

Coming Events

Mar. 2, 2002 **Dive Into The Past** program of the Great Lakes Shipwreck Preservation Society, in Duluth. Check their web site at www.glsps.org.

Mar. 16, 2002 **Ghost Ships Festival**. Clarion Hotel and Conference Center, Milwaukee, contact Brendon Baillod, 414-403-3240(Cell), brendon@baillod.com, www.ghost-ships.org.

Apr. 26-28, 2002 **Our World Underwater** Donald E. Stevens Convention Center, Rosemont, IL. For information check their web site www.ourworldunderwater.com, or email them at info@ourworldunderwater.com.

May 11, 2002 **WUAA Spring Meeting** Sturgeon Bay, WI. Meeting will follow the Sturgeon Bay shipyard tour. For information on the tour call 800-30-6695.

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.***

Wisconsin's UNDERWATER HERITAGE

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While underwater archeological activity around the lakes has been rather minimal the past year, international events have been plentiful. Off the southern coast of France, a rare and ancient Etruscan shipwreck was discovered during the search for a downed aircraft. The 6th century B.C. merchant ship rested 240 feet beneath the Mediterranean Sea off Toulon and was only the third Etruscan vessel ever found. Two previously discovered ships were badly

Shipwrecks in Review

by Dr. Richard Boyd



plundered and in sad shape, so this is a rare and exciting find for French historians. The Etruscans, of course, were a rather mysterious people who predated the Romans in the Mediterranean region.

In Israel, a 2000-year old ship discovered almost 15 years ago, has finally reached its new home in the Yigal Allon Museum at Ginosar. Found buried in mud on the shore of the Sea of Galilee, the 27-foot wooden craft has been undergoing cleaning and polyethylene glycol stabilization treatment since 1986. The vessel was probably a fishing boat used about the time of Christ.

The deepest archeological shipwrecks ever found were discovered in the eastern Mediterranean Sea during a search for an Israeli submarine lost over 30 years ago. Nauticos Corporation, specialists in deepsea

sonar scanning, located five shipwrecks in 10,000 feet of water, only one of which was examined in detail. That wooden vessel, about 100 feet long, turned out to be a second-century B.C. merchantman carrying amphoras of Greek wine. Within the mound of amphoras, a large metal cauldron was found intact and sitting upright ... acting as a sediment trap which has been in continuous operation for over 2,000 years! Speculation suggests that the ship was bound to Egypt and foundered in heavy seas. The Institute of Nautical Archeology (Texas A & M) hopes to study all five ships in greater detail at some future date.

Bob Ballard, discoverer of the *Titanic* and other famous wrecks, currently has an interesting project underway in the Black Sea as reported in a recent *National Geographic*. This sea, like the Baltic, is brackish in nature and largely devoid of oxygen at depth; thus it is an inhospitable habitat for destructive shipworms or corals. As a result, archeological artifacts of wooden and other sensitive materials are able to survive thousands of years of submersion. Ballard's robotic systems have already found several intact shipwrecks, one of which is over 1,500 years old and rests about 1,000 feet down! Because of these unique finds, Ballard is now constructing a ROV

The 1000-footer Oglebay Norton, in Duluth.



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Association News

WUAA Fall Meeting

The Fall 2001 meeting of the Association was held on November 11 at the Canal Park Marine Museum in Duluth.

Jeff Gray brought the meeting to order at 9:00 a.m. and suggested that it be brief in light of the workshop to follow. Tom Villand gave a treasurer's report and indicated that WUAA has a balance of \$3,311.26, as opposed to \$4,033.45 at this time last year. This balance reflects the recent printing cost of *Our Four Lakes* books. Villand reported that sales of the book are going very well.

Officer elections be held. The following slate was nominated and subsequently elected: Russ Green, President; Hank Whipple, Vice President; Russ Leitz, Secretary; Tom Villand, Treasurer.

The membership then voted to place Jeff Gray on the Board of Directors. The meeting concluded with Gray giving an update of the Wisconsin Historical Society's summer field season and current projects.

Spring Meeting

The spring meeting of the Association will be held in Sturgeon Bay on Saturday May 11, 2001. Location and time of the meeting will be in the next newsletter. This is also the date of the Sturgeon Bay shipyard tours.

Tours of Bay Shipbuilding and Palmer Johnson facilities in Sturgeon Bay are offered from 9 am to 1 pm. Cost is \$5/adults, \$2/children. This event is sponsored by the Rotary Club. Call 800-301-6695 for information on the shipyard tours.

Wanted: A Few Good Persons

WUAA and the Underwater Archeology program of the Wisconsin Historical Society are looking for a few good persons willing to become team members on the Wisconsin Underwater Archeology Speakers Bureau. A 35 mm slide presentation and outline script have been prepared and a training session will be conducted for those who participate in the program. The goal is to have a speakers bureau using local area panellists giving public talks to schools,

service clubs, dive groups and others around Wisconsin who are interested in the subject.

Those interested or having questions on the project please call or write Hank Whipple at 608-249-7773 or 317 Kensington Drive, Madison, WI 53704.

A Few Good Persons - Part 2

The Association will have a booth at the Ghost Ships Festival, in Milwaukee, on March 16, 2002. Members are needed to man the booth. If you will be at the Festival and can spare some time to help out, please contact Russell Leitz at 920-231-9082 or at rleitz@vbe.com

Underwater Archeology Talk

Jeff Gray will give a presentation on Wisconsin's Underwater Archeology and Maritime History to the Charles E. Brown Archeological Society on Thursday, December 13, 2001. The talk will be held at the State Historical Society Auditorium, in Madison. The public is welcome.

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, contact the secretary or write to the address below.

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WUAA Fall Meeting and Steam Workshop A Success

The Gales of November came early again this year at the Gales annual shipwreck conference on Saturday, November 10 in Duluth, MN. Piggybacking on the popular event that draws divers from all over the Great Lakes, WUAA held its fall meeting and a steam engine workshop on Sunday, November 11.

The workshop, *Smoke on the Water: A Historical Overview of Steam Engines of the Great Lakes*, followed the meeting Sunday morning. Over 30 people attended this informative workshop, which featured illustrated talks by Pat Labadie and Ken Merriman. Pat told the story of the evolution of steam power on the Great Lakes, while Ken elaborated on steam machinery concentrating on how steam engines appear underwater as part of a shipwreck. Both historians and wreck divers gleaned much from the two talks, supplemented by the steam engines on display at the Canal Park Museum, where the morning's events were held. Workshop participants were also fortunate enough to see not one but two 1000-foot bulk freighters enter the ship canal immediately next to the museum, illustrating how far ship construction has come, yet how it also utilizes the same principles steam engine designers applied a hundred years ago.

After a delicious lunch arranged by Pat's wife, June Perry, everyone headed over to the museum ship *William Irvin* for a tour of the vessel. Docked just up the street in downtown Duluth, the *Irvin* allowed work-

shop participants to not just hear about, but to also touch a piece of Great Lakes maritime history. Our appreciation of sailors and engineers on the Great Lakes was immeasurably enhanced by retired engineer Eugene Reneau who guided us through the *William Irvin* as well as our final stop for the day, the whaleback *Meteor*. Jean, who volunteers his time to both vessels, knew every inch of the *Meteor*'s engine room, and even engaged the pistons of the triple expansion steam engine putting this piece of history into action.

Our hearty thanks goes out to Pat, June, Ken, Jean, Tom Villand and Russ Leitz who helped organize, teach and publicize this very successful event. For those of you who did not make the drive to Duluth, you missed a terrific workshop! Never fear, WUAA will continue to bring its members opportunities to learn more about Great Lakes maritime history and nautical archaeology. If you have ideas for future WUAA workshops, please contact any association officer or email: wuaa@mailbag.com.



Workshop participants in the *William Irvin*.

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called Hercules which will be capable of excavating such deep water sites. The new robot should be operable in 2002.

Beyond these archeological finds, Ballard was able to confirm the work of several scientists whose 1993 studies indicated that the Black Sea was actually a giant freshwater lake after the last Ice Age. This lake rested about 500 feet lower than the post-glacial Mediterranean Sea.

Approximately 7,500 years ago, the rising sea level breeched the Bosphorus Valley, causing an immense saltwater flood back into the lake, thereby converting it into a brackish, stratified sea. The rapidly inflowing water, rising about six inches per day, forced lakeside inhabitants to retreat about a mile each day and eventually sunk the pre-existing shorelines to a depth of 500 feet. At this exact depth, Ballard's sonar relocated them today. Certain Biblical archeologists are now considering whether this immense regional inundation might be the Great Flood described in the Bible.

As previously reported in these shipwreck reviews, Ballard has also been investigating certain deep water Mediterranean wrecks found in 1997 by a Navy research submarine. In 1999, Ballard's robotic systems disclosed these wrecks to be Iron Age Phoenician merchant vessels. No Phoenician ships have been found before or studied in detail. Despite the fact that the Phoenicians were major players in ancient world trade, very little is known about their culture and seafaring traditions. Ballard plans to use the new robot Hercules to examine these wrecks in several years.

As usual, this time period has had its share of archeological legal disputes. The Great Lakes Shipwreck

Historical Society (GLSHS), which operates the well known museum at Whitefish Point on Lake Superior, has been sued by the Michigan chapter of the Audubon Society. Aubudon claims that GLSHS's plans for expansion would interfere with critical migration patterns of certain birds. Whitefish Point is an important stopover waypoint for a several endangered species, and the museum's proposed expansion with increased human presence is suspected of disrupting these traditional flyways. Years ago, the federal government split the property comprising the old Whitefish Point Light Station among the GLSHS, the Audubon Society and the Fish & Wildlife Service. Until now, it's largely been a harmonious co-existence, which perhaps is about to change.

Michigan is about to enter into a "sticky" legislative area which caused Wisconsin considerable legal turmoil during the last decade. This matter involves legalizing underwater logging on the State's bottomlands. Michigan, like Wisconsin, has many areas where the lake bottoms contain a considerable number of sunken logs which are well preserved by the cold water. Under a new proposal, the state's Department of Environmental Quality could issue log recovery permits at \$3,500 each. Every applicant must explain exactly how they would retrieve the wood without disturbing the bottom sediments. Michigan would collect a royalty on every log recovered which would be channeled into state environmental funds. This fee is of significant size to cause salvage firms to be certain of the commercial value of any proposed salvage operation.

In Canada, the legal maneuvering continues over the right to dive the

historic vessels from the War of 1812. The gunboats *Hamilton* and *Scourge* rest in 300 feet of Canadian water off Port Dalhousie, Ontario. Ownership of these wrecks was passed from the U. S. Navy to the local provincial government. Exploration had been carried out entirely by remotely-operated vehicles until several years ago when TEK divers set off a huge controversy by descending to the wrecks. A firestorm of legal infighting has occurred to determine whether municipal and provincial governments can restrict the visitation rights of divers. This battle has now entered the court system for final adjudication. Stay tuned on this one!

In another Canadian court action, the nation's Culture Export Review Board has temporarily blocked the export of a huge collection of artifacts taken from the wreck of the *Empress of Ireland*. That vessel was the scene of Canada's worst maritime disaster in 1914, when she sank in the St. Lawrence Seaway with the loss of 1,012 lives. Before the site was protected, certain divers amassed huge collections of artifacts from the elegant steamer. One of these men, Phillip Beaudry of Quebec, is now trying the sell his collection to an American buyer for C\$1.5 million! In an ironic twist, Beaudry has been promoting the *Empress* as a Canadian heritage site for the last 25 years ... a strange conflict of interests?

The steamship *Titanic* continues to make prominent news, although the legal disputes surrounding the vessel do not get nearly as much press as do exploration stories. Nonetheless, the Great Ship has been in constant litigation since it was found in 1985 by Bob Ballard, who led a joint expedition from Woods Hole Oceanographic

Institute and the Institute of France for the Research and Exploration of the Sea (IFREMER). After the initial discovery, the American faction advocated an archeological, non-salvage approach to exploration of the site, whereas IFREMER took the opposite position and contracted for regular recovery dives in 1987. Over 1,800 artifacts were recovered that year by the salvage firm Titanic Ventures Inc. That company soon sold its salvage rights and the artifacts to a new firm, RMS Titanic (RMST).

In 1992, a rival salvage company, Marex Titanic, sued RMST for equal access to the ship and also claimed rights to the 1,800 artifacts already raised. The Court rejected this suit, but that decision was later reversed upon appeal. Nevertheless, Marex disbanded due to lack of funds, but RMST recovered hundreds more artifacts and was eventually appointed custodian of the site by the Court. In

1995, the USA, United Kingdom, France and Canada finally began serious talks on an international agreement for the maintenance of the wreck. In 1996, RMST recovered more artifacts and extensively filmed the wreck, but is again sued by rival salvors. Numerous television specials, traveling artifact displays, plus the 1997 movie, kept the *Titanic* directly in the limelight.

In 1998, Deep Ocean Expeditions (DOE) advertised "tourist trips" to the *Titanic* aboard a Russian submersible for \$32,500 each. RMST sued DOE for infringement of their salvage rights, but several competing expeditions visited the wreck that year anyway. Next year the court reversed earlier rulings giving RMST exclusive rights to the site. RMST appealed to the U.S. Supreme Court, but no review was granted; the company promptly fired its president and attorney, who then sued RMST and got

\$2.5 million. In 2000, the USA, Canada, Britain and France signed an agreement to preserve the site *in situ*. RMST naturally sued to dissolve any such treaty, and announced their intention to penetrate the vessel in search of "targeted artifacts of great value". A U.S. District Court issued an injunction preventing RMST from penetrating the hull or collecting and selling more artifacts. In addition, RMST's suit to prevent an international management policy is dismissed. RMST vows to continue both salvage operations and legal actions to halt international control of the site. Hang on ... this underwater soap opera has a long way to go!

Workshop participants in the Meteor.



Notice To Divers

It is a crime to remove, deface, displace or destroy underwater shipwreck artifacts and/or sites punishable with a fine of not less than \$1000 nor more than \$5000 and the loss of your boat, trailer, vehicle, dive gear or any other property used in the violation of this law (Wisconsin statutes 44.47 and 29.05).

To report a violation call 1-800-tip-wdnr.

Ghost Ships 2002

Ghost Ships 2002 will be held at the Clarion Hotel and Convention Center in Milwaukee on Saturday, March 16, 2002. Sixteen different presenters will be scheduled for a variety of films, seminars, classes and talks. To date, the following presenters are scheduled to appear:

David Trotter
 Chicora Preservation Society
 Frederick Stonehouse
 Pat & Jim Stayer
 Georgann & Mike Wachter
 Liz Valencia
 Wes Oleszewski
 Jerry Guyer
 Brad Friend
 Thaddius Bedford
 Cris Kohl
 Steve Lewis
 Larry Boucha

Raffle

The Ghost Ships 2002 Raffle will be held at two separate times during the festival to ensure that everyone has a chance to win something. Ticket holders will need to be present to win.

Booths & Displays

Once again, there will be numerous booths and displays from presenters, equipment manufacturers, dive shops, historical societies, authors, documentary producers and dive clubs all around the Great Lakes.

Book authors who will be available for signing include:

Frederick Stonehouse
 Wes Oleszewski
 Steve Harrington
 Cris Kohl
 Georgann & Mike Wachter
 P.J. Creviere
 Kimm Stabelfeldt
 Daniel Fountain

Directions

This year's Festival will be far easier to get to and to park at than in previous years. This is because of our move to the Clarion Hotel & Conference Center by Mitchell Field in Milwaukee.

The Clarion Hotel & Conference Center is located on South Howell Avenue just across from Mitchell field and is easily accessed from I-94.

Parking is available in the hotel lots at no cost.

Hotel Reservations

Clarion Hotel & Conference Center
 5311 South Howell Avenue
 Milwaukee, WI 53207

Call toll free: 1-866-481-2400
 Phone: 414-481-2400
 Fax: 414-481-4471

Be sure to mention that you are with the Ghost Ships Festival to receive the Festival Discount. Do not use the Clarion online reservation system or the Clarion national 1-800 number to make reservations, or you will not be able to get the Festival Discount.

Past Grant Recipients

Proceeds from the Ghost Ships are used to support maritime programs. Recipients of past grants include:

The State Historical Society of Wisconsin - Division of Historic Preservation received a \$1500 grant for the purpose of placing mooring buoys on three endangered wooden Great Lakes shipwrecks. Fixed permanent moorings and buoys were to be placed on the wrecks of the *Lumberman* (Lake Michigan) and the wrecks of the *Pretoria* and *Sevona* (Lake Superior)

The Great Lakes Shipwreck Preservation Society received a \$1500 grant for the purpose of assessing the wreck of the *Lumberman* off Oak Creek, Wisconsin for potential stabilization work and performing physical stabilization necessary to prevent the wreck from collapsing.

They also received a \$600 grant for the purpose of funding the return of an historic boiler to the wreck of the *Pretoria* near Outer Island in Lake Superior's Apostle Islands. The grant partially funded the expenses incurred in this activity.

Tickets & Contacts

Tickets may be ordered at the web site: www.ghost-ships.org. Prices for Ghost Ships 2002 are:

1 - 5 tickets: \$20/ea
 6 - 10 tickets: \$18/ea
 11 - 20 tickets: \$15/ea

Inquiries regarding the festival program, booths or displays should be made to: Kimm Stabelfeldt at kimms@ghost-ships.org, phone (262) 317-2360.

Inquiries regarding lodging and accommodations should be made to: Bob Jaeck at jaeck@ghost-ships.org.

Inquiries regarding the festival program, grants and grant proposals should be made to: Brendon Baillod at bbaillod@ghost-ships.org, phone (414) 403-3240.

The mailing address for the Foundation is:

Great Lakes Shipwreck Research Foundation, Inc.
 7844 St. Anne Ct.
 Wauwatosa, WI 53213

Working with Water: Wisconsin Waterways

The latest offering from the Wisconsin Historical Society's Office of School Services and the Underwater Archaeology Program is a student reader and teacher's guide titled *Working with Water: Wisconsin Waterways* by Bobbie Malone, Ph.D., Jefferson J. Gray and Anika Fajardo

Student Reader

How has the enormous power of water shaped our state? How have people historically responded to the presence of so much water? These two themes form the core of the third book in the New Badger History series, *Working with Water: Wisconsin Waterways*. Similar in format to *Digging and Discovery: Wisconsin Archaeology and Learning from the Land*, *Working with Water* completes the resource-based trio of student books and teacher materials that effectively integrate Wisconsin's natural and human history.

The eight chapters in *Working with Water* take students from glaciers to stewardship. In the first chapter, the focus on geography and hydrography gives students the 'whys' and 'wheres' of Wisconsin's landscape and waterscape. Subsequent chapters examine the way the Great Lakes, the Mississippi River and our interior waterways

served as a transportation network that linked our mid-continental region and its inhabitants – Native people, fur traders and the European and Euro-American settlers who followed – to the world beyond.

Students learn about our rich maritime heritage by exploring shipping and shipbuilding, shipwrecks and lighthouses. The later chapters deal with people whose livelihoods depended on resources from the water and wetlands, such as fishing, riceing and cranberry cultivation. Then the emphasis shifts to the industries and locations that rely on water power (lumbering, milling and papermaking), or the preservative power of ice and its role in the brewing and meat-packing industries as well as the industry of ice harvesting. Unfortunately, these industries brought pollution as well as prosperity. In the final chapter, the book concentrates on recreation and recovery, connecting the history of waterways to today's resorts, tourism and environmentalism.

Intriguing illustrations of our trademarked badger welcome students to 83 two-color, kid-friendly pages. *Working with Water* contains many historic photographs, maps, original drawings and informational side bars that clarify the concepts and content.

Teacher's Guide and Student Materials

With two or three activities provided for each chapter, *Working with Water Teacher's Guide and Student Materials* is designed to engage students in a more in-depth exploration of the content introduced in the text. These activities, suggested for both

individual and small group purposes, demand the use of higher-level thinking skills while integrating a wide range of learning styles, and all have culminating components that can be used for assessment. A large two-color fold-out map of Wisconsin's major watersheds and easily reproducible student pages, including maps and historic photographs, are included in the guide. The Fourth Grade Course Guide for Wisconsin History has been updated to provide the links between the content in *Working with Water* and the Wisconsin Model Academic Standards for Social Studies.

To view a sample chapter from the reader and download a sample chapter from the teacher's guide visit: <http://www.shsw.wisc.edu/shipwrecks/kids/index.html>

Ordering Information for *Working With Water: Wisconsin Waterways*:
Student Reader

83 pages, 76 b/w photos, 16 drawings, 23 maps

Price: \$9.95 (20 copies or more: \$7.95 each)

Teacher's Guide and Student Materials

110 pages, b/w photos, illustrations, maps

Price: \$24.95

Send Payment to:

State Underwater Archaeology Program
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Please make checks payable to Wisconsin Historical Society. For more information call 608-271-8172. To print out an online order form visit: http://www.shsw.wisc.edu/shipwrecks/order_form.html

