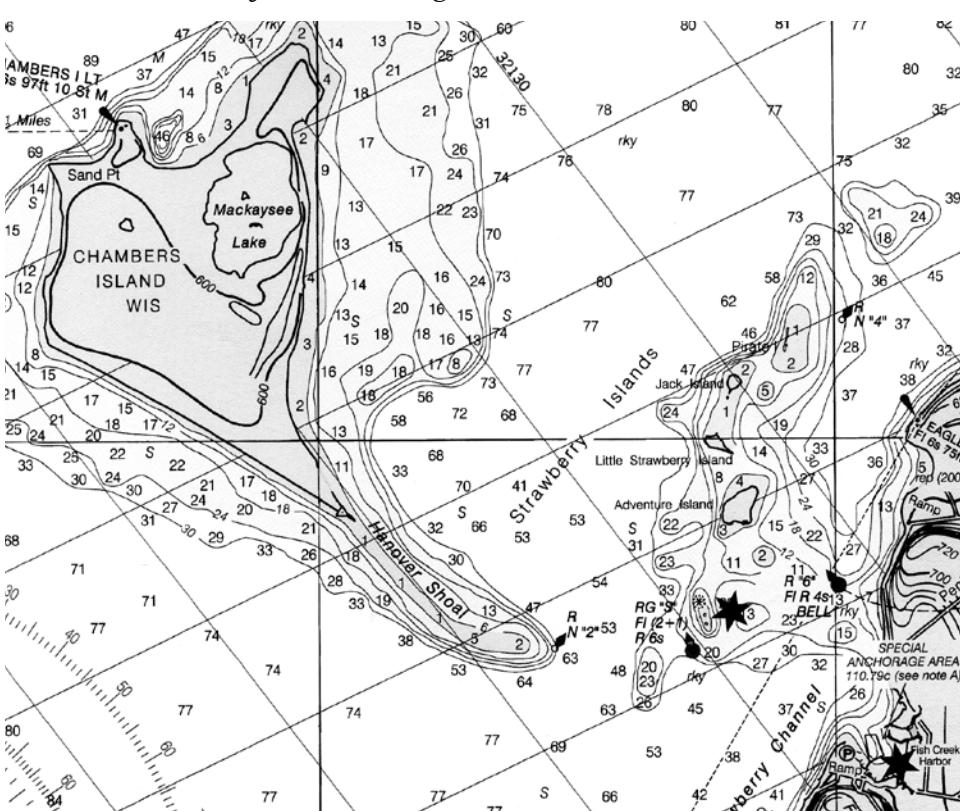
have even been surveyed and studied, while others rest in remote places and remain virtually unknown. This is particularly true of wrecks that are largely dismembered or buried under sand or rock. Mother Nature can submerge and hide a derelict one year, only to resurrect and expose it the next. Notable examples of such vessels are the *H.M. Scoville* buried under rocks at Middle Shoal in Death's Door Passage or the sand-covered *Emeline* off the range lights in Bailey's Harbor. However, occasionally an arcane "mystery ship" is found that defies identification and exploration. This article deals with one such craft entombed in the bottom lands off the Strawberry Islands.

Our story begins in 1958 when this writer was working in Sister Bay as the Service Manager for Anchor Sam's Yacht Harbor, now known as Yacht Works, Inc. A seasonal fisherman who summered in Fish Creek came in seeking repairs on his outboard motor. Knowing that I was a

scuba diver, he inquired about the name of the shipwreck in shallow water near Adventure Island where he often fished for bass. I knew of no such wreck, so he expounded by describing its location in 20 feet of water near the reef southwest of the island. He claimed it was occasionally visible from the surface.

In those years, sport divers were still somewhat of a rarity in Door County, but I checked with those that frequented the area; this wreck was unknown to all! Two diving acquaintances of mine who had a boat available in Fish Creek promptly went to investigate. They had no trouble locating the wreck near the prominent reef south of the island and described it as a broken sailing vessel of unknown length. The wreck was reported to be mostly keel and frames, with large portions buried in the cobblestone bottom. Of great interest was a coin, dated in the 1850s, found among the wooden ribs! It was reported to be a large "Liberty Head Penny," a common American coin minted from about 1790 until 1857. Over the following decades, the wreck was only relocated a few times and has never been identified. It appears that winter ice shoves in the Strawberry Channel alternately buries and exposes the vessel with gravel and cobblestones.

We only have speculation as to the identity and age of this ship-wreck. One thought is that it was one of the many boats that were part of the "fleet" belonging to the Boy's Camp that once flourished on Adventure Island. In 1925, Charles McKinney from Illinois bought the island and established what would become a regionally renowned summer camp for boys that prospered for over 25 years. During this time, the campers and staff constructed and sailed several vessels, including a replica of a 40-foot Viking long boat. It has been suggested that the



buried wreck is merely one of the various sailing craft once owned by the colorful summer occupants of Adventure Island. Perhaps the vessel was lost or scuttled during the heyday of the boys' camp, although there is no direct evidence that any boats were built on the island itself or lost by summer residents.

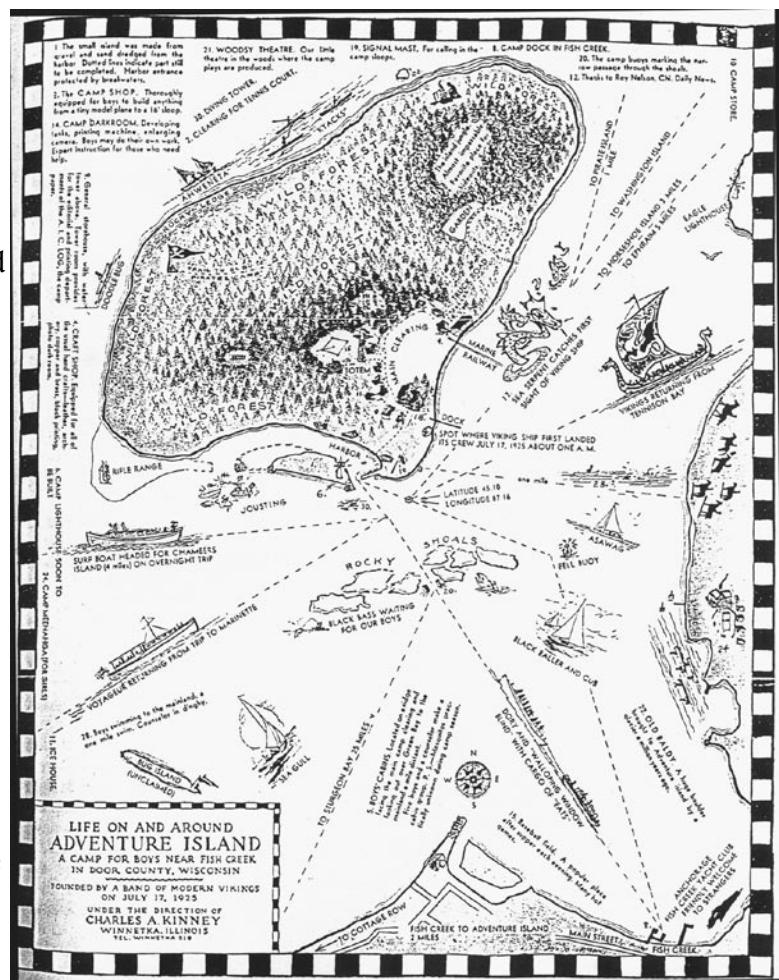
Also, there's the matter of the coin from the 1850s. If the vessel was actually built by the Adventure Island campers, it at first seems unlikely that such an old coin would be present in the wreckage. However, it was a time-honored tradition during the construction of a sailing ship to place a coin under the step of the mast. Perhaps doing so with an antique coin might have appealed to the Adventure Island seamen!

The other obvious, and far more likely, scenario is that the wreck is one of the unlucky craft that met its demise in Door County waters during pioneer times. Some intriguing possibilities exist, mostly involving some little known and undiscovered shipwrecks. Vessels lost in that vicinity were already a curiosity in the days of the Adventure Island Boys' Camp. In fact, campers and the counselors from that era have reported that the youngsters often explored shipwrecks during cruises to Chambers Island. No exact location or identities for these ships were offered, however.

The most interesting wreck would be the schooner *Hanover*, which ran aground near the Strawberries on 7 November 1867, and became a total loss. H. R. Holand in his classic book, *Old Peninsula Days*, credits legendary Door County strongman Allen Bradley with salvaging much of this craft, including its massive anchor. It has occasionally been assumed that *Hanover* Shoal, which protrudes almost three miles from the southeast corner of Chamber's

Island, was named for this wreck. On the other hand, the "Strawberry Reefs" were poorly defined and generally unmarked in those early times. It's entirely possible that the *Hanover* met her demise in the Strawberries, and not on Chamber's Island!

Other recorded possibilities would include the bark *Cleveland*, which stranded on a reef west of Adventure Island with its lumber cargo and was pounded to pieces by the high wind and waves. This occurred on 20 September 1865. The *Harrison*, another schooner, was also wrecked in that vicinity on 14 November 1867. Virtually nothing is known about these two particular vessels. A strong final candidate for the "mystery wreck" is the *D. O. Dickinson*. This lumber schooner stranded in the then unmarked Strawberry Channel on 7 October 1869. Her cargo was eventually recovered, but the vessel itself was a \$9,500 insured loss. As stated, none of these documented wrecks has ever been found and any one of them could be the unknown derelict buried off Adventure Island. Perhaps some enterprising contemporary



Milwaukee County Shipwrecks

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listing due to sparse reporting and scant records, but this list probably comprises the vast majority.

Schooner *Sea Serpent* (no#), built 1821, 26 gt. BOM.

The schooner *Sea Serpent* was a small, early Lake Michigan coastal schooner that had been brought from Lake Erie where she had been named *Lake Serpent*. She was wrecked and rebuilt at Michigan City in June 1836, but was lost when she went ashore on the bar at Milwaukee in the fall of 1837.

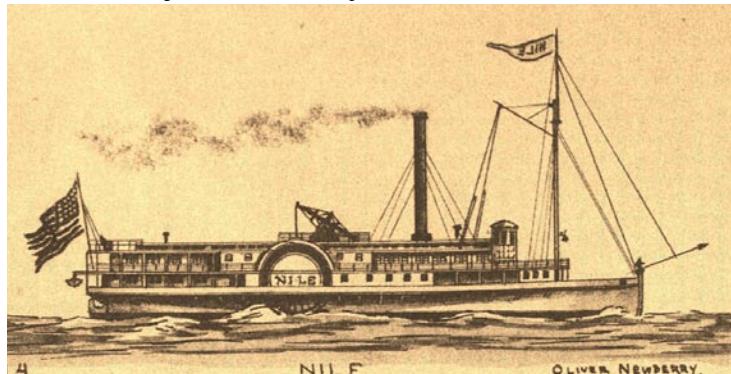
Schooner *H. Marsh* (no#), built 1838, 54.9 x 16.2 x 6.3 ft., 47.92 gt. BOM.

The schooner *H. Marsh* was lost trying to enter the harbor in a fall gale on 20 November 1840. She was driven hard aground at the river mouth and broke up. She was a total loss with her cargo.

Steam Ferry *Badger* (no#) launched 1837, 64 x 12 ft, 60 gt. BOM.

The steam lighter *Badger* had been used to ferry in passengers and freight from steamers. Her cabins could seat about 100 persons and she was the first steam vessel built at Milwaukee. She had been wrecked on the bar in 1837 but was salvaged. She was abandoned inside

Steamer Nile –from the Erik Heyl Collection



the harbor, after it was enlarged in the fall of 1840. Her remains were almost certainly removed.

Sloop *Clarissa* (no#), built 1836.

The sloop *Clarissa* was the first vessel built at Chicago. She was never enrolled and was probably a small coastal trader. She was lost in the fall of 1840 when she was driven ashore at Milwaukee.

Sloop *Wenonah* (no#), built 1841, 30 gt. BOM.

The sloop *Wenonah* was a small vessel, built as a lighter. Runge claims she was built in 1836, but this seems unlikely. She went ashore at Milwaukee in a gale on 11 November 1841 and disappears from all records, probably a total loss.

Steamer C.C. *Trowbridge* (no#), built 1838, 73.0 x 16.0 x 4.6 ft., 42.72 gt. BOM.

The *C.C. Trowbridge* was a small steamer brought to Milwaukee as a harbor ferry and lighter. She was lost on 5 December 1842 when she went ashore off North Point. She was condemned and her engines removed. Her hull was probably also removed.

Sidewheel Steamer *Boston* (no#), built 1846, 205.0 x 30.0 x 12.10 ft., 757.80 gt. BOM.

The *Boston* was Milwaukee's first major shipwreck. On 24 November 1846 she lost her smoke stack while trying to depart during a gale and was driven broadside into shallows

just south of the old harbor piers. She was badly damaged and was salvaged in place. Her hull was left where it lay and may still have buried remains offshore.

Schooner *Solomon Juneau* (no#), built 1837, 72.6 x 19.2 x 7.0 ft., 86.14 gt. BOM.

The *Solomon Juneau* was the first vessel ever built at Milwaukee. She had numerous mishaps and strandings before being driven ashore at the foot of Chicago Street (off the present day Summerfest grounds) in November of 1846. She was abandoned after spending the winter on the beach.

Sidewheel Steamer *Nile* (no#), built 1843, 183.0 x 26.9 x 13.8 ft., 642.64 gt. BOM.

The *Nile* stranded at Milwaukee on 3 November 1849 at the foot of Huron Street and was released after spending the winter. She was towed to Sweet's Warehouse dock near the Jones Shipyard to be rebuilt, when on 9 June 1850, an arsonist burned the warehouse, also burning the ship's upper works. The ship's engines were salvaged and she was abandoned in the mud until November 1860, when Milwaukee shipowner Caleb Harrison announced he would raise the hull and rebuild on it. It is unknown if he succeeded.

Bark *Buckeye State* (no#), built 1852, 132.5 x 25.1 x 10.0 ft., 309.85 gt. BOM.

The three-masted bark *Buckeye State* was brand new when she stranded off South Point with a cargo of railroad iron for the Milwaukee-Mississippi Railroad. She was released on 5 November 1852 and under tow when she beached again near the old river mouth (at the South end of present-day Jones Island) where she went to pieces.

Schooner *Mary Margaret* (no#), built 1852, 50.8 x 17.6 x 5.3 ft., 38.80 gt. BOM.

The schooner *Mary Margaret*, sporting an ornate figurehead and bound Milwaukee to Chicago with

lumber capsized about 20 miles ESE of Milwaukee on 11 September 1854. Her crew clung for hours to the overturned hull before being rescued by the schooner *Magic*.

Sidewheel Steamer *Sebastopol* (no#), built 1855, 245.0 x 37.8 x 12.6 ft., 863.00 gt. BOM.

The big, new steamer *Sebastopol* was lost on 20 September 1855 when she went ashore 500 feet from shore, three miles south of the Government Pier (south of the present-day South Shore Yacht Club) with a cargo of merchandise and passengers for Chicago. She missed the harbor entrance, as its lights were extinguished, and mistook the lights of the stranded schooner *Rockwell* for the piers. She was driven broadside to the waves and quickly taken apart. Seven persons died, despite gallant rescue efforts. The ship's remains were located in 1976 and were the subject of an avocational archeology survey.

Brig *Orleans* (no#) built 1846, 100.75 x 20.0 x 8.5 ft., 173.55 gt. BOM.

The brig *Orleans* was bound with lumber for Chicago on 21 October 1855 when she was driven aground just south of the Government Pier at Milwaukee. Citizens staged a gallant

rescue of the crew but the captain and mate perished. Vessel and cargo were a total loss.

Schooner *J. Steinhart* (no#), built 1853, 72.83 x 18.67 x 5.67 ft., 68.64 gt. BOM.

The schooner *Steinhart* was bound from Green Bay to Chicago with lumber when she became waterlogged and capsized six miles north of Milwaukee on the same day the *Orleans* wrecked. Her mate and cook perished.

Schooner *John F. Porter* (no#), built 1842 on hull of steamer *Cincinnati*, 87.8 x 21 x 7.6 ft., 124.49 gt. BOM.

On 22 October 1855 the schooner *Porter* was bound from Chicago with provisions for the lumber camps when she capsized three miles off North Point. All but one of her crew made it ashore in the yawl, but the vessel was a total loss. She drifted into shallows where she broke up.

Sidewheel Steamer *Alleghany* (no#), built 1849, 177.2 x 25.0 x 10.11 ft., 468.02 gt. BOM.

Only a month after the *Sebastopol* loss, another big sidewheeler was unable to find the unlighted harbor entrance and was driven aground just north of the *Sebastopol* wreck. On 24 October 1855

the *Alleghany* was bound from Buffalo to Chicago with heavy merchandise when, failing to find the harbor piers, she anchored off shore. The storm felled her stack and she dragged ashore, fetching up barely 100 feet from shore.

Brig *Nebraska* (no#), built 1849, 121.3 x 23.9 x 9.0 ft., 240.71 gt. BOM.

On 19 October 1856 the *Nebraska* was run down by the propeller *Oriental* off Racine and began sinking with her cargo of brick. She tried to run for Milwaukee harbor but fetched up very near the *Sebastopol* wreck where she broke up. The *Oriental* was libeled for her value of \$5,500.

Schooner *Emily* (no#), built, 1853, 65.0 x 19.25 x 6.5 ft., 69 gt. BOM.

The little schooner *Emily* vanished on a trip from Milwaukee to Sand Bay with five crew, including the captain's wife. A storm struck soon after her departure on 16 April 1857 and she was never seen again.

Brig *Cumberland* (no#), built 1844, 100.6 x 23.6 x 9.2 ft., 195.87 gt. BOM.

The *Cumberland* was moored near the end of the south pier of the new straight cut when she was struck astern by the schooner *Curlew*, on 20 October 1859. Her stern settled and the waves pounded her against the pier until she broke up. She was carrying lumber from Oconto to Chicago.

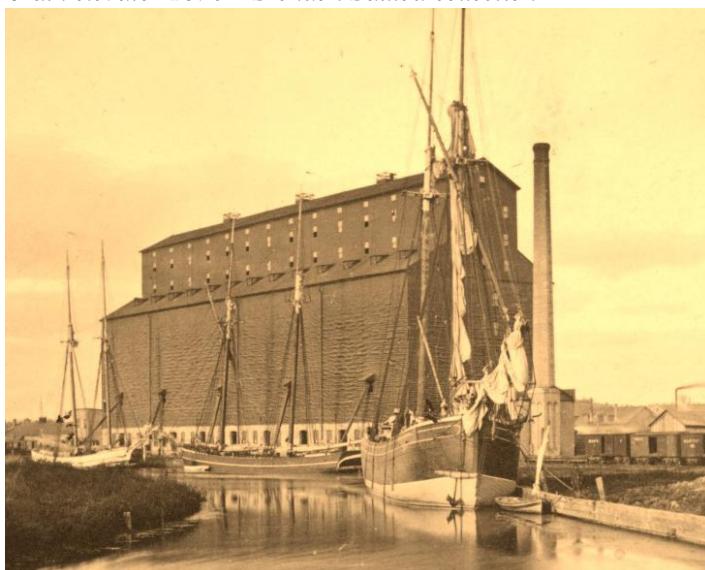
Schooner *Twin Brothers* (no#), built 1848, 90.5 x 21.5 x 8.2 ft., 143.40 gt. BOM.

The *Twin Brothers* had departed for Sheboygan on 11 March 1860 when she was found to be leaking. She ran back inside the piers and was pounded on the south pier until she stove a hole in her hull. She capsized and sank broadside in the channel, a total loss.

Bark *Emily A. Roelofson* (no#), built 1854, 138.0 x 26.0 x 11.5 ft., 385.23 gt. BOM.

This three-masted bark had been wrecked on a reef near Eagle Harbor in Green Bay in September

Grain elevator 1870 – Brendon Baillod Collection



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Milwaukee County Shipwrecks

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1855. She was freed and towed to Milwaukee for rebuild, but was abandoned in the Milwaukee River in November 1863.

Schooner *Union* (no#), built 1848, 87.90 gt. BOM.

The schooner *Union* of Racine was reported lost when she drove ashore at South Milwaukee on 11 May 1864. She disappears from all lists and enrollments following this accident and is believed to have been a total loss.

Schooner *Free Mason* (no#), built 1854, 51.9 x 14.5 x 5.6 ft., 26.96 gt.

The *Free Mason* was bound Chicago to Milwaukee on 2 April 1866 when she was swept from her moorings below Walker's Point Bridge and out through the straight cut into the Lake. She was towed in by the tug *Davidson* and made fast to the south pier where she lay a total wreck.

Milwaukee Riverfront 1870s—Brendon Batilod Collection



Scow Schooner *Tempest* (no#), built 1854, 80.25 x 18.84 x 4.93 ft., 60.21 gt. BOM.

The *Tempest* was riding out a storm with a cargo of lumber for Chicago when she dragged her anchor and went aground off South Point on 24 November 1867. She broke her keel and was abandoned where she lay.

Scow Schooner *Sunshine* (23057), built 1856, 97.0 x 24.0 x 6.2 ft., 60.21 gt. BOM.

On 29 September 1869 the *Sunshine* was bound from White Lake, MI to Milwaukee with lumber when she became waterlogged and stranded on North Point. She broke up and became a total loss.

Schooner *Adell* (no#), built 1860, 48 x 12 x 4.7 ft., 19.03 gt. BOM.

The little schooner *Adell* was out in the disastrous gale of November 1869 and was driven ashore at the south pier, one mile below the Bay View pier where she reportedly completely broke up.

Schooner *A.B. Ward* (383), built 1854 as a tug, 32 gt.

On 25 April 1870 the *A.B. Ward*

was bound Pentwater to Milwaukee with a cargo of potatoes and shingles when she was blown over by a squall 20 mi NE of Milwaukee. Her three crew perished but her hull was towed in by the scow *D.R. Owen* and abandoned at Milwaukee. She was a total loss.

Schooner *Liberty* (14805), built 1835, 54.6 x 17.5 x 5.8 ft., 54.49 gt.

The *Liberty* was by far the oldest ship on the Lakes when she was smashed against the Milwaukee pierheads and sank while trying to enter during a gale on 6 April 1872. One of her crew perished. She had been a pioneer Lake Erie vessel and may have been built on the bed of the original schooner *Liberty*, built by Hawley Reed at Buffalo in 1818. The venerable schooner refused to die, as in 1898, a storm brought up her remains and dashed them against the pierhead light once again.

Schooner *St. Peter* (23516), built 1868, 90.0 x 23.8 x 8.5 ft., 119.66 gt.

Bound Chicago to Buffalo with 8000 bushel of corn, the *St. Peter* was found to be leaking, which soon overwhelmed her pumps and sent her to the bottom. Her crew reported that they rowed the yawl 35 miles in a SW direction to reach Milwaukee on 5 May 1874.

Schooner *Union* (25045), built 1861, 54.0 x 18.0 x 5.5 ft., 17.94 gt.

Many schooners like *Union* plied the Lakes in the 1800s, but this one reportedly went ashore at South Milwaukee on 15 June 1874, a total loss. She was owned out of Manitowoc and disappears from lists and enrollments after 1874.

Tug *Ida H. Lee* (100058), built 1865, 44.8 x 10.0 x 5.0 ft., 35.66 gt.

On 23 April 1874 the *Ida H. Lee* was towing the schooner *Ida* two miles NE of the harbor entrance when the schooner struck her stern, holing her. She took on water, capsized and foundered in 50 feet of water, a total loss, with one life. She has yet to be found.

Scow Sloop *Hurrah Boys* (95341), built 1872, 37.1 x 13.0 x 3.6 ft., 13.68 gt.

The *Hurrah Boys* was carrying stone for the water works cribs when she was driven ashore off Milwaukee's Third Ward on 23 July 1874. She was initially thought salvageable, but was dismantled and abandoned where she lay.

Bark *Tanner* (24236), built 1863, 157.9 x 32.3 x 13.2 ft., 434.95 gt.

The big bark *Tanner*, with a full cargo of wheat from Chicago to Buffalo, was under tow into the harbor on 9 September 1875, when the line parted. The ship was driven south past the straight cut and fetch up on the old harbor piers where she sank with her decks submerged. Her back soon broke and her spars fell. She was declared a total loss.

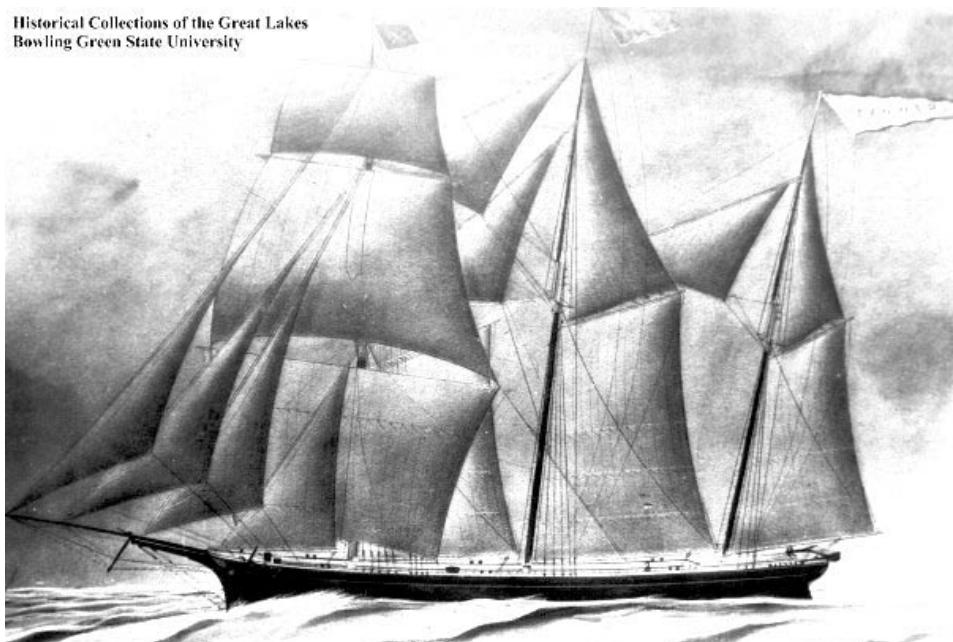
Vessels reported lost in error or salvaged.

Steamer *Dewitt Clinton* (built 1836). This steamer is erroneously stated as lost off Milwaukee in 1839 in many sources. On 11 October 1839, her yawl capsized while ferrying passengers in, drowning five. The *Clinton* was lost at Dunkirk, NY in 1852.

Brig *Algoma* (built 1845). This brig was stranded and reported lost at Milwaukee in March 1856 and again in July 1861. However, she appears in traffic lists and enrollments well into 1862. Her ultimate fate is unknown.

Schooner *Rover* (built 1854). The *Rover* was sunk with only her mast-heads showing on 13 September

Historical Collections of the Great Lakes
Bowling Green State University



Bark *Tanner* – from the Historical Collections of the Great Lakes

1856 off South Point. She was carrying brick and was reported a total loss. However, she was raised and lost off Portage, Michigan in September of 1858.

Schooner *Storm King* (built 1856), The *Storm King* is erroneously listed as lost off Milwaukee in 1856. She was recovered from an 1856 Milwaukee stranding and lost off the Manitous in a June 1861 collision with the steamer *Michigan*.

Schooner *Elizabeth* (built 1856), Listed as crushed by ice at Milwaukee in 1864, this vessel was actually recovered and lost at Kenosha on 11 August 1866.

Steamer *May Queen* (built 1853), Listed as lost when she burned off Milwaukee on 15 January 1866, the *May Queen* was rebuilt as a barge and foundered off Saugatuck, MI on 31 October 1868.

Schooner *Challenge* (built 1853, #4574). The schooner *Challenge* wrecked at Milwaukee on 11 November 1873 and was declared a total loss. She was recovered and taken overseas by Captain Kelly of Racine. She was engaged in the British coal trade and never returned

to the Lakes. Two other *Challenges* also existed. The famous clipper built at Manitowoc in 1852 was lost near Sheboygan in 1910, the other, built at Vermilion OH in 1842 was lost at Muskegon in October 1872.

Scow Schooner *Angelique* (built 1855, #29299). This vessel (called *Angeline* in news reports) was driven on Milwaukee's north point on 18 November 1863 bound Chicago to St. Joseph with shingles. Her captain drowned and the vessel was declared a total loss. However, she was recovered and sailed until at least 1887. Her ID is verified as *Angelique* in the Customs House Wreck Report Index.

Tug *Traffic* (built 1853, #24506). This vessel is reported by several sources including an original Milwaukee Sentinel news account, to have burned at Milwaukee on 11 October 1869. However, she actually burned on the Saginaw River in Michigan where she was owned.

Schooner *Buena Vista* (built 1847, Chicago). Listed as stranded at Milwaukee in 1875, this vessel was actually lost in 1875 at Perry's Pier which was near present day Manistee, MI.



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

Coming Events

July 19-23, 2008	ROV Days at Discovery World. Milwaukee WI. For information check their web site at www.DiscoveryWorld.org .
September 4-6, 2008	Association for Great Lakes Maritime History Annual Meeting & Conference. Muskegon, MI. For information check the AGLMH web site at www.aglmh.org .
October 25, 2008	Wisconsin Underwater Archeology Association and Maritime History Conference. Milwaukee. For information check the WUAA web site at www.wuaa.org or email wuaa@mailbag.com .
November 7-8, 2008	Gales of November in Duluth. For information check the Lake Superior Marine Museum Association web site at www.lamma.org .