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Ghosts Of The Schooner Coast: Wisconsin's Lost Ships

Sheboygan Shipwrecks 1840–1880

by Brendon Bailod



The following is the first in a series of articles that will detail Wisconsin's historic ship losses from Sheboygan, Manitowoc and Kewaunee Counties. Like the previous article series, which covered Kenosha, Racine, Milwaukee and Ozaukee Counties, this series will eventually serve as the basis for a comprehensive book.

Sheboygan had been the site of an Indian settlement since the 1600s and probably earlier. The site's location on the Sheboygan River and its proximity to the Indian road between Milwaukee and Green Bay made it a natural site for habitation. Nearly every party of French explorers to traverse the west shore

of Lake Michigan made note of the site and most stopped there, including Jean Nicolet (1635), Joliet and Marquette (1643), Lasalle (1679) and St. Cosme (1699).

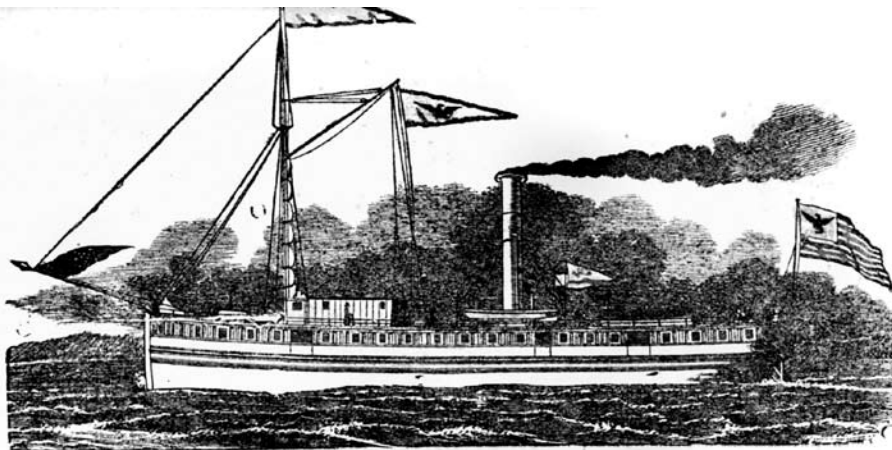
However, the early history and founding of Sheboygan are closely tied to legendary fur trader William Farnsworth. Farnsworth was an American born in Vermont in 1796, but he soon went to Montreal where he joined the American Fur Company. Farnsworth was initially stationed at Michilimackinac, but soon established a trading post at Marinette. In July of 1818, Farnsworth first visited the site of Sheboygan as he coasted down Lake Michigan and made note of its

excellent potential. He returned to the site in 1820 and setup a trading post three miles up the Sheboygan River. However, there would be little permanent settlement at the site until the 1830s when the land was platted and acquired by Mr. Farnsworth.

Farnsworth quickly established a number of area businesses and was also the owner of the famous early Lake schooners Traveller and Jefferson. Sadly, Farnsworth lost his life in 1860 on the ill-fated steamer Lady Elgin, which sank off Winnetka, Illinois.

Commerce grew slowly at Sheboygan in the 1830s, mostly involving trade with Michilimackinac and Detroit in finished goods. However, beginning in the 1840s, the influx of immigrants brought farmers who opened the grain trade. In 1840, a primitive lighthouse was built on North Point, which was replaced in 1860 by a permanent structure. Sheboygan quickly became one of the principal grain ports on the Lake Michigan, and was at one time, second only to Milwaukee and Chicago in shipments.

Phoenix original woodcut, 1845 - author's collection



PROPELLER PHOENIX, CAPT. B. G. SWEET, 1845.

continued on page 4

Association News

Conference

The Wisconsin Underwater Archeology and Maritime History Conference will be held on Saturday, October 16, 2010 at Discovery World in Milwaukee. For more information check the WUAA web site at www.wuaa.org.

WUAA Picnic

Danny Arts and Betsy True will host the Wisconsin Underwater Archeology Association picnic on Sunday afternoon, September 12, 2010. All members are invited to attend. Contact Danny at djaerts@wisc.edu for more information.

112 Year Old Shipwreck Mystery Solved

A group of Wisconsin marine historians and divers announced the discovery of the missing steamship *L.R. Doty*, which vanished in a violent Lake Michigan storm 112 years ago, on October 25, 1898.

The *Doty* was the largest wooden ship still missing on Lake Michigan, with an overall length of 300 feet.

On June 16, 2010 a group of explorers led by marine historian Brendon Baillod and charter captain Jitka Hanakova relocated the site, which had been snagged by a commercial fish tug in 1991, nearly 20 miles off Oak Creek, Wisconsin. Technical divers descended to the site in over 300 feet of water and filmed the wreck extensively. The discovery team included technical divers Jitka Hanakova, John Janzen, John Scoles, Tracy Xelowski, Lubo Valuch, Ron Benson and maritime historians Brendon Baillod and Peter Scotland.

Video reveals that the ship is upright and intact with the remains of her corn cargo still present in her hold. She is in an amazing state of preservation due to the cold, fresh water and extreme depth.

For detailed information about the discovery, the dive team and photos of the ship and the wreck site, please visit: <http://www.shipwreck.com/shipwreck/doty/>.

WUAA On WPR

On April 28, 2010, WUAA president Brendon Baillod was interviewed by Larry Meiller on Wisconsin Public Radio. Brendon discussed his new book, *Fathoms Deep But Not Forgotten: Wisconsin's Lost Ships*.

On August 11, 2010, WUAA president Brendon Baillod was interviewed by Larry Meiller on Wisconsin Public Radio. Brendon talked about the discovery of the sunken steamer *L.R. Doty*, lost for 112 years at the bottom of Lake Michigan.

Both interviews can be found by searching the archives on the WPR website, www.wpr.org.

Dues are Due

Association memberships expire in October. Members may renew by sending the \$20 payment to WUAA treasurer Lee Hintz, 485 E. Parkway Estates Dr., Oak Creek. WI 53134, or by going to the association website at www.wuaa.org.

Wisconsin's Underwater Heritage

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

In addition to publishing this newsletter, the Association also holds

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

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6th Annual Wisconsin Underwater Archeology & Maritime History Conference

Saturday, October 16, 2010, 10 AM – 8 PM

Discovery World Museum – Milwaukee Harbor

500 N Harbor Drive | Milwaukee, WI 53202 | 414-765-9966

The Wisconsin Underwater Archeology Association (WUAA) is pleased to announce the 6th Annual Wisconsin Underwater Archeology and Maritime History Conference. This event will bring together Great Lakes archeologists, sport divers, marine historians, shipping buffs and hobbyists for a full day of seminars and workshops related the Great Lakes maritime history and underwater archeology. This year's schedule will include presentations about new Great Lakes shipwreck discoveries, Wisconsin underwater archeology sites and WUAA's fieldwork.

The conference will be held on Saturday, October 16, 2010 at the Discovery World Museum in Milwaukee, Wisconsin and is open to the public. For registration, directions, event schedule and lodging information, visit the WUAA website at www.wuaa.org. Inquiries may be made to conference chairperson Brendon Baillod, brendon@ship-wreck.com.

We are pleased to partner with Discovery World for our conference. Their amazing facility includes a life size replica of the Great Lakes clipper schooner Challenge and many other interesting Great Lakes maritime displays.



Hotels:

Milwaukee Wyndham Hotel – Milwaukee Airport
4747 S. Howell Ave, Milwaukee, WI

(414) 481-8000

Radisson Milwaukee Airport, 6331 South 13th St.

(800) 303-8002

Baymont Inn, 7141 S. 13th Street

(414) 762-2266

Hotel Lunch & Dinner Options:

To be announced

Map



On the Milwaukee Waterfront directly in the center of downtown

Take I-94 North from Chicago

Take I-43 South from Green Bay

Take I-94 East from Madison

Sheboygan Shipwrecks

continued from page 1

Sheboygan also saw a substantial amount of commercial shipbuilding, beginning in 1838 with the launch of the small schooner *Nekick* (a name that meant Otter in the local Indian tongues). She was built by Caleb Huston of Green Bay for the fur and provision trade. Other major builders included Peter Beaupre (1853), Alfred Gilson, a Milwaukee builder (1854), Amos Stokes & Benjamin Locklin (1856), Charles & Albert Huntley (1863), Smith Neville & Frank Hamilton (1868), Christian & Martin Olson (1865), B.B. Jones, an Ohio shipbuilder (1870) and Rieboldt & Wolter (1885). By 1894, nearly 150 commercial vessels, mostly schooners, had been launched into the Sheboygan River.

The grain trade boomed until the 1880s, when Sheboygan's commerce changed to coal, produce and commercial fishing. A German immi-

grant, Clemens A. Reiss, figured prominently into the port's history when in 1880, he founded what would become the Reiss Steamship Co. Eventually the company became one of the largest coal providers on the Lakes, operating a substantial fleet of steamers.

Sheboygan is cursed with the similarly named city of Cheboygan, Michigan, which lies on Lake Huron in the eastern Straits of Mackinac. Because Cheboygan has always had much smaller commerce, there was a frequent tendency to attribute Cheboygan area maritime events incorrectly to Sheboygan. Researchers should be aware of this when doing Sheboygan maritime research.

Sheboygan has seen many marine disasters, mostly to schooners trying to enter the harbor. Area marine historians such as Steve Radovan, Jim Jetzer, Jim Brotz, Rocky Groh and Bill Wangemann have provided us with a rich overview of Sheboygan's shipwrecks and maritime history. Over the years, many of the area's shipwrecks have been located and documented by the State Historical Society of Wisconsin. Some are now popular dive targets, but many remain to be located. Wrecks such as the brig *Abiah* and the schooner *Nora* are likely to be located someday.

The following is a detailed listing of all the commercial vessels lost in the Sheboygan area before 1880. The list is the work of many researchers, including much of my own original research. It includes several new area total losses not previously published.

Schooner E.G. Wolcott (no#), built about 1845, size unknown, possibly small.

The schooner *E.G. Wolcott* appears in Lake Erie and Lake Michigan port arrival and departure lists for 1846 and 47, but was never enrolled at a customs house. As such, we know very little about her, other than from notes in newspapers of the day. She was owned out of Sheboygan and was lost on November 21, 1847 when she was driven ashore at Sheboygan in a gale, a total loss.

Schooner Hiram Merrill (no#), built 1845, 51.0 x 11.5 x 4.6 ft., 23.88 gt. BOM, 1 deck, 2 masts, plain stem.

The schooner *Hiram Merrill* was driven aground at Sheboygan on November 21, 1847. Her owner, Mr. Woodward drowned trying to jump from the schooner to the Sheboygan pier. The *Merrill* was pulled free and rebuilt in 1848, but she disappears from the Lakes by 1852.

Propeller Phoenix (no#), built 1845, 165.0 x 23.0 x 10.0 ft., 305 gt. BOM.

The *Phoenix* burned off Sheboygan on the night of November 21, 1847, killing approximately 250 people, mostly Dutch immigrants. Her burned hull was towed to the shallows off the old North Pier by the steamer *Delaware*, where it was abandoned. It is now believed to be buried. The *Phoenix* is one of the most famous wrecks on Lake Michigan and has been the subject of at least two books.

Schooner Eagle (no#), built 1834, 51.0 x 16.5 x 6.6 ft., 42.60 gt. BOM. Built on the bottom of the schooner *Eagle*, built in 1829.

The schooner *Eagle* was found in a capsized and dismasted condition about 20 miles off Sheboygan on April 18, 1848 by the steamer *Princeton*. The only body on board was her master, Jacob Lawson who was taken to the Manitou Islands and buried. The vessel is believed to have foundered soon afterward.

Sheboygan plat map, 1877 – author's collection



*Schooner **Seventy Six** (no#), probably built in 1847, but there is no record of her enrollment so we have no physical description of her.*

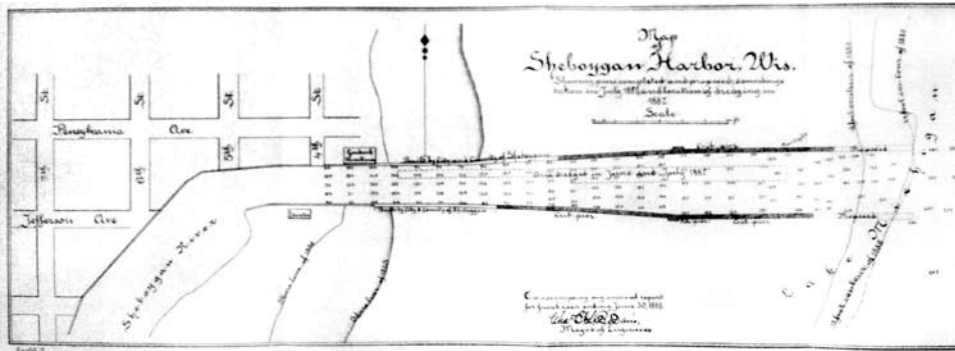
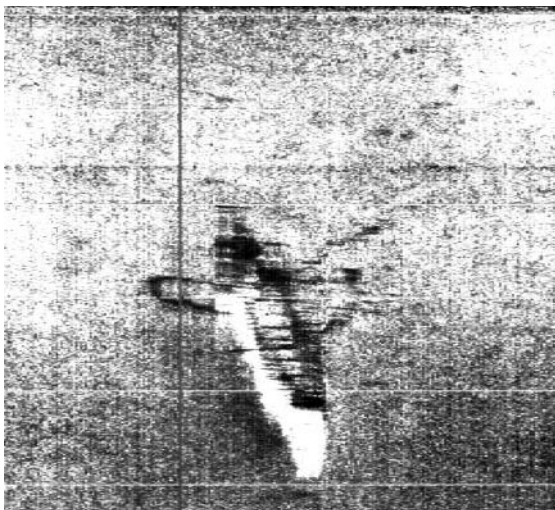
The *Seventy Six* was driven ashore six miles south of Sheboygan on November 2, 1848 with 300,000 feet of lumber bound for Chicago. She was initially reported as recoverable but the underwriters reported her as a \$6,000 loss at the end of the season. Another schooner *Seventy Six* was built at Racine in 1851 and lost in 1857 near St. Joseph, MI, probably a different vessel.

*Schooner **Gallinipper** (no#), built 1846 on the bottom of the schooner *Nancy Dousman*, built in 1833. 95.0 x 21.8 x 7.0 ft., 144.89 gt. BOM, 2 masts, scroll head.*

The *Gallinipper* is one of the oldest divable ships on the Great Lakes, having been a fur trade schooner in the 1830s. She capsized in a squall on July 7, 1851 about 10 miles NE of Sheboygan. She was being towed in when she hung up on the bottom and sank. Her intact remains were snagged by a commercial fisherman in 1996.

*Schooner **Equator** (no#), built 1842, 84.10 x 20.2 x 8.6 ft., 131.51 gt. BOM, 1 deck, 2 masts, no gallery, scroll stem.*

Sidescan of Gallinipper - Harry Zych



Sheboygan harbor charts, 1887 - author's collection

The *Equator* was bound for Chicago when she was driven ashore in a gale with a cargo of lumber seven miles south of Sheboygan on May 23, 1854. At \$1,500 damage, she was a constructive total loss and her gear and rigging were sold at auction. However, an account exists of her going ashore at the Manitou Islands in October of 1854 and another account states she was lost at Little Sable Point in 1858. As such, it is possible that she survived her Sheboygan wreck.

*Schooner **Abiah** (no#), built 1848 as a brig, 134 x 27.2 x 10.6 ft., 353.39 gt. BOM, 2 masts, scroll stem.*

The *Abiah* was bound light from Chicago to Oconto for lumber when she was struck by a squall and capsized on September 4, 1854, about ten miles east of Sheboygan. Captain and crew were rescued by the schooner *Lewis Ludington*, which took the *Abiah* in tow for Sheboygan, but she sank soon after. This ship definitely has findable remains.

*Sidewheel Steamer **Baltimore** (no#), built 1847 as the *Columbia*, 169.0 x 26.0 x 11.4 ft., 513 gt. BOM.*

Portaged to Lake Superior in 1851, first vessel down the new Soo Locks in 1855. The *Baltimore* struck the Sheboygan south pier while trying to enter in a gale on September 17, 1855 with a cargo of corn and food sup-

plies for Lake Superior. She then swung around and stranded in the shallows between the South Pier and Kirkland's Pier. Storms damaged the hull beyond repair and all her remains, including her hull, were purchased, removed and scrapped.

*Schooner **Fair Play** (no#), built 1855, 47.9 x 13.9 x 4.5 ft., 26.02 gt. BOM, 1 deck, 2 masts, square stern, plain stem, no gallery.*

The schooner *Fair Play* capsized north of Kirkland's Pier off Sheboygan on November 3, 1855. She was seen floating on her side with no sign of her crew and was believed to have gone to the bottom. However, another schooner *Fair Play* of similar size was built in 1857 at Sheboygan and may have been a rebuild of this vessel, as it's possible that she came ashore.

*Propeller **Delaware** (no#), built 1846, 137.7 x 23.10 x 11.11 ft., 368.60 gt. BOM, 3 decks, 1 mast, scroll stem, round stern. Rebuilt 1848 to 173.10 x 24.3 x 10.3 ft., 416.52 gt. BOM.*

The big propeller *Delaware* dragged her anchor and was driven aground on November 3, 1855 eight miles south of Sheboygan, bound Chicago to Buffalo with a cargo of beef and provisions in company of the steamer *Omar Pasha*. Ten lives were lost when the vessel settled in water, with only her arches visible above the waves.

continued on page 6

Sheboygan Shipwrecks

continued from page 5

Propeller Omar Pasha (18918), built 1854, 138.7 x 26.4 x 11.0 ft., 343 gt. BOM.

The *Omar Pasha* was traveling in company with the *Delaware* carrying a cargo of wheat and flour on November 3, 1855 when a violent storm prevented the pair from sheltering at Sheboygan. The *Delaware* was driven south, but the *Pasha* made it to the harbor where she sank alongside the Sheboygan pier. Although initially declared a total loss, she was recovered and repaired. She burned at Muskegon, MI on October 8, 1869.

Bark Black Warrior (no#), built 1854, 375.00 gt. BOM, 3 masts.

The new bark *Black Warrior* is reported to have been lost when she went ashore near Sheboygan on November 12, 1855 laden with RR iron, wines, shingles, merchandise, whiskey, apples and stoneware. She was abandoned as a total loss at \$25,000. However, at least one reliable account places this loss at Cheboygan, Michigan, in the Straits of Mackinac.

Schooner Welland (no#), built 1845, 102.34 x 22.34 x 9.5 ft., 198.90 gt. BOM.

Sheboygan, birdseye view, 1867 – Sheboygan County Historical Society.



The schooner *Welland* was stranded at Sheboygan with a cargo of salt on November 23, 1855. She proved to be a constructive total loss and was abandoned in the Sheboygan River. However, she was verifiably repaired and went missing with 8 crew on November 11, 1857 between St. Joseph, MI and Chicago.

Schooner Brilliant (no#), built 1856, 100 x 26.8 x 7.7 ft., 182.29 gt. BOM, 1 deck, 2 masts, square stern, poop cabin, plain stem.

The schooner *Brilliant* was bound Chicago to Sheboygan with lumber when she was driven ashore and wrecked on a shallow reef on December 5, 1857 near Peterson's Pier, seven miles south of Sheboygan. She was reported as a total loss at \$6000.

Schooner Buena Vista (no#), built 1847, 104.3 x 23.3 x 7.10 ft., 174.03 gt. BOM, 1 deck, 2 masts, no gallery, a scroll head.

The schooner *Buena Vista* was driven ashore in the same storm as the *Brilliant*, 3 miles north of Amsterdam on December 5, 1857. She was abandoned as a total loss.

Schooner Home (no#), built 1843, 84.8 x 23.8 x 7.4 ft., 127.59 gt. BOM, 1 deck, 2 masts, scroll head.

Bound from Manitowoc to Milwaukee with a cargo of slab-

wood, the *Home* was rammed in the dark and sunk by the schooner *William Fiske* on October 21, 1858, approximately 13 miles northeast of Sheboygan. The wreck was located by Steve Radovan in 1981.

Schooner Big Z (no#), built 1844, 88.0 x 20 x 8.7 ft., 128.28 gt. BOM, 1 deck, 2 masts, square stern, scroll head. Rebuilt in 1848, 112.2 x 20 x 8.6 ft., 168.67 gt. BOM.

The *Big Z* was lying at anchor off Sheboygan when she was driven ashore 5 miles south of the piers by heavy seas in January 1859. The underwriters reported her a total loss at \$1500.

Brig Greyhound (no#), built 1853, 130 x 28 x 11 ft., 367 gt. BOM.

The brig *Greyhound* was bound from Chicago to Buffalo with 13,000 bushels of wheat when she was struck by a gale on September 19, 1859. She tried to run for Sheboygan, but missed the piers and went aground at the Clay Banks, one mile South of Kirkland's Pier. One of her crew was washed overboard and drowned, and the vessel completely broke up. She was a loss with cargo, of nearly \$30,000.

Propeller Kenosha (47013), built 1856, 195 x 28 x 13 ft., 645 gt. BOM.

The *Kenosha* bound Chicago to Collingwood when she over-nighted at Sheboygan. She was backing away from the Sheboygan piers on June 15, 1860, when her boiler exploded, killing 6 of her crew, injuring 3, and badly damaging the vessel. She was initially thought to be a total loss, but was towed to Milwaukee and repaired. She was reduced to a barge when she burned at Sarnia, Ontario on October 26, 1864 and was finally abandoned about 1889 at Bay City, MI.

Schooner Sir William Wallace (no#), built 1836, 84.2 x 16.9 x 6.6 ft., 87.82 gt. BOM, 2 masts.

The *Wallace* was bound for Chicago with a lumber cargo on March 16, 1861 when she struck a submerged pile near the end of the pier at Amsterdam. She began to sink and was driven aground where the seas broke her in two. One of the crew was badly frozen and the old vessel was declared a total loss.

Brig Ocean Eagle (no#), built 1855 on hull of brig H.H. Sizer, built in 1845, 122.0 x 24.5 x 10 ft., 281.55 gt. BOM.

The *Ocean Eagle* was bound from Chicago to Buffalo on October 23, 1862 with 15,000 bushels of rye when she attempted to shelter from a storm at Sheboygan. She mistook the light on Kirkland's pier for the main harbor entrance and was driven against it. The crew were rescued, but the vessel drove through the pier and grounded, a total wreck.

Schooner Fish Hawk (no#), built, 50.2 x 14.4 x 5.9 ft., 36.15 gt. BOM, 1 deck, 2 masts, square stern, plain stem.

The schooner *Fish Hawk* stranded in a gale and went to pieces a few miles north of Sheboygan on November 4, 1865 with a cargo of flour and hides. Part of her cargo

was saved.

Sidewheel Steamer May Queen (no#), built 1853, 217.8 x 29.9 x 11 ft., 688.29 gt. BOM.

The luxurious sidewheel steamer *May Queen* ended her career at Sheboygan on September 17, 1865 when she was driven onto the Sheboygan harbor pier, badly holing her hull. She sank up to her decks and was feared a total loss. Although the ship was raised and towed to Milwaukee for a rebuild, she burned over the winter. Her keel and hull-bed were salvaged and used as a barge, which was sunk in a storm about mid-lake off Saugatuck, MI on October 31, 1868.

Schooner Byron (no#), built about 1865, 38 x 10 x 4 ft., 13 gt., an unregistered coastal trading schooner.

The *Byron* was bound from Milwaukee to Manitowoc with a cargo of household goods on May 8, 1867 when she was stuck by the schooner *Canton* off Oostburg and capsized. Her crew was rescued but she was a total loss. The *Byron* was snagged in 135 feet of water by commercial fisherman Dan Burnett, who told Steve Radovan about it in

1976.

Scow Schooner R. Hayes (56266), built 1853, 81.4 x 17.4 x 4.1 ft., 46.34 gt., 2 masts.

The *Hayes* was bound for Sheboygan in rough seas with a load of lath on September 25, 1867 when she was found to be leaking. Her crew's distress signals were answered by the schooner *Trenton*, but the *Hayes* went to the bottom about 15 miles northeast of Sheboygan.

Schooner Ruby (21303), built 1854, 84.5 x 19.6 x 7.2 ft., 118.77 gt., 2 masts. Rebuilt in 1867 to 93.8 x 19.5 x 7.1 ft.

The schooner *Ruby* was trying to enter Sheboygan harbor with a cargo of lumber on September 26, 1868 when she stranded 400 ft from shore on a reef with a cargo of lumber. The waves broke her two and she was declared a total loss, but her lumber was partially salvaged.

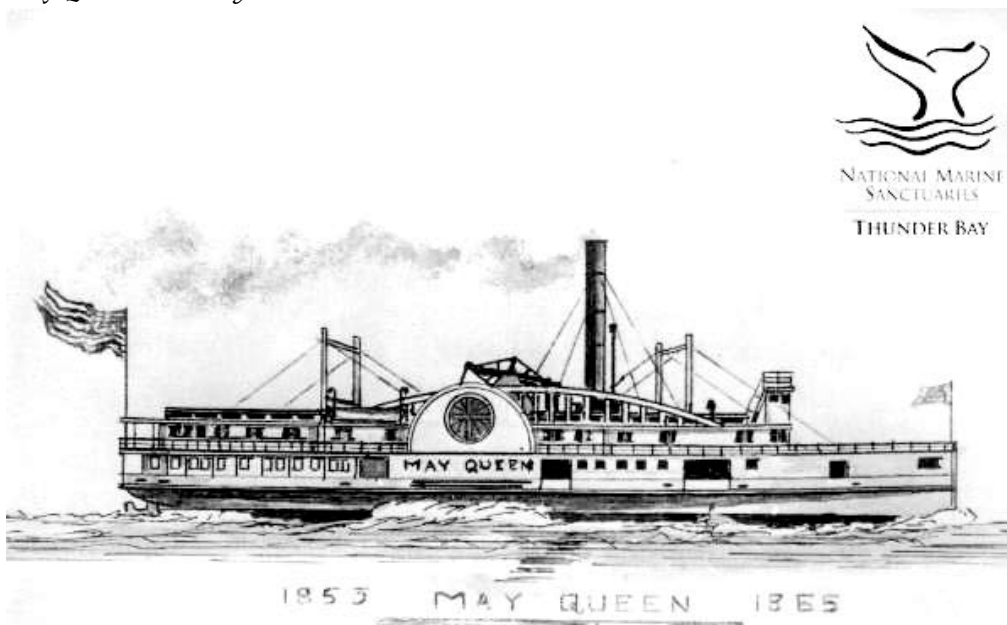
Scow Schooner L.B. Nichols (48195), built 1854, 73.0 x 21.0 x 6.0 ft., 64. 68 gt.

The *L.B. Nichols* was bound from Kewaunee to Chicago on October 30, 1868 when she was found to be leaking badly. She tried to run for Sheboygan harbor but went ashore just north of the harbor with a cargo of lumber and cedar posts. The ship broke up over the winter and was declared a total loss. She had been damaged a few weeks earlier by going ashore at Two Creeks.

Schooner Norway (18105), built 1854, 109.7 x 26.5 x 9.8 ft., 162 gt., 2 masts.

The schooner *Norway* sank in a gale at Sheboygan on October 14, 1869 and was feared a total loss. However, she was raised and repaired over

May Queen - Erik Heyl



continued on page 8

Sheboygan Shipwrecks

continued from page 7

the winter and lost the next year at Muskegon when she went ashore on November 19, 1870.

Tug Tiger (24104), built 1860, 41.8 x 10.8 x 6.1 ft., 12.09 gt., originally 26 gt.

The *Tiger* was brought to Sheboygan for use as a harbor tug. She struck the pier during the tremendous November gales of 1869 and foundered in the river at Sheboygan on November 20, 1869. Although her hull was raised, she was dismantled and her engine and boiler re-used.

Schooner Nora (no#), built 1869, 65 x 17.2 x 5.8 ft., 89.64 gt. Designed as a propeller, sold by sheriff when owner failed to pay for construction.

The brand new schooner *Nora* was bound from Sheboygan to Muskegon with a cargo of stone on October 28, 1869 when she was run down by the schooner *Sweepstakes* 16 miles southeast of Sheboygan. She was badly damaged in the collision and reportedly found

dered immediately in 300 ft of water.

Schooner Adell (no#), built 1860, 48 x 12 x 4.7 ft., 24.7 gt.

The little schooner *Adell* arrived at Sheboygan with a load of lumber, badly leaking on November 8, 1869 when she sank in the harbor. She was feared lost, but was refloated only to be lost a few weeks later south of Bay View near Milwaukee. A number of lists erroneously give the date of the Sheboygan sinking as November 8, 1870.

Schooner Union (25046), built 1867, 59 x 15 x 6 ft., 41.35 gt.

The schooner *Union* was off Sheboygan with a cargo of brick on September 17, 1871, when she was found to be leaking. She became unmanageable and was driven into the shallows where she sank. She was widely reported as a total loss, but was recovered and repaired. She sailed until November of 1888 when she was lost at Milwaukee.

Schooner Levant (14670), built 1854, 92.1 x 22.5 x 7.7 ft., 165.12 gt. BOM, 2 masts, scroll stem, square stern.

The schooner *Levant* cap-sized and sank in the shallows off

Sheboygan on October 14, 1871 with a cargo of shingles. Six of her crew drowned, but 2 crew managed to scramble to the rigging. They were rescued by the schooner *D.P. Dobbins*, but one died a short time later.

Schooner Challenge (4574), built 1853, 96.0 x 20.8 x 8.75 ft., 150.34 gt. BOM, 2 masts.

The schooner *Challenge* was bound for Sheboygan on December 6, 1871 when she missed the piers in heavy weather, stove in her planking, filled and sank. She was reported as a total loss in many sources, but was recovered. In 1877, she was taken overseas to Ireland where she ended her career.

Schooner Winona (26237), built 1863, 123 x 25 x 10 ft., 230.26 gt., 2 masts.

The schooner *Winona* was stranded seven miles south of Sheboygan with 450 tons of coal on November 5, 1872. She was sunk in 14 ft of water and initially thought salvageable, but storms broke her beyond repair by spring.

Brig Hampton (11305), built 1845, 114.9 x 23.3 x 9.15 ft., 238.76 gt. BOM, two masts, square stern, plain stem.

The brig *Hampton* was upbound light off Sheboygan on September 20, 1873 when she became waterlogged in a gale and began to break up. She was sighted by the passing schooner *Jo Vilas*, which rescued her crew before she went to the bottom about eight miles off Sheboygan.

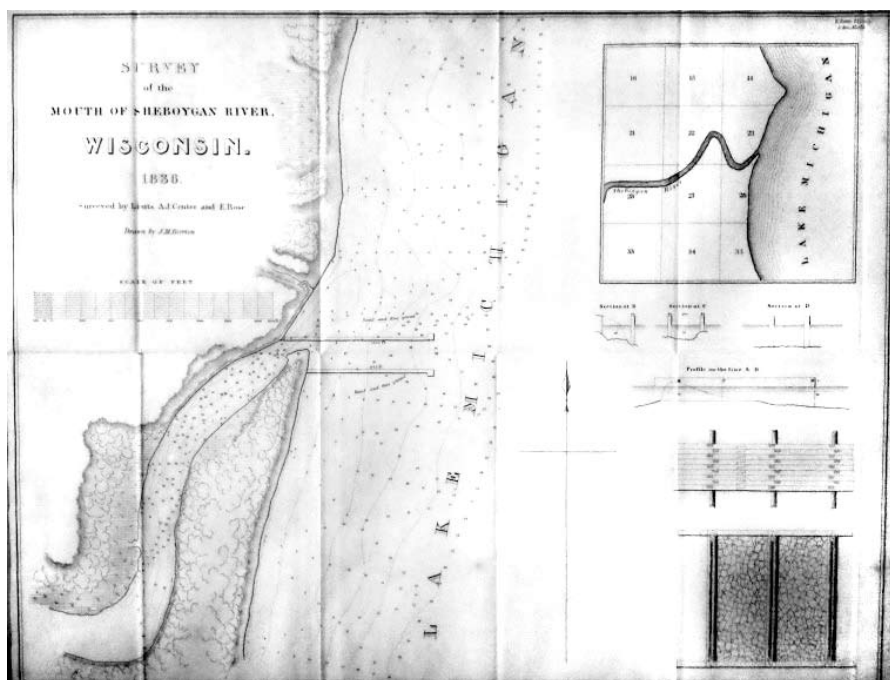
Schooner Melrose (16452), built 1852, 267.60 gt. BOM.

The schooner *Melrose* was upbound for Chicago from Bay City, Michigan with 3000 barrels of salt on October 5, 1874, when she went ashore on Sheboygan's south point along with the schooner *Bertha Barnes*. The *Barnes* was released, but

Winona - HGCL

Historical Collections of the Great Lakes
Bowling Green State University





Sheboygan 1836 Harbor Chart - author's collection

the *Melrose* proved a total loss, having been driven onto the rocks. Only her rigging was saved.

Schooner Stampede (22353), built 1862, 137.0 x 26.2 x 10.9 ft., 294.83 gt., 3 masts.

The schooner *Stampede* was swamped in the Sheboygan River on April 6, 1874 when the side of the Bertschy Grain Elevator burst, dumping 20,000 bushels of grain onto the schooner. The *Stampede* was eventually uncovered and

sailed for 30 more years, being abandoned in 1905 at Chicago.

Schooner William F. Allen Jr. (26214), built 1853, 137.9 x 25.8 x 11.7 ft., 244.94 gt., plain stem, square stern, 3 masts.

The schooner *W.F. Allen Jr.*, was bound Suamico to Racine, when she was blown ashore in a heavy sea 5 miles south of Sheboygan with a lumber cargo on October 25, 1875. Her 7 crew were rescued by fishermen, but she was a total

loss. She was owned by Robert Brown of Racine and captained by Isaac Brown.

Schooner John S. Wallace (12971), built 1853, 80.25 x 18.2 x 6.56 ft., 57.01 gt., 2 masts.

The schooner *J.S. Wallace* stranded between the Black River mouth and Amsterdam in a southeast gale with a cargo of cordwood on April 6, 1876, a total loss. She was reported lost in 1869 at Holland, Michigan but was repaired.

Scow Brig Express (7511), built 1864, 125.9 x 29.8 x 8.9 ft., 244.08 gt., 2 masts.

The *Express* was struck by the steamer *John A. Dix* 35 miles off the Wisconsin shore on April 18, 1878, northeast of Sheboygan. She foundered in 1.5 hours and was a total loss.

Schooner H.C. Post (11190), built 1857, 62.0 x 16.0 x 5.0 ft., 36.31 gt., listed as having 3 masts. Rebuilt in 1866.

The schooner *H.C. Post* was driven aground and stranded ten miles south of Sheboygan, Wisconsin on April 10, 1879. She was pulled free, but her damages were deemed beyond repair and she was abandoned. ■

MEMBERSHIP DUES!

Your membership expires in Oct.

A renewal form is enclosed.

Send renewal form and \$20 to

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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

- | | |
|------------------|---|
| Sept. 4–6, 2010 | Association For Great Lakes Maritime History Annual Meeting , in Superior, WI. For information check their web site at www.aglmh.org . |
| Sept. 25, 2010 | McDougal's Dream , in Superior. Annual social event with speakers and an update on the plans for the <i>Meteor</i> Museum site. For information check their web site at www.superiorpublicmuseums.org . |
| Oct. 16, 2010 | Wisconsin Underwater Archeology and Maritime History Conference , at Discovery World in Milwaukee. For information check the association web site at www.wuaa.org . |
| Nov. 12–13, 2010 | Gales of November . In Duluth, MN. For information check the Lake Superior Marine Museum Association web site at www.lsmma.org . |