

Wisconsin's **UNDERWATER HERITAGE**

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

Part I: Kenosha's Undiscovered Shipwrecks

by Brendon Baillod

This article is the first installment in a series of articles exploring Wisconsin's undiscovered maritime archeology sites. The intent of these articles is to provide a directory of undiscovered vessel remains that might potentially lie in Wisconsin waters. Although Wisconsin has hosted well over 1000 total losses to commercial vessels, only a small percentage of those are believed to have well preserved, identifiable remains. The vast majority of Wisconsin's historic shipwrecks occurred to vessels which stranded

on beaches and were subsequently dismantled, burned, buried or otherwise destroyed. Still, a substantial number of Wisconsin's historic shipwrecks with a high probability of preservation remain to be located.

Because the vessels addressed in this series have not been located, there is a bit of conjecture involved in assigning them to a geographic area. Indeed, many vessels in this list, may not lie in Wisconsin waters at all, but are generally believed to be so based on news accounts of the day. Likewise, it is possible that a

Kenosha Headpiers, 1872

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Letter From The President

As your newly elected WUAA president, I'd like to take this opportunity to introduce myself to the membership and to share some of this year's WUAA highlights and future plans.

I'm very enthusiastic about my new role with WUAA and I hope to leverage my experience and knowledge to continue WUAA's 17-year track record of preserving and

interpreting Wisconsin's submerged history. I have been a WUAA member since the mid 1990s, having trained under one of WUAA's founders, David Cooper. I've been studying Great Lakes history for over 20 years and have a long track record of active involvement with Great Lakes history, including founding the Great Lakes Shipwreck Research Foundation and Ghost Ships Festival, serving as a Director at Large with the Association for Great Lakes Maritime History, developing and hosting the

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Association News

Annual Meeting

The annual meeting of the Association was held on Saturday, October 20, 2007, in Milwaukee.

The meeting was brought to order by president Russel Leitz. There were 12 members present.

The first order of business was the treasurer's report given by Steve Wagner. He reported a balance of \$786.19 as of October 20. Expenses for the past year were \$1,920.48 and income was \$2,111.62. The group voted to accept the treasurer's report.

Next, Paul Laue gave the secretary's report which was an account of the notes of last year's WUAA conference. He also mentioned that volunteers are needed to work in the WUAA booth at the upcoming Ghost Ships Festival scheduled for March 7 and 8 in Milwaukee. Anyone interested in volunteering can send an email to wuaa@mailbag.com. Additional information about volunteer opportunities can be found

at our website www.wuaa.org. More information about Ghost Ships can be found at www.ghost-ships.org. A vote was taken to accept the secretary's report.

Next, Kimm Stabelfeldt gave a brief update on the Milwaukee Fireboat #23 survey project. He told the group they had approximately 17 volunteers who worked in 70 feet of water with about a 2 minute bottom time. More details about the project were shared during a presentation at the conference later in the day.

Russel L. then summarized the work that was done this past year at Bailey's Harbor and Clay Banks. He noted that the Bailey's Harbor dives were conducted in shallow water with a maximum depth of around 12 feet, which gave the divers about an hour bottom time. The team used Steve W.'s boat for trolling the area and locating key dive spots. Additional details were shared during a presentation later in the day.

The next item of business was a report by Brendon Baillod looking into methods to increase WUAA membership. The WUAA Conference and Ghost Ships booth are good events for the organization. One major issue is that WUAA's own membership base does not participate in a lot of the organizations events. A suggestion was raised to survey the membership to find out why they choose not to participate. Another thought was to have a kiosk at the Wisconsin Maritime Museum to gain more visibility. Giving away a free WUAA membership at Ghost Ships was also proposed.

Two other ideas that could help bring in more members were discussed. One idea was to distribute project flyers to dive ships to attract interest in the group. The other idea was to offer free admission to the WUAA Conference to students, to make the organization more accessible to the community and the school systems.

Wisconsin's Underwater Heritage

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

In addition to publishing this newsletter, the Association also holds semiannual meetings

and provides support to members' research and publication projects. Annual membership dues are \$15. For membership information write to the postal or email address below.

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Brendon B. thought we should consider creating project flyers that can be distributed to history and archeology departments at UW Milwaukee and UW Madison.

The group recognized Dick Boyd's contribution (along with Global Manufacturing) of custom designed mesh bags and dive slates for the group to use on projects. A limited number of these items were issued exclusively for WUAA use. There is some interest in making these available for non-member purchase by members or others.

Russel Leitz announced that he was stepping down as president of the organization and asked for a volunteer to fill his position. Brendon Baillod said he would be willing to fill the position. All members were in favor. A motion was then raised to unanimously re-elect all other officers and board members. The motion was passed. The meeting was then adjourned.

Action Meeting

The next action planning meeting will be held on Saturday April 12, 2008 at Brendon's house in Marshall, WI. All members are invited to attend. For more information email WUAA at wuaa@mailbag.com.

Annual Conference

The third annual Wisconsin Underwater Archeology and Maritime History Conference was held on Saturday, October 20, 2007, in Milwaukee.

Tamara Thomsen gave a presentation on the recent work done by the State Historical Society of Wisconsin. This included survey work on the wrecks of the *Appomattox*, *Rouse Simmons*, *S.S. Wisconsin* and *Byron*. They also worked on a small vessel in the Apostle Islands and worked with the GLSPS on the *Moonlight* and on some sites along the North Shore.

Wisconsin now has 28 ship-wrecks on the National Register of Historic Places- more than any other state. The SHSW has also set up 24 Maritime Trail signs around the state.

Russel Leitz then discussed the work done this year by WUAA at Bailey's Harbor. A section west of the lighthouse was surveyed and several more sections were found using side scan sonar. Russ also listed the possible wrecks in Bailey's Harbor, a total of 14 ships, and their likely locations.

Russ also gave an update on the Clay Banks project. In particular he

discussed the research on locations of piers and the wrecks that may be near them.

Roger Barski of the Nautical Archeology Group, in Illinois, gave a presentation on an underwater archeology training site their group has constructed. It is located in a quarry in Kankakee and is a replica of a wreck near Kyrenia, Cyprus. The site includes artifacts and stone anchors.

Mr. Barski also gave a presentation on the survey of a wreck on the Lake Michigan shoreline of Indiana. Their background research suggests that the site may have been a link on the Underground Railroad before the Civil War, to help black slaves escape to Canada.

Kimm Stabelfeldt and Brendon Baillod then talked about the work done this year on Milwaukee *Fireboat #23*. The ship was built in 1897 and was originally named the *A.F. Jansen*. The boat was retired in 1923. Fireboats had a heavy boiler and a steam engine located in the center of the ship.

The wreck lies in 70 feet of water near the Prins Willem. The boiler, pumps, rudder and propeller and still on the site. The speakers thanked the volunteers and also Jerry Guyer for providing his boat for the project.

The final conference event was a roundtable discussion of future field-work sites. This was followed by dinner and a social gathering.



Kenosha Harbor, 1870, by Samuel Truesdell

Kenosha's Undiscovered Shipwrecks

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small number of these vessels were salvaged without any news mention. It should also be noted that some of these sites may in fact, have already been located by divers, beachcombers and property owners who did not report the discovery.

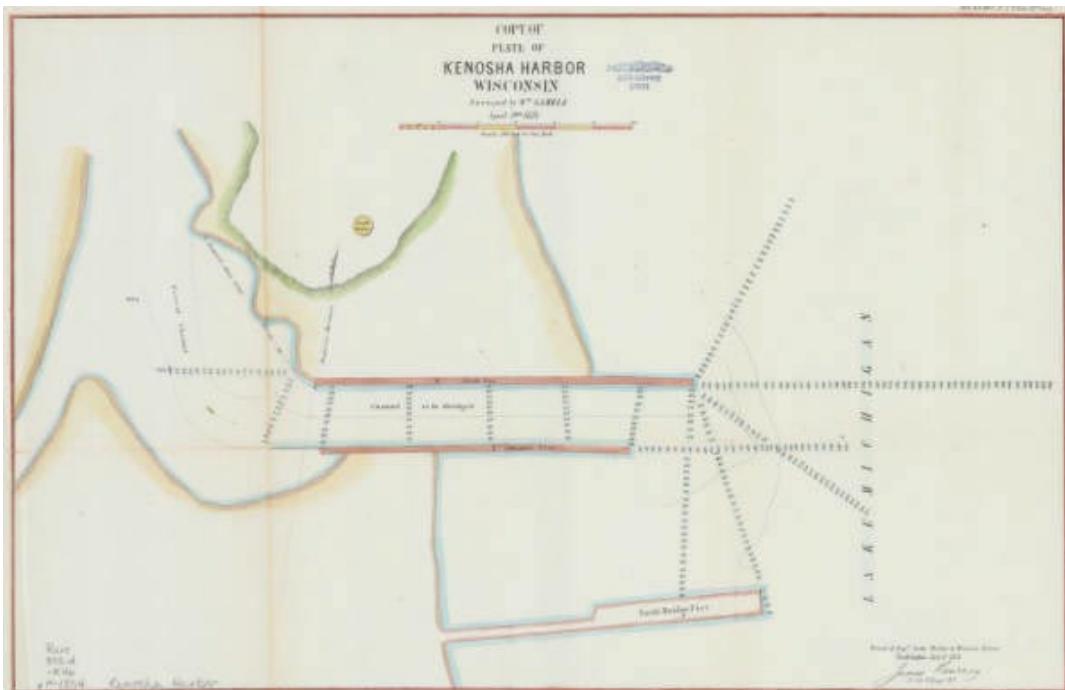
The first area I will examine is the coastline of Lake Michigan comprised by Kenosha County. This area of Wisconsin hosts a large number of potential sites per square mile due to its location between the two major shipping centers of Milwaukee and Chicago. A tremendous volume of 19th century vessel traffic passed through this area, leaving a rich array of historic vessel remains.

The area off Kenosha has been searched with sidescan sonar by a number of wreck hunters over the years, but few area wreck sites have been located. A few area wrecks are now popular dive sites, including the steamer *Wisconsin* and yacht *Rosinco*. Shallow remains have been located that are attributed to the his-

toric steamer *Detroit*, the schooner *T.P. Handy* as well as a handful of others, and at least two schooner hull beds were reportedly removed during harbor improvements in the 20th century.

The data presented here is the result of original research using a multitude of primary sources and is drawn from the author's database of Wisconsin wreck sites, which was prepared over the course of 20 years of research. The most frequently cited primary sources are period Wisconsin newspaper microfilms, but much detail was also drawn from customs house wreck reports, US Lifesaving Service reports, Lake insurance records, the Annual List of Merchant Vessels of the United States and various period marine directories and accident lists. In the interest of space I have omitted specific references but I will be happy to make them available to interested researchers.

Kenosha Harbor, 1854, UW-M American Geographical Society collection



Kenosha's Undiscovered Shipwrecks

Sidewheel Steamer *Detroit*: (no#) *Built 1833, 125.6 x 17.6 x 6.6 ft., 137.66 gt.*

Driven ashore and abandoned at Southport on October 25, 1837 while bound from Chicago to Milwaukee. She is believed to have stranded just north of the present harbor mouth. Remains attributed to her were unearthed by construction on Simmons Island in 1995.

Schooner *Baltic*: (no#) *Built 1842, 80.4 x 19.8 x 6.9 ft., 96.04 gt.*

The schooner *Baltic* was bound for Chicago in ballast on May 19th, 1852 when she was blown down midway between Kenosha and Waukegan. The schooner *Elbe* tried to rescue her 7 crew to no avail. She was last seen stern up, floating about 7 miles off Southport (now Kenosha).

Schooner *Lamira*: (no#) *Built 1851, 68.0 x 21.2 x 7.0 ft., 89.67 gt.*

Bound for Chicago with lumber, she was driven ashore at Kenosha on December 30, 1852 while trying to enter the harbor and broke up.

Sloop *Lady Ann*: (no#) *Built 1849, 48 x 17 x 5.7 ft., 30.37 gt.*

The little sloop *Lady Ann* was driven ashore on a sandbar on the north side of the harbor entrance at Kenosha on September 18, 1855 due to the entrance light being out. Her crew were able to jump onto the pier but she was reportedly left to break up just off the north pier.

Schooner *George Hanson*: (no#) *Built 1851, 53.0 x 14.9 x 5.5 ft., 37.81 gt.*

The *George Hanson* was a small coastal schooner that was lost on March 30, 1857 after leaving Racine with a cargo of wood and most of the Nichols family who owned her. Her mastheads were later found breaking the surface a few miles off shore near Kenosha. This vessel has not been located but is probably fairly skeletal due to her shallow depth and age.

Schooner *Arkansas*: (no#) *Built 1849, 107 x 23.9 x 9.9 ft., 240.43 gt.*

The schooner *Arkansas* was lost in June of 1858 when she missed the harbor entrance at Kenosha, grounding on the bar on the north side of the piers. She broke up and became a total loss but her lumber cargo was saved.

Schooner *T.P. Handy*: (no#) *Built 1849, 116.10 x 23.11 x 9.1 ft., 234.41 gt.*

Went ashore "a few rods" south of the piers at Kenosha on October 14, 1860 when she missed the harbor entrance. She was reportedly in ballast inbound for a cargo of wheat when lost.

Remains attributed to her in the 1980s were referred to as the "wagon wheel wreck" because wagon wheels were found amidst the debris. The ID was never confirmed.

Scow Sloop *Coquette*: (#5057) *Built 1858, 87.8 x 20.0 x 9.0 ft., 95.91 gt.*



Ship remains, possibly the hull bed of the Detroit, Kenosha Museum, photo by Dan Joyce

Kenosha Harbor, 1857, UW-M American Geographical Society collection



The sloop *Coquette* capsized and foundered on July 17, 1866 while bound for Chicago from Manitowoc with a cargo of pig iron. She reportedly went to the bottom about 30 miles ENE of Kenosha with her 4 crew. She had been a US Survey vessel and had at one time been schooner rigged. She is sometimes confused with a larger Canadian vessel of the same name and thought to lie in deep water.

Schooner *Elizabeth*: (no#) *Built 1863, 40.5 x 12.8 x 4.6 ft., 20.32 gt.*

The little schooner *Elizabeth* was lost on August 11, 1866 bound Chicago to Kenosha with lumber when she missed the harbor entrance and stranded just north of the piers. Her lumber cargo was removed, but the vessel proved a total loss.

Bark *Great West*: (#10149) *Built 1854, 184.0 x 33.9 x 13.6 ft., 554 gt.*

This large three master struck Racine Reef on October 10, 1866 while bound Buffalo to Chicago with coal. She began sinking rapidly and was run ashore north of Kenosha. She was stripped of her outfit and abandoned in the surf. Her substantial hull bed could probably be

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located offshore.

Schooner *M. Courtright*: (#16393) *Built 1856, 135.8 x 28.7 x 11.25 ft., 276.44 gt.*

The *M. Courtright*'s crew abandoned her off Racine on November 7, 1871 when she became waterlogged. The ship was driven ashore 1.5 miles north of Kenosha in badly damaged condition. The revenue cutter *Andrew Johnson* tried to pull her off to no avail and she was left in the surf.

Schooner *C.J. Hutchinson*: (#4360) *Built 1846, 136.0 x 26.1 x 10.4 ft., 341.0 gt.*

The *C.J. Hutchinson* was lost on November 12, 1871 while trying to enter the harbor in ballast. She struck the pier, swung around to the outside of the north pier where the waves broker her keel. She was later dragged into the shallows.

Schooner *Jo Vilas*: (#12767) *Built 1857, 106.75 x 26.0 x 8.75 ft., 149 gt.*

The *Jo Vilas* was bound from White Lake, Michigan to Chicago with lumber on October 9, 1876 when she began to break up about mid-lake. Her crew was taken off

her debris by the schooner *Andrew Jackson*, but the *Vilas*' hull went to the bottom. She is believed to lie in deep water well offshore between Kenosha and Racine.

Bark *Northwest*: (#18102) *Built 1862, 167.65 x 31.0 x 12.7 ft., 458.54 gt.*

The bark *Northwest* was sunk by collision with the schooner *F.L. Danforth* on October 24, 1876. The *Northwest* was bound from Chicago to Buffalo with a cargo of grain when she was struck about 4 am and sent rapidly to the bottom while off Kenosha. Upon settling, her mastheads were breaking surface. This wreck is believed to lie within sport diving depths somewhere off Kenosha. She has been actively searched for.

Schooner *Hans Crocker*: (#11174) *Built 1856, 139.0 x 32.75 x 11.5 ft., 335.03 gt.*

The schooner *Hans Crocker* was lost November 29, 1876 while bound from Sturgeon Bay to Chicago with lumber and shingles. She became waterlogged and tried to enter the harbor at Kenosha, but overshot the piers, driving ashore just south of the entrance. She was badly broken

and abandoned in the shallows just off the beach.

Schooner *Velocipede*: (#25848) *Built 1869, 39.6 x 11.0 x 4.3 ft., 10.12 gt.*

The little schooner *Velocipede* was lost April 28, 1877 after leaving Racine for Muskegon in ballast. A storm hit and the *Velocipede* was later found with her side stove in off Kenosha. Her two crew were missing. She was towed in near the Kenosha piers where she sank and was abandoned.

Steamer *City of Madison*: (#4350) *Built 1857, 144.0 x 26.0 x 11.5 ft., 487 gt.*

The *City of Madison* was bound light from Chicago to Ludington on August 17, 1877 when she was found to be on fire. Her crew abandoned her in their yawl while the *Madison* reportedly burned to the water line. She reportedly did not sink for several hours and is commonly reported to have sunk about 35 miles off Kenosha. Her hull has been reported located but the report has not been confirmed.

Schooner *Hippogriff*: (#11143) *Built 1863, 137.0 x 26.3 x 12.0 ft., 295.24 gt.*

The *Hippogriff* was lost September 27, 1877 bound Chicago to Buffalo with oats when she collided with the schooner *Emma L. Coyne*. The captains of the vessels were brothers and were reportedly playing chicken. The *Hippogriff* sank immediately by the bow. She was reportedly about 20 miles off Kenosha when lost, but one source states she was in 30 fathoms of water.

Scow Schooner *Marion Dixon*: (#16629) *Built 1864, 88.3 x 20.2 x 4.6 ft., 68.67 gt.*

The *Marion Dixon* was lost June 14, 1880 when she capsized about 10 miles from shore midway

Forelle, Pat Labadie collection



between Racine and Kenosha with a cargo of tan bark. She later came ashore a few miles south of Kenosha where she was abandoned in the shallows.

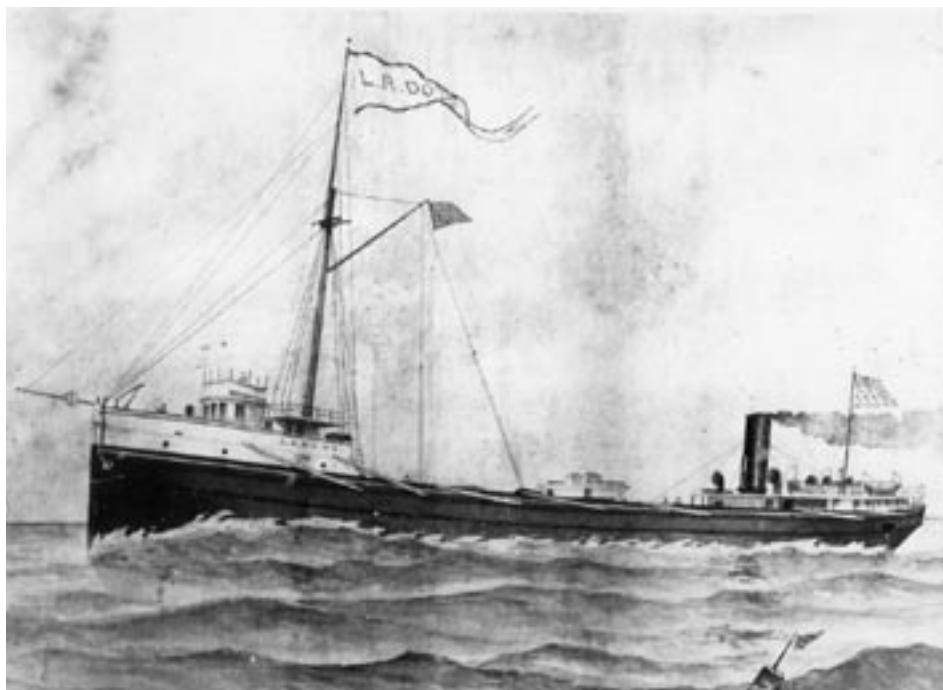
Schooner *Arab*: (#311) *Built 1854, 100.0 x 23.9 x 9.4 ft., 158 gt.*

The schooner *Arab* was lost on November 13, 1883 while being towed from St. Joseph, MI, where she had stranded, to Milwaukee for repairs. She was reportedly about midway between Kenosha and Racine and about 25 miles out then she rolled and sank. Some erroneous reports place her close to shore, but she is believed to lie in very deep water and has not been the subject of any search efforts.

Schooner *Edna*: (#135309) *Built 1877, 62.1 x 17.2 x 5.2 ft., 38.32 gt.*

The *Edna* was a small coastal schooner engaged in the gravel trade. She foundered suddenly on October 26, 1887 in calm water bound Chicago to Kenosha. Her crew were rescued from their small yawl by the Kenosha Lifesavers but the *Edna* was left on the bottom with her masts breaking the surface.

Doty, Pat Labadie collection



The vessel reportedly went down 3 miles from shore just south of the Kenosha Lifesaving Station. The *Edna* has been reported found but her remains have not yet been identified at this time.

Steamer *Solon H. Johnson*: (#6887) *Built 1875, 106.5 x 21.5 x 8.1 ft., 128.78 gt.*

The steamer *Solon H. Johnson* was lost November 24, 1887 while towing a barge loaded with bricks. She fouled the towline in her prop during a storm and drifted ashore 9 miles south of Kenosha, fetching up 600 ft from shore. Much of the brick was tossed overboard and the barge was freed, but the *Johnson* was abandoned. Her wrecksite could be located with a little effort.

Scow Schooner *Lenzena*: (#48566) *Built 1882, 42.0 x 13.0 x 4.8 ft., 12.60 gt.*

The little scow schooner *Lenzena* was lost on May 29, 1890 while bound for Chicago with gravel. She stranded in the shallows at Kenosha, but the exact location remains a mystery.

Schooner *R.B. Hayes*: (#110338) *Built 1877, 177.5 x 34.0 x 14.2 ft., 668.86 gt.*

The *Hayes* was a large schooner barge being towed by the steamer *A.P. Wright* from Chicago with lumber when she began to founder a few hours after leaving Chicago on April 20, 1893. The *Wright* cut both her consorts free and their crews were taken off but the *Hayes* was seen still afloat several hours later. Her towmate *F.L. Danforth* was cast ashore at Chicago, but some reports state that the *Hayes* foundered 15 miles SE of Kenosha. The *Hayes* is most likely in Illinois waters well off shore and has not been the target of search efforts to date.

Schooner *Lem Ellsworth*: (#140062) *Built 1874, 138.6 x 26.2 x 11.8 ft., 340.14 gt.*

This big canal schooner was last seen clearing the Straits on May 16, 1894. Her battered yawl was found a few days later midlake off Kenosha. She was hauling sandstone blocks from Jacobsville, MI to Chicago when she went missing. A 1929 Racine newspaper article relates a claim by a man who states he saw the *Ellsworth* founder several miles off Racine. This wreck has not been specifically searched for as she has a rather large search grid. She could potentially lie anywhere in the Lake, but most accounts place her off Kenosha due to the lifeboat discovery.

Steamer *L.R. Doty*: (#141272) *Built 1893, 291.0 x 41.0 x 19.8 ft., 2056.0 gt.*

The *Doty* is one of the largest vessels still missing on the Great Lakes. She vanished in a tremendous gale on October 24, 1898 while towing the barge *Olive Jeanette* from South Chicago to Midland, Ontario with corn. The *Jeanette* survived and her captain was the last person

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Kenosha's Undiscovered Shipwrecks

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to see the *Doty*. The *Doty* is generally reported to lie off Kenosha, as that is where her debris was found. However, analysis of her last known position and debris scatter suggest she was lost far offshore, perhaps as far north as Milwaukee. This vessel has not specifically been searched for but at least one wreck hunter claims to have imaged her hull. Rumors of her discovery in shallow water near Kenosha have been reported in the past, but are untrue.

Schooner *Idler*: (no#) Built 1893, c. 40 ft., 25 gt.

On November 1, 1905, this yacht stranded 100 ft. off shore at present day Illinois Beach State Park. The Kenosha Lifesavers attempted to release her, but pulled her bow out. She was abandoned where she lay.

Steel Fish Tug *Forelle*: (#205777) Built 1908, 54.6 x 15.8 x 7.5 ft., 46 gt.

The fish tug *Forelle* went missing on September 20, 1923 bound from Benton Harbor, MI to Milwaukee with a cargo of fruit and 5 crew. She was last seen about midlake. Debris from the wreck was located several miles off Kenosha. The *Forelle* is has been a search target for decades but has never been reported found. Accounts state that she foundered very near the location where the *Rosinco* was later lost.

Vessels Wrecked At Kenosha But Salvaged Or Removed

Brig *Osceola*: Went ashore at Southport in November 1843 with a grain cargo, but was recovered and rebuilt at Chicago.

Brig *H.H. Sizer*: Capsized off Southport June 19, 1846 with the loss of 7 members of the Bevins family. She was recovered and rebuilt.

Schooner *E.M. Peck*: Capsized off Kenosha, April 13, 1868, towed to Racine but fetch up on the reef. Recovered and rebuilt at Chicago.

Schooner *Scottish Chief*: Waterlogged north of Kenosha and towed in on August 8, 1871, later towed to Chicago and abandoned.

Scow Schooner *Contest*: Ashore and wrecked 100 ft. south of the harbor on April 16, 1897, later towed to Milwaukee and abandoned.

Steamer *H.A. Root*: Steamer's boiler exploded at Kenosha, September 3, 1907 and she later sank, killing 2 crew. She was rebuilt.

Steamer *Charles McVea*: Abandoned at Kenosha in 1928, later turned into a floating dry dock. Final disposition unknown.

Tug *Cheerio*: Sank in ice floes off Kenosha

harbor, January 17, 1936 with 3 crew. Later raised and was still in service as of 1999.

Steamer *Hoegh Cliff*: Steel freighter struck Kenosha north pier in October 1965 tearing 40 ft gash in hull. Cargo of flour was lightered but vessel sank again. She was eventually raised and towed to shipyard for repairs. ■

new WUAA dive bags

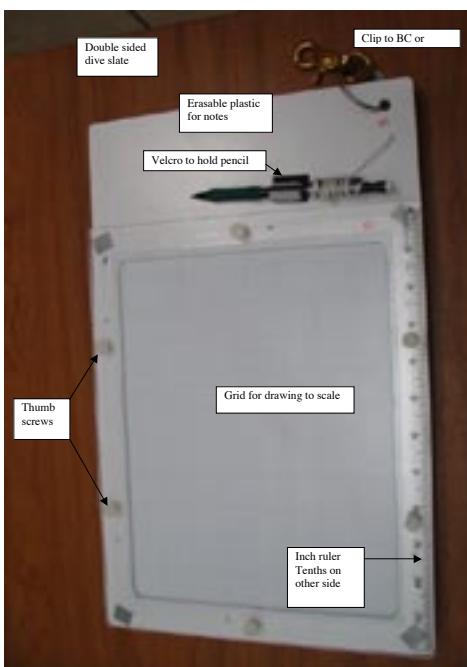


New Slates and Dive Bags

Thanks to Dick Boyd we now have 11 new slates and dive bags for our projects. The slates are double sided and made of plastic which can be written on in pencil and erased. Notes can therefore be written to partners while underwater. They have a foot ruler on each side. One is divided into inches and the other into tenths. Grids for scale drawing have been placed on each side. The pencil has Velcro on it so it can be held in place on each side of the slate when not in use. A clip is attached so it can be clipped to your BC or to the lines on the wreck.

The bags have easy to grab handles with a clip to hold handles closed. Rigid rods are attached to the handles producing a large rigid opening allowing for the slate and tapes to be easily slid in. There is outside access to a smaller pouch with smaller mesh for small items such as a line level. A clip allows the bag to be clipped to your BC or lines on the wreck.

new WUAA dive slates



President's Letter

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Great Lakes Shipwreck Research online history portal and newsgroup, working with the Wisconsin Marine Historical Society to place their Enrollment Database online, authoring numerous articles on Great Lakes maritime history and contributing to many other regional history organizations. I plan to continue my contributions to Great Lakes history as WUAA president and I welcome suggestions and ideas from other WUAA members for ways to increase our effectiveness as well as ideas for new projects.

This year has seen WUAA add substantially to its membership and complete meaningful fieldwork on existing projects. Following the initiation of our Action Meetings two years ago, WUAA re-evaluated its mission and revitalized its infrastructure. This resulted in an increase in membership and some interesting new projects, including the Baileys Harbor survey and the Milwaukee *Fireboat* survey. Several new members participated in these surveys and have become active in WUAA. We also conducted a formal classroom training at the Ghost Ships Festival and are planning to do so again. Plans are underway for an underwater component to this training as well. WUAA members also assisted the State Historical Society's Marine Archeology Program in survey work on the wrecks of the *Daniel Lyons*, *SS Wisconsin* and *Rouse Simmons*.

We look forward to another season of fieldwork at Bailey's Harbor, on the Milwaukee *Fireboat* and in

the Clay Banks area, where we are working to locate historical piers and shipwrecks in shallow water. We added several new members at the Gales of November conference in Duluth and we look forward to continued growth and activity. As water levels on the Lakes decrease and wreckhunting equipment drops in price, new wrecksites are certain to be found in Wisconsin waters. It is increasingly vital that groups such as WUAA remain active and enthusiastic in order to conserve, document and interpret these new sites to the public at large. WUAA will also continue to reach out to non-nautical archeology groups in order to explore important inland underwater sites in rivers and inland lakes. We also plan to begin a substantial outreach program to colleges, universities and high schools in order to attract new members and to educate the public about Wisconsin submerged heritage. Plans are also underway to augment our website with a research portal that will attract researchers and give our site substantial content to attract return visitors and users. We also look forward to strengthening our relationship with the State Historical Society's Marine Archeology Program and working closely with Keith Meverden and Tamara Thomsen to assist them in the SHSW's fieldwork.

Please help us as we continue to strengthen WUAA by inviting your friends and colleagues to join and participate in our fieldwork and activities, and feel free to attend any of our regular meetings. I look forward to hearing from members and I can be contacted at brendon@shipwreck.com.

Brendon Baillod

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

Coming Events

Feb. 15-117, 2008 **Our World Underwater** - Rosemont, IL. For information check their web site at www.OurWorldUnderwater.com

Feb. 23, 2008 **Dive Into The Past - Shipwreck-Scuba Show**. In Mounds View, MN. Sponsored by Great Lakes Shipwreck Preservation Society. For information check their web site at http://www.glsp.org/dive-past/dive_into_past.htm.

March 7-8, 2008 **Ghost Ships Festival**. Milwaukee. Films, seminars and presentations about great Lakes Shipwrecks. Sponsored by Great Lakes Shipwreck Research Foundation. For information check their web site at www.ghost-ships.org.

April 12, 2008 **Wisconsin Underwater Archeology Association Action Committee Meeting**. 10:00 am at Brendon's in Marshall. For information check the WUAA web site at www.wuaa.org or email wuaa@mailbag.com.