

Wisconsin's UNDERWATER HERITAGE

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

Part IV: Milwaukee County, 1875-1900

by Brendon Baillod

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

By 1875, Milwaukee had become one of the leading port cities of the Lakes and become the center of the grain trade. Large three and four masted schooners pulled up to the grain elevators daily and hundreds of vessels traversed Milwaukee's

waters each day. This period saw the industrialization of the city and the modernization of Milwaukee's waterfront. It also saw the dominant trade on the Lakes change from wooden sail to giant steel bulk freighters. The following list details all the historic total loss shipwrecks known in Milwaukee County from 1875 to 1900. It is likely that some qualifying wrecks were missed in this listing due to sparse reporting and scant records, but this list probably comprises the vast majority. A significant number of vessels were also scuttled and abandoned in and outside the harbor during this period without any media reports. Many of these vessels will consequently, not appear in this list, and many hulls and keels litter the bottom off Milwaukee that are difficult to identify because they are not the result of an accident.

Schooner St. Lawrence (22584), built 1842, 92.8 x 19.8 x 8.0 ft., 110.76 gt.

On 30 April 1878, the schooner *St. Lawrence* was under way with a lumber



Wisconsin Underwater Archeology and Maritime History Conference

The Third Annual Wisconsin Underwater Archeology and Maritime History Conference will be held at the Wyndham Milwaukee Hotel on Saturday, October 25, 2008. This all-day event will feature presentations on newly discovered Wisconsin shipwrecks as well as WUAA fieldwork projects and discussion of topics and issues related to Underwater Archeology and Maritime History in Wisconsin and the Great Lakes area.

A short business meeting of the Wisconsin Underwater Archeology Association will also take place at the conference.

More information, including a pre-registration form for this event can be found at the association website, www.wuaa.org.

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Association News

Bailey's Harbor Project

On May 31 and June 1, 2008 a full contingent of 8 divers and two support personnel worked on drawing a 56-foot section of wreck which had a centerboard trunk lying on it.

On Saturday, due to the weather, the team was only able to get one dive in. On Sunday the weather was excellent with the water as smooth as glass, allowing divers to clearly see the wreck from the surface, in ten feet of water. Everyone got a dive in, allowing documentation of some of the ten 10-foot sections to be completed.

Ryan Powley served as photographer, taking pictures covering the entire wreck. He then went to the 2007 site which was about 75 feet away, taking pictures of it.

Steve Wagner and Jon Van Harpen furnished the boats. Other participants were Kent Powley, Lee Hintz, Russ Leitz. John McKenzie, Hank Whipple, Ruth Magnus and Mike Brutlag.

Everyone enjoyed their work with the wreck. Six of the eight divers had never drawn before. Three had taken the WUAA documentation class at Ghost Ships and the rest were given instructions when they arrived.

On August 23, Brian Abbott and Dave Thompson of Nautilus Marine Group were at Baileys Harbor doing sonar imaging on seven pieces (six sides and one transom) of wreckage which have not as yet been drawn. Time did not allow for the finished images to be available for this newsletter. Other participants were Steve Wagner, whose boat served as the research vessel, Jon Van Harpen who provided his boat for support, Dan Bloom and Russ Leitz.

Project coordinators Russel Leitz and Steve Wagner extend their thanks to everyone who helped with the project this year.

*Edge of centerboard trunk- Bailey's Harbor wreck
- Ryan Powley photo*



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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Milwaukee Fireboat #23 2008 Fieldwork

WUAA once again partnered with the Great Lakes Shipwreck Research Foundation to conduct and Jerry Guyer of LenDer Charters to conduct our 2008 fieldwork on the Milwaukee Fireboat #23. Kimm Stabelfeldt led an enthusiastic team that included divers Bill King, Paul Frank, Bob Lijewski, Peter Kastella, Kevin Cullen, Blake Ewing, Tamara Thomsen, Peter Frost, Eric Perea and Chris Kiel.

The team's efforts included a photo-mosaic of the vessel and measurement/mapping of the site. The team's efforts to date have allowed complete measurements of the wreck and approximately 50 percent of the site to be mapped in detail. After a slow start due to weather, this year's fieldwork has progressed rapidly with generally good conditions on the wreck.

Fieldwork is currently underway and those interested in participating should contact Kimm Stabelfeldt at kimms@ghost-ships.org.

Ryan Pauley, Kent Pauley, Jon Van Harpen, Lee Hintz and Russel Leitz at Bailey's Harbor



WUAA Training Clinic

After much discussion, the Underwater Archeology Field School was postponed until the 2009 season. The decision was made after the search for an appropriate shore site for the training was unsuccessful.

Initial plans were to do the survey on the site of the steamer *Volunteer*, which lies in the sheltered confines of Milwaukee's south breakwall. Unfortunately, the site requires a boat for safe access, making it prohibitive for staging a large number of student divers. The nearby site of the *Sebastopol* is badly choked with weeds and the *Appomattox* wrecksite off Atwater Beach is likewise only safe as a boat dive.

WUAA believes it will be best to offer the full day classroom component of the training in conjunction



Jon McKenzie, Steve Wagner, Ruth Magnus and Mike Brutlag at Bailey's Harbor

with the in-water portion. As such, WUAA is actively searching for a site. The recently located wreck believed to be the *J.G. Masten* off Point Beach State Park is one site under consideration.

Milwaukee County Shipwrecks

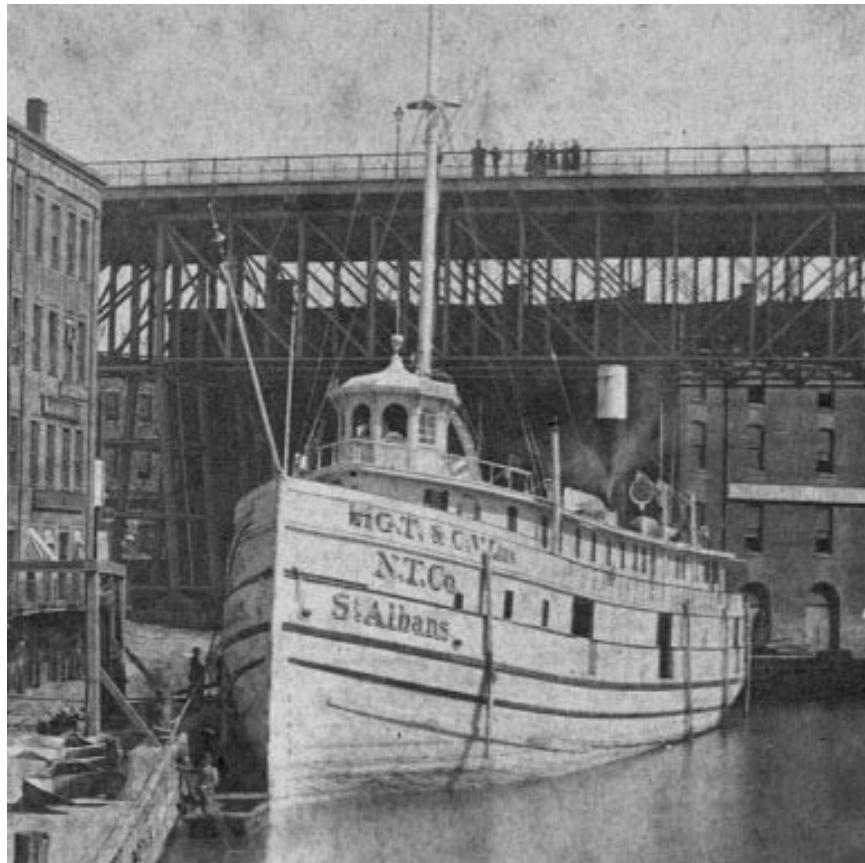
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cargo 25 miles ESE of Milwaukee when a kettle of sealing pitch on her stove spilled, lighting her cabin on fire. The crew launched the yawl, which capsized, drowning Captain Larkin and a passenger. The crew were taken off by the schooner *Granada*, but the *St. Lawrence* burned and foundered.

Schooner *Swallow* (57280), built 1860, 84.0 x 20.5 x 6.7 ft., 89 gt.

According to marine historian Herman Runge, this lumber schooner was driven aground at South Milwaukee with a load of lumber late in the 1878 season. She was a total loss and disappears from the Annual Lists of US Merchant Vessels after 1878.

St. Albans – Brendon Baillod collection



Schooner *Liberty* (14672), built 1861, 81.44 gt.

The schooner *Liberty* became badly iced up and unmanageable off Milwaukee's South Point on 16 December 1879. She was driven ashore on the extreme end of the point and was broken in two by a northeast sea the following day.

Schooner *Honest John* (11180), built 1849, 89.3 x 21.9 x 7.1 ft., 98 gt.

On 2 April 1880 the old schooner *Honest John* was abandoned in the corner of the slip near the Chicago, Milwaukee & St. Paul elevator A. There, she was later joined the schooners *Lewis Ludington* (14804), *Buena Vista* (2241) and *Elbe* (7519), to start the Milwaukee ship boneyard. The remains are thought to have been removed by harbor improvements.

Scow Schooner *Evergreen* (8301), built 1868, 71.3 x 20.0 x 6.2 ft., 67.75 gt.

Bound Muskegon to Racine with lumber, the *Evergreen* was driven aground in a gale between Milwaukee's south pier and the Bay View rolling mill docks on 16 April 1880. Her crew was rescued by bystanders, but the ship went to pieces.

Schooner *Kearsarge* (14042), built 1865, 153.65 gt.

The schooner *Kearsarge* was bound from Traverse Bay to Chicago with lumber when she fetch up on Racine Reef. The US Lifesaving Service rescued her crew and the schooner was pulled free. However, she capsized when pulled off and was towed to Milwaukee on her beam ends. She fetched up offshore south of Milwaukee on 12 October 1880 and broke up.

Schooner Barge *Thomas A. Scott* (24785), built 1869, 207.0 x 33.0 x 13.0 ft., 740 gt.

The *Thomas A. Scott* had been built as one of the largest steamers on the Lakes, but was refitted as a giant 4-masted grain barge in 1877. On 29 October 1880 she was at anchor 3/4 mile off the harbor entrance with a corn cargo when she was struck by the steamer *Avon* and sunk in approximately 30 ft of water. Plans to raise her were never carried out and she was salvaged by divers where she lay. She remained a hazard to shipping for years. Her giant hull-bed was located by Jerry Guyer in 2003.

Schooner *E.M. Carrington* (8104), built 1866, 121.15 gt., 88.0 x 22.4 x 8.4 ft.

Bound Muskegon to Milwaukee with lumber on 5 November 1880, the *Carrington* became waterlogged and began to sink about 25 miles SE of Milwaukee. Vessels in the area

didn't realize she was in distress and she soon capsized drowning her four crew. Although most sources state she was a total loss, at least one account claims she was towed in and salvaged. She does appear in MVUS until 1882.

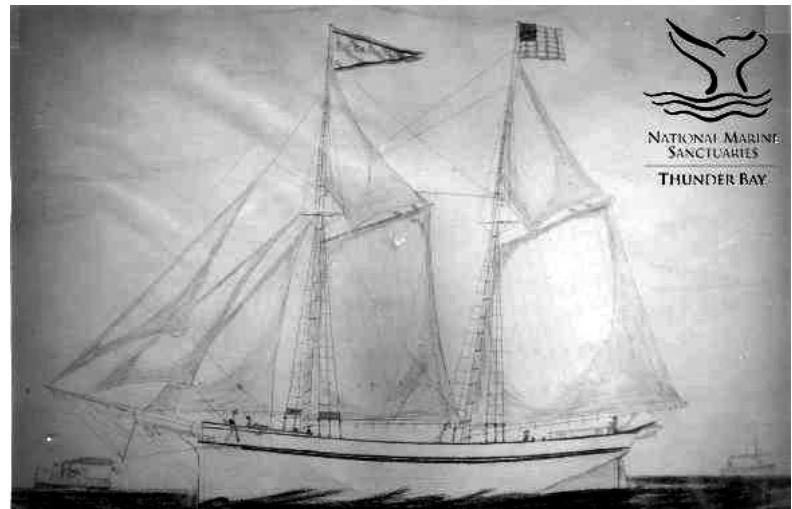
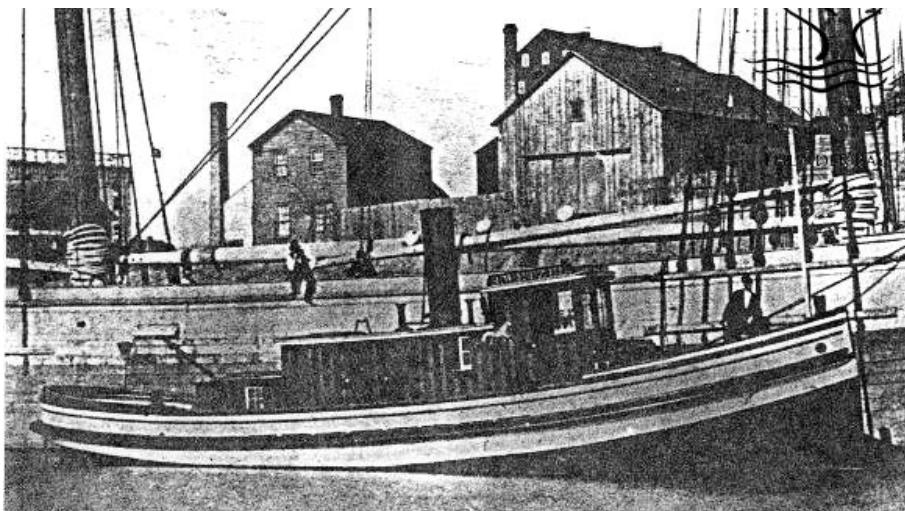
Propeller *St. Albans* (23514), built 1868, 135 x 26 x 11 ft., 435.75 gt.

Bound Milwaukee to Ludington with 27 passengers and crew on 30 January 1881, the Northern Transportation Co. steamer *St. Albans* was about 15 miles NE of Milwaukee when she holed herself below the waterline on an ice cake. She foundered slowly, allowing the passengers and crew to escape in the lifeboats, but the ship foundered in 160 ft of water. Her remains were located in 1976 by Kent Bellrichard and Richard Zaleski and are now a popular dive site.

Schooner *J.P. DeCoudres* (75530), built 1873 on the hull of the schooner *Appleton* (1551), 119.5 x 22.8 x 6.6 ft., 146.16 gt.

Bound Charlevoix to Milwaukee with cordwood on 3 June 1882, the *DeCoudres*' steering gear became disabled in heavy seas and the vessel stranded just off the beach and next to the breakwall, 1 mile north of the lifesaving station at the foot of Juneau St. The lifesavers rescued the

Wetzel – Brendon Baillod collection



Carrington – National Marine Sanctuaries

seven crew by breeches-buoy and the schooner broke up completely within a few days.

Steam Tug *Rudolph Wetzel* (21944), built 1870, 56.4 x 14.0 x 6.6 ft., 23.25 gt.

On 28 October 1882 the tug *Rudolph Wetzel* was racing the tug *Henry S Sill* about 3 miles off Oak Creek in competition for a tow when she exploded her boiler. The blast was extremely powerful, killing her three crew and completely destroying the *Wetzel* above deck, but her hull reportedly sank in 7 fathoms. Despite many searches and a well known location, her remains have yet to be identified.

Schooner *Collingwood* (4344), built 1855, 258.17 gt., 131.8 x 28.4 x 11.1 ft., 258.17 gt.

On 23 November 1882 the *Collingwood* was bound from St Helena Island in the Straits for Chicago with a load of cedar shingles when she became waterlogged, eventually capsizing about 15 mi NE of Milwaukee and about 15 miles from shore. Three of her eight crew were rescued in the yawl after a harrowing 31 hours adrift. Her hull was initially attributed to a wreck that later proved to be the *Tennie & Laura*, but at least one account states that her hull later came ashore.

Propeller *R.G. Peters* (110424), built 1880, 175.4 x 31.0 x 10.5 ft., 386.04 gt.

Bound Chicago to Manistee in a gale with consort schooner *A.W. Luckey*, the *Peters* was found to be on fire about 3 am on 1 December 1882. She burned so quickly that none of the 14 crew could escape. She reportedly burned to the water's edge and sank 20-25 miles SE of Milwaukee in deep water.

Scow Schooner *Midge* (16643), built 1866, 53.0 x 13.6 x 6.0 ft., 23.83 gt.

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Milwaukee County Shipwrecks

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The little scow *Midge* was bound from White Lake, MI to Milwaukee with 40 tons of lumber when she dropped her anchors in an attempt to ride out a gale on 9 May 1883. Her hooks dragged and she stranded about 8 miles south of the harbor entrance. She proved a total loss.

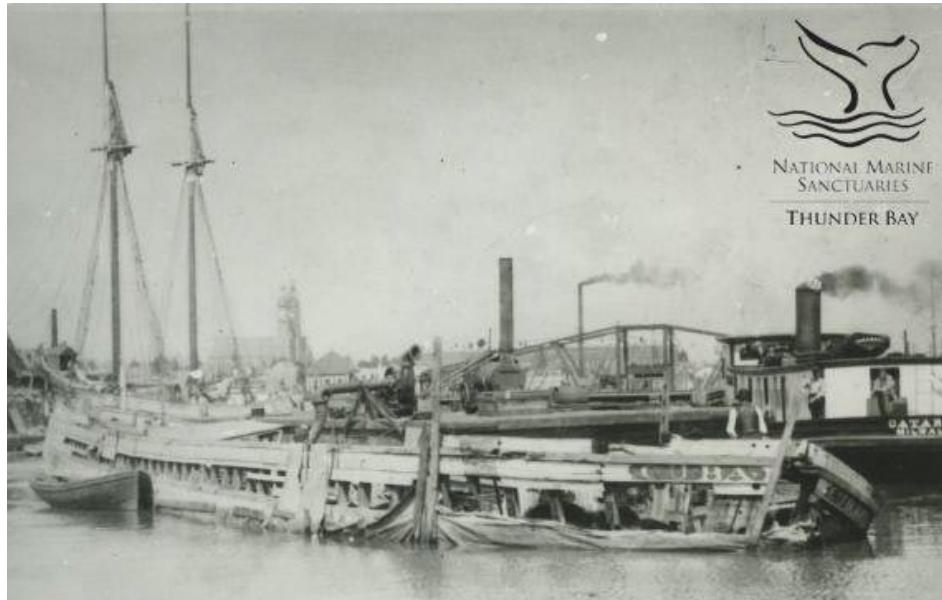
Scow Schooner *Sailor Boy* (23105), *built 1866*, *75.0 x 21.0 x 6.7 ft.*, *76.00 gt.*

Bound from Pierport, MI to Milwaukee with lumber on 21 May 1883, the *Sailor Boy* was trying to ride out a storm at anchor when her chains parted, casting her upon the beach 2 miles south of the harbor entrance at Bay View. The crew made it ashore with the help of local citizens and the ship went to pieces within days.

Scow Schooner *Sea Bird* (23390), *built 1855*, *99.6 x 23.3 x 6.6 ft.*, *139.84 gt.*

On 21 July 1883 the *Sea Bird* was bound Muskegon to Chicago with lumber when she capsized in

Cuba – National Marine Sanctuaries



a gale about midlake. Her hull was found floating about 30 miles off Milwaukee with the yawl gone and no sign of the 10 crew and passengers, who all perished. The hull was later seen 20 miles off Milwaukee and is believed to have foundered in deep water somewhere off Milwaukee after three weeks afloat. Schooner *Ashtabula* (367), *built 1852*, *89.6 x 21.0 x 7.38 ft.*, *95.31 gt.*

Bound Chicago to Escanaba with barreled salt, tar and sundries, the *Ashtabula* was found to be leaking when about 15 miles north of Milwaukee on 11 November 1883. She turned about to run for the harbor, but capsized a few miles off North Point. The crew made it into the yawl before the schooner settled to the bottom with reportedly only 4 ft of her topmasts breaking the surface. A diver reportedly visited the site shortly after to assess the possibility of recovering the vessel, but due to her age she was probably left on the bottom. Despite many searches of the area, the *Ashtabula*'s remains have never been identified.

Scow *Toboggan* (no#), *built 1886*, *believe to be about 150 x 30 ft.*

Described in news accounts as an "Ark," the *Toboggan* was a big unregistered flat barge meant to be towed in the harbor. On 12 July 1887 she was overloaded and being towed from Manistee to Milwaukee by the steamer *Marshall F. Butters* with a cargo of barreled salt and lumber, when she began leaking and capsized, going to the bottom about 15 miles off Milwaukee. Her crew escaped in a yawl.

Scow Schooner *Hunter* (11301), *built 1855*, *100.75 x 24.3 x 7.1*, *131.75 gt.*

On 12 July 1887 the Milwaukee Tug Co's sand scow *Hunter* was unloading between the East Water Street and Broadway Bridges when she became unbalanced and capsized, going to the bottom upside-down in 15 ft of water. Her steam gear thrust upward through the bottom of her hull, ending her career.

Schooner *Maine* (16402), *built 1852*, *102.8 x 25.3 x 6.7 ft.*, *151.77 gt.*

The old schooner *Maine* was bound from White Lake, MI for Chicago with a cargo of railroad ties on 12 October 1887 when she parted the line from the tug towing her into shelter at Milwaukee harbor. She dragged ashore stern first, 250 yards south of the harbor piers, 150 ft from shore, where the lifesavers took off her 6 crew in a daring rescue. The old schooner quickly broke up and her cargo floated around the Lakes for months, a menace to navigation.

Steambarge *Josephine* (75763), *built 1874*, *99 x 25 x 6 ft.*, *146 gt.*

On 14 April 1888 the barge *Josephine* was steaming up Whitefish Bay with a cargo of sand under the command of her first mate when she strayed too close to shore and struck a rock, holing her hull and settling to the bottom in the shallows 2 miles north of the



North Point Light. Debris off Atwater Beach formerly ascribed to her is actually part of the *Appomattox*. The *Josephine's* remains have yet to be identified.

Tug A. W. Lawrence (105948), *built 1880, 72 x 16 x 9 ft., 48.41 gt.*

The tug *A. W. Lawrence* was about 3 miles off North Point on 30 October 1888, awaiting sailing vessels in need of a tow when she exploded her boiler killing 4 of her 6 occupants. The tug *J.B. Merrill* rescued the survivors but the *Lawrence* went to the bottom. Jerry Guyer believes he may have located her remains in 2005.

Schooner Union (25046), *built 1867, 55.6 x 16.5 x 6.2 ft., 41.0 gt.*

The schooner *Union* capsized and went ashore at Milwaukee in storm in November 1888. Specifics on the exact location have yet to be determined, but the vessel was abandoned as a total loss.

Tug Starke Brothers (15226), *built 1872, 61.4 x 15.4 x 8.0 ft., 35.0 gt.*

The harbor tug *Starke Brothers* was abandoned in 1889 at Milwaukee. Whether she was sunk

Laurina – Brendon Baillod collection



Historical Collections of the Great Lakes
Bowling Green State University

in the Harbor or scuttled offshore is unknown.

Tug Dexter (6804), *built 1873, 58.0 x 12.4 x 7.0 ft., 23.67 gt.*

The harbor tug *Dexter* was abandoned in 1889 at Milwaukee. Her engine was removed and she was scuttled. Whether she was sunk in the Harbor or offshore is unknown.

Propeller Monitor (90163), *built 1870, 92.5 x 23.0 x 7.6 ft., 128.19 gt.*

On 19 August 1890 the rabbit steamer *Monitor* was bound from Pierport, MI to Milwaukee with tan bark when she began leaking and foundered about 20 mi NE of Racine in a fierce NW gale. The crew barely escaped and were rescued by a passing schooner. The *Monitor* had a single cylinder steam engine of 14" x 16" and a single tubular steam boiler of 5' x 12'.

Schooner Snow Drop (22377), *built 1853, 125.8 x 24.8 x 7.8 ft., 190.38 gt.*

On 30 April 1892 the old schooner *Snow Drop* was attempting to enter the harbor in a storm with a cargo of cedar posts from Ford River when her rigging became fouled and she was driven on the rocks just off the North Point Lighthouse. After an unsuccessful rescue attempt by the tug *Coe*, the tug *Starke*, with lifesavers in tow, rescued the drenched crew from the roof of the schooner's cabin. In the late 1970s a keel and ribs ascribed to the *Snow Drop* were located off the old North Point pumping station known as Love Rock. Subsequent efforts to relocate the remains have been unsuccessful.

Scow Schooner Alma (106517), *built 1887, 57.4 x 15.9 x 3.0 ft., 25.10 gt.*

Less than a month after the *Snow Drop* loss, on 18 May 1892, the little gravel scow *Alma* stranded only a few hundred yards away when she sprang a leak and drifted

onto the rocks off North Point. Her crew were rescued by the fishing schooner *Prince*, but the ship proved total loss.

Propeller Alice E. Wilds (106170), *built 1883, 136.0 x 28.3 x 10.8 ft., 292.86 gt.*

The *Alice E. Wilds* was a small lumber steamer bound from Chicago to Escanaba in dense fog on 28 May 1892 when she was struck by the steamer *Douglas* about 18 miles off Milwaukee at 11 pm. The *Wilds* sank in less than 5 minutes but all of the crew were rescued by the *Douglas*. The *Douglas* was eventually found to be at fault. A few deep targets have been found with sonar off Milwaukee in over 300 ft of water that are claimed to be the *Wilds*.

Schooner M.C. Springer (91936), *built 1887, 32.0 x 11.5 x 4.9 ft., 10.38 gt.*

The little schooner *M.C. Springer* was bound light for Menominee, MI on 8 October 1982 when she struck a sunken hulk off Oak Creek, knocking a hole in her hull. The crew was able to get the *Springer* into Milwaukee Harbor before she sank, a total loss.

Schooner Lumberman (14828), *built 1862, 126.5 x 23.5 x 7.1 ft., 160 gt.*

On 7 April 1893 the *Lumberman* was bound light from Chicago to Kewaunee on her first trip of the season when she was blown down by a squall about 8 mi NW of Wind Point. Captain Orian Vose was pulled down when the ship foundered and barely managed to untangle himself from the rigging. The vessel settled in 65 ft of water and the crew were rescued from the rigging by the steamer *Menominee*. The wreck was located by Dan Johnson in 1983 and is now a popular dive site.

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Milwaukee County Shipwrecks

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Scow Schooner *Laurina* (15875), built 1873, 71.1 x 17.7 x 4.0 ft., 37.59 gt.

The *Laurina* was bound from Manistee to Racine with lumber on 20 April 1893 when she entered Milwaukee Harbor to shelter from a gale. The pier breakwall had been damaged, allowing heavy seas into the inner harbor, which caused the *Laurina* to drag her anchor and go ashore at the foot of Knapp St. near Juneau Park. She proved a total loss for Captain Samuel Martin, her owner.

Schooner *Island City* (12084), built 1859, 80.9 x 17.9 x 6.0 ft., 46.55 gt.

The *Island City* was bound from Ludington to Milwaukee with lumber on 8 April 1894 when she sprang a leak during a heavy NW gale about 14 miles from Milwaukee and founded. Her captain was the only survivor, drifting ashore unconscious in the yawl near Port Washington. The wreck lies in 135 ft of water and is badly broken for its depth with a good deal of tangled fishnet. It is seldom dived and was located in the

1970s by Kent Bellrichard and John Steele.

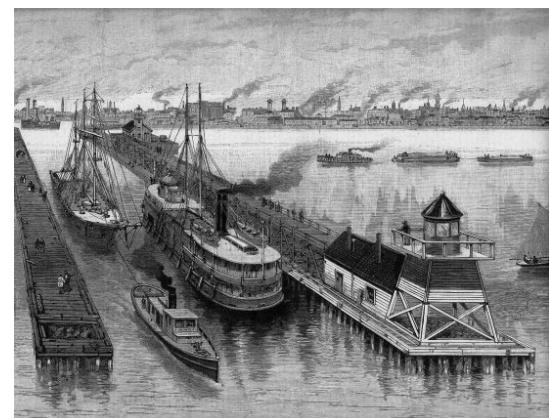
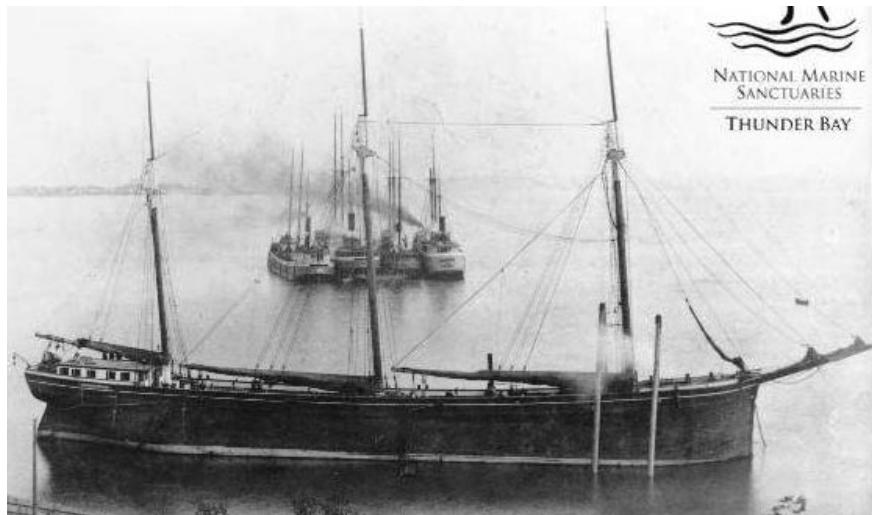
Schooner *M.J. Cummings* (90592), built 1874, 137.9 x 26.0 x 11.8 ft., 330.12 gt.

On 18 May 1894 The canal-boat *M.J. Cummings* was bound Buffalo to Chicago with coal to pick up a grain cargo in one of the worst storms recorded on Lake Michigan. She arrived off Milwaukee in leaking condition and was driven aground about 1/2 mile off the Bay View Rolling Mill dock in 18 ft of water. Her crew took to the rigging, lashing the woman cook to the crosstrees. Several valiant attempts were made to rescue the crew, who one by one, dropped into the Lake. Only 2 of 6 people were finally rescued, the rest, including the cook, froze to death in the rigging. Kimm Stabelfeldt reports seeing the outline of a wreck from the air that matches the location of the *Cummings*. It has yet to be located.

Scow *Saint Ignace* (57924), built 1882, 238 gt.

The unrigged scow *Saint Ignace* was under tow from Milwaukee to Grand Haven with bricks on 10 November 1894 when she began leaking and founded

Sumatra – National Marine Sanctuaries



Milwaukee Harbor 1881
Brendon Baillod collection

about mid-lake off Milwaukee. Crewman Frank Leland was drowned when the scow founded.

Schooner *Cuba* (4576), built 1856, 119.2 x 24.6 x 9.6 ft., 190 gt.

The old schooner *Cuba* had been stranded at Kenosha in 1889 and lay in the KK River boneyard until 1894 when she was towed out into the Lake and scuttled. The location of her sinking is unknown but at least one deep schooner hull was reportedly located in over 200 ft of water far off Milwaukee.

Scow #1 (no#), no data – probably an unregistered scow.

The unrigged scow #1 went ashore at the foot of Wisconsin St. and was abandoned in the shallows on 22 September 1895. The scow was a total loss at \$2000 but half her lumber cargo was saved.

Schooner *Sumatra* (115240), built 1874, 204.1 x 34.0 x 14.2 ft., 845.34 gt.

On 30 September 1896 the big schooner *Sumatra* was bound from Chicago to Milwaukee with a load of railroad iron under tow of the steamer *B.W. Arnold*. She had been taking on water for several hours when and began to founder off South Point. The *Arnold* signaled for a tug but the *Sumatra* founded just as it arrived. The tug rescued the cook and the mate and the life-saving service succeeded in getting

the captain ashore, but four other crew drowned. The *Sumatra* went down 1.5 miles SE of the harbor entrance. Her remains are believed to have been located by Jerry Guyer in the 1990s.

Schooner *L.W. Perry* (15654), built 1870, 128 x 26 x 11 ft., 253.92 gt.

The old schooner *L.W. Perry* was reported abandoned in the KK River boneyard along with the schooner *Lavinda* (14673) in 1897. These, and other abandoned schooners were subsequently removed and were scuttled off the harbor or abandoned along the beach.

Tug *Leo* (140827), built 1886, 67.6 x 15.3 x 6.0 ft., 34.98 gt.

On 12 October 1898 the big fishing tug *Leo* was bound for Milwaukee to have a leak repaired when a gale drove her ashore between St. Francis and South Milwaukee. She was a total loss at \$2,500. Her engine was later used in the tug *A.C. Tessler*, but her boiler was scrapped.

Schooner *Barbarian* (2137), built 1855, 136.1 x 25.8 x 10.8 ft., 297.58 gt.

The *Barbarian* was bound from Bark River, MI to Chicago with hemlock ties when she was caught in the tremendous storm of 25 October 1898. She attempted to anchor one mile NE of the harbor piers when she was dismasted and began to founder. The lifesaving service went to her rescue and with great difficulty succeeded in taking off her seven crew. She was driven on the breakwall one mile NE of the harbor, a total loss. □



Preparing the sonar equipment.

Sonar imaging in Bailey's Harbor



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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

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 and Maritime History Conference. in 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 .