

Coming Events

June 30, 2001 **Yahara River Sawmill Site Survey**, Madison. Contact Tom Villand, 608-221-1996.

September 2001 **Underwater Surveys in Door County**, conducted by East Carolina University. Contact Cathy Fach, 608-271-8172.

Nov. 10, 2001 **Gales of November**, featured speaker Jean-Michel Cousteau. Contact Mary George, 218-727-2497 or email info@lsmma.com.

Nov. 11, 2001 **Toward An Understanding of Steam**, WUAA Workshop conducted by C. Patrick Labadie. Duluth, MN, contact Cathy Fach, 608-271-8172.

Nov. 11, 2001 **WUAA Fall Meeting**, Duluth, MN, contact Russ Green, 608-271-8172.

**Wisconsin Underwater
Archeological Association**

**P.O. Box 6081
Madison, WI 53716**



Wisconsin
Underwater
Archeology
Association

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

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June 2001

The Wreck of the Luxury Yacht *Rosinco*: An Early Twentieth Century Time Capsule

by Dr. Richard Boyd, Jefferson Gray, Russell Green and Dr. John Jensen



On February 2, 2001, the United States Department of the Interior determined that the wreck of the Rosinco is eligible for inclusion on the National Register of Historic Places (NRHP). The 95-foot luxury yacht Rosinco, along with the 132-foot, three-masted schooner Fleetwing (see the article in the March 2001 issue of Wisconsin's Underwater Heritage), was determined eligible for listing in the NRHP by the Wisconsin Historic Preservation Review Board on April 20, 2001. The finding automatically places the shipwrecks on Wisconsin's State Register of Historic Places. The National Park Service is processing the nominations for the Fleetwing and Rosinco, and the sites will be officially listed in the NRHP later this year. These wrecks are owned and managed by the State of Wisconsin. The Abandoned Shipwreck Act asserted title to abandoned shipwrecks embedded in a State's submerged lands or located on a State's submerged lands and determined eligible for inclusion in the National Register of Historic Places. Upon asserting title, the U.S. Government transferred its title to the majority of those shipwrecks to the respective states to manage.

Below 185 feet of Lake Michigan water, 12 miles east of Kenosha, Wisconsin, the wreck of the steel yacht *Rosinco*, the first diesel yacht on Lake Michigan, rests upright and imbedded in the lakebed. The vessel is intact and in a remarkable state of preservation. Regarded as extravagant, indeed revered as one of the most palatial motor yachts to ply Lake Michigan during the first quarter of the twentieth-century, the *Rosinco* remains an

object of interest, speculation and controversy for both archeologists and recreational divers.

A significant cultural resource, the wreck of the *Rosinco* is a tangible monument to several milestones in ship construction, including early diesel technology and the use of steel as a primary building material for yachts. Built by the renowned Delaware shipbuilding firm of Harlan and Hollingsworth and last owned by

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Georgiana III (The Motor Boat 1916)

Projects

The Dyreson Sawmill Project

In the spring of 1995 WUAA took an active position in the Dyreson Fish Weir Project. Members mapped this stone feature which appeared to be of prehistoric origin. In the process of mapping we had noticed a wood structure protruding out of the water not far downstream. This structure appeared as if it may be a man-made dam.

Preliminary investigation suggests that this wood feature may indeed be man-made dam and possibly be associated with a sawmill built in the area in the 1860's.

Sawmill site on Yahara River



WUAA'S May semiannual meeting included a canoe trip over this site which is located in the Yahara River near the town of McFarland. At the meeting we decided to take on this project in cooperation with the SHSW and begin as soon as feasible. We expect to be involved in three aspects of the project:

- Historical research
- In water mapping
- Reporting.

There is a limit to how many people that can be involved, but volunteers are certainly needed for each aspect. The historical research portion will involve looking at the original land survey, plat maps, newspaper accounts and interviewing local residents along with archeologists that were involved in another nearby site. The preliminary in-water mapping will take place Saturday June 30th. This will not involve scuba diving ... one would be hard pressed to find water over waist deep. Measuring and sketching skills would be helpful.

Finally, the reporting aspect will involve drawing maps and consolidating our work into an interesting and useful report.

Interested individuals should contact Tom Villand who will be coordinating the activities.

tvill@chorus.net; 608-221-1996.

Summer Field Project

The State Historical Society of Wisconsin is currently working with WUAA to find a summer field project in Door County. The SHSW has identified a Sturgeon Bay wreck as a possible candidate and will continue to explore other options. Those interested in participating in a summer project in Door County should contact WUAA Secretary Russel Leitz 920-231-9082, rleitz@vbe.com.

The Program in Maritime Studies at East Carolina University is also tentatively scheduled to carry out fieldwork in Door County this September, and WUAA members may have an opportunity to work on that site as well. Details will be forthcoming.

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.

President

Jeff Gray
Madison, 608-271-1382

Vice-President

Andy Jalbert
Madison, 608-257-4840

Secretary

Russel Leitz
Oshkosh, 920-231-9082

Treasurer

Tom Villand
Madison, 608-221-1996

Newsletter Editor

Danny Aerts
Middleton, 608-821-0048

Activities Coordinator

Cathy Klecker
Marshall, 608-655-3769

Website Manager

Colin Zylka
Waukesha, 262-524-0145

Directors

Richard Boyd
Delafield, 414-464-2092

Robert Korth

Gresham, 715-787-4444

Janet Defnet

Mukwonago, 414-363-9874

Send correspondence to:

WUAA
PO Box 6081
Madison, WI 53716
email: wuaa@mailbag.com
website: www.mailbag.com/users/wuaa/

Association News

WUAA Fall Meeting

The Fall meeting of the Association will be held in Duluth, MN The weekend of the Gales of November show (Nov.10, 2001). Items of action will include election of officers. Details will be in the next newsletter.

Toward An Understanding of Steam

A workshop will be conducted by C. Patrick Labadie at the Canal Park Museum in Duluth on Sunday, November 11, 2001. Details will be in the next newsletter. Contact Cathy Fach at 608-271-8172 or email WUAA at wuaa@mailbag.com to let us know you are interested.

WUAA Spring Meeting

The Spring Meeting of the Association was held on Saturday May 12, 2001 at the Green Lantern in McFarland. It was brought to order by Russell Green, substituting for President Jeff Gray. Nine members and two guests were present.

Tom Villand reported that we now have \$2000 in the treasury. Two thousand five hundred was used towards the printing of the updated Four Lakes book.

Russel Leitz volunteered to organize a ship documentation project.

Canoeing down the Yahara River



Cathy Fach and Russel Green volunteered to reevaluate our WUAA T-shirt before new ones are printed.

A volunteer is needed for final designing and printing of new WUAA membership/informational brochures.

Yahara River Canoe Tour

A good time was had by all on the Yahara River canoe trip. Fifteen people enjoyed the fine weather and saw many nesting geese, ducks and swans along the river. State Archeologist Robert Birmingham pointed out some historical sites of interest along the Yahara River, including pilings in the water thought to be from a dam for an old lumber mill. We hiked up the water tower hill in McFarland as he discoursed on the effigy mounds of the area. He had a book on the subject published last year. "Indian Mounds of Wisconsin" by Robert A. Birmingham and Leslie E. Eisenberg, can be purchased at the Wisconsin Historical Society Museum Shop, or at the University of Wisconsin Press Web site: www.wisc.edu/wisconsinpress (\$45.00 hardcover, \$18.95 softcover).



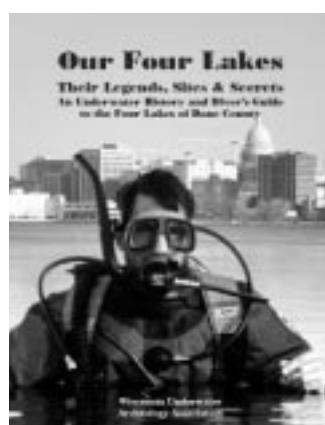
Bob Birmingham discussing a historic site on the Yahara River.

Web Site

The new manager for the association web site is Colin Zylka. Please check things out at www.mailbag.com/users/wuaa/. If you have ideas, suggestions or information to include on the site, contact Colin at czylka@execpc.com.

Our Four Lakes second edition

New and improved. The second edition of the WUAA book on the Four Lakes in the Madison area is now available. Association members may purchase it at the discounted price of \$12.00. Contact Tom Villand at 608-221-1996, or email us at wuaa@mailbag.com. There is an additional \$3.00 charge for mailing. It is also available through Madison area dive shops at the regular price of \$14.95.



From Compass to Castor: The Material Culture of the Great Lakes Schooner *Columbian* in 1871

by Dr. Jay C. Martin

The great thing about historical archeology is that many times the clues that one finds in the archives are as tantalizing as the artifacts found on the lake or river bottom. One such case is the inventory of gear from the schooner *Columbian*. The inventory was found in the Columbian Account Book at the Great Lakes Historical Society in Vermillion, Ohio. To the best of my knowledge, this rare inventory has never been used to as part of any historical or archeological study beyond my dissertation "Sailing the Freshwater Seas: A Social History of Life Aboard the Commercial Sailing Vessels of the United States and Canada on the Great Lakes, 1815-1930" (Bowling Green State University, 1995).

The two-masted schooner *Columbian* (official number 4387) was built at Fort Howard, Wisconsin, by W.H. Wolf in 1864. She measured 138.0 x 26.0 x 13.0 feet and 356 gross/338 net tons. At the time this inventory was compiled, she was still operating under sail. Like many Great Lakes schooners, her rig was later reduced and she spent the end of her career towed behind a steamer. On September 11, 1913, the barge *Columbian* was lost off Dunkirk, New York.

The *Columbian* inventory is a great resource for those doing material culture research on Great Lakes vessels during the heyday of commercial sail. The inventory includes gear used to operate and maintain the vessel - from sails and rigging to oakum and pumps - as well as many other interesting items.

Dietary requirements may be interpreted through the galley inventory. A meat saw and carving knives confirm that the boat was crewed by carnivores, perhaps not earth shattering news to most historical archeologists. However the presence of a castor for spices reminds one that lakefarers flavored their food (fresh food was common on Great Lakes vessels because of their relatively short trips) to taste, just as they do now. Contemporary saltwater mariners used spices to cover the taste of aged stores, but lakefarers had the luxury of fresh food. The short trips, good food, and excellent pay were a few of the reasons that some mariners preferred the Great Lakes.

Some items illustrate the creature comforts afforded the crew and a few of their habits as well. For example, the boat carried two spittoons, apparently one aft for the officers and the cook, and the other forward for the crew in the forecastle. One can therefore deduce that the use of chewing tobacco was prevalent on the *Columbian*.

I have reproduced the inventory faithfully and have included my interpretations in brackets [] to avoid confusion. However, those interested in doing serious research should contact the Great Lakes Historical Society for a copy of the original inventory.

Gear Inventory of Schooner *Columbian*, November 25, 1871

1	spirit compass
3	marine compasses
1	papeut [patent] log and line
2	trolling lines and hooks
2	fog horns
1	lead line and lead
29	pound paint
8	paint brushes
1	hatchet
3	marline spikes
1	serving board and mallet
1	iron bar, 4 normans
7	capstan bars
2	wench cranks
4	chain hooks
2	patent pumps
1	patent capstan
1	twenty-four foot boat
1	patent wheel
1	provision box
1	hawser box
5	oars
2	windlass brakes
1	fish hook
1	devils claw
3	hatch bars
1	cold chisel
1	drawing knife
1	plane
2	caulking irons & caulking mallet
3	balls serving twine
3	palms
8	sail needles
1/2	bale oakum
9	pound ratlin line
3	heaving lines
6	reef plats
1	pair signal halliards
1	suit of colors and colors bag
1	set of weather clothes
1	ball of spun yarn
2	ring stoppers

2 shank painters	2 rigging screws	2 spittoons
1 main sheet	4 dozen belaying pins	1 clock
2 main sheet blocks	1 grindstone	1 table spread
2 main boom tops lifts	6 shovels	2 table clothes
2 boat davits falls and blocks	8 brooms	4 cabin mattresses
1 set boat grips	1 brace	6 forecastle mattresses
main throat halliard — new	2 bits	10 blankets
main peak halliard and blocks	2 augers	6 quilts
1 fore sheet and blocks	1 ax	6 pillows
2 fore lifts, fore peak halliard & blocks	1 saw	4 sheets
fore throat halliard and blocks	1 water barrel	1 beauran [bureau]
fore staysail halliard and blocks	3 tarpolins	1 looking glass
jib halliard & blocks & downhall	1 fidds bag	8 oil cans
flying Jib halliard and blocks	13 yards canvas	2 water pails
fore topsail halliard block & downhall	10 pails	1 cooking stove
fore gaff topsail gear	1 draw bucket	cooking utensils
fore staysail sheet and blocks	4 pump bars	3 dozen plates
fore staysail gye [sic]	1/2 barrel salt	2 dozen cups and saucers
squaresail gear — new	1 pump hook	1 set knives and forks
squaresail lift — new	2 signal lamps and screen	3 state room carpets
squaresail braces — new	1 anchor light	1 bed stead
squaresail oout [sic] hallers — new	1 globe light	2 wash bowls
raffy sheet — new	1 watch tackle	14 quilts
raffy halliard — new	1 nail box	2 carving knives and forks
raffy clewline — new	1 forecastle stove	1 meat saw
main gafftopsail — new	1 main sail	1 castor
1 foreboom gye [sic] — new	main gafftopsail	
1 mainboom gye [sic] — new	1 raffy — new	
2 crotch ropes — new	1 squaresail — new	
2 boom tacklefalls	1 fore staysail & jib	
1 fish tackle and blocks	1 flying jib	
1 berton block	1 jibtopsail — new	
2 large purchase blocks	1 set back rope	
1 snatch block	1 fly — new	
1 squaresail boom — new	1 anchor shoe	
jib sheets	1 boat painter — new	
flying jib sheet — new	fore and main peak downhall	
jib topsail sheets	1 monkey wrench	
1 eight inch line	1 spike maul	
1 six inch line — new	1 extension table, 9 chairs	
1 seven inch line	1 cabin stove	
1 five inch line	1 cabin lamp	
12 iron belaying pins	1 binnacle lamp	
	1 kitchen lamp	

The Wreck of the Luxury Yacht *Rosinco*

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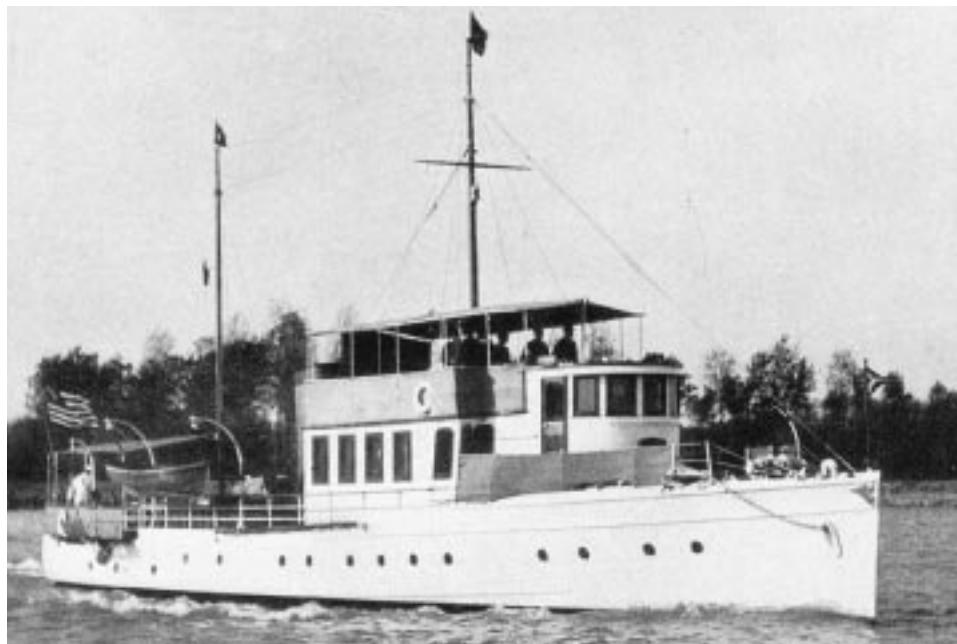
prominent industrialist Colonel Robert H. Morse, the *Rosinco* possesses both national and local historical significance.

At the time of the yacht's loss, Robert H. Morse was Vice-President of the Fairbanks-Morse Company in Beloit, Wisconsin. In this context, the *Rosinco* represents a unique period in history, when elaborate pleasure boats became important symbols of prosperity and industrial success for affluent businessmen throughout the Great Lakes. This two-part essay will address the history, construction and archeological significance of the splendid motor yacht *Rosinco*.

History and Construction: An East Coast Beginning

Built in 1916 by well-known Wilmington, Delaware shipbuilders Harlan and Hollingsworth, the *Rosinco* was put to sea as *Georgiana III*. The vessel would, in fact, change hands twice before becoming the *Rosinco*. One of the first iron shipbuilding firms on the Delaware River, Harlan and Hollingsworth was founded in 1836, and by 1889 the burgeoning company employed 1,500 workers, paid \$1,000,000 in wages, and its 50 buildings occupied 43 acres (Tyler 1958).

From its inception, Harlan and Hollingsworth was a national leader in iron ship construction and later continued this notoriety with their production of steel vessels. The company's reputation is particularly noteworthy considering Wilmington's distinction as the "cradle" of iron shipbuilding (Tyler 1958). Indeed, competition in the region was intense. Noting similarities with the unsurpassed iron ship production along Scotland's Clyde River in the latter nineteenth-century, maritime histori-



an David Tyler once referred to the Delaware River as the "American Clyde."

In 1886, Harlan and Hollingsworth built their first steel yacht. One of four steam yachts constructed by the company in the late 1880s, the 285-foot *Alva* was built for William K. Vanderbilt (Tyler 1958). Twenty years later, William G. Coxe, then president of Harlan and Hollingsworth, built the *Georgiana III* for his personal use.

Built for Coxe and designed chiefly by the firm's naval architect A.M. Main, *Georgiana III*'s overall length was 95 feet 2 inches. Incorporating the "desirable and practical features of the commercial vessel, the destroyer, and the old steam yacht," the vessel marked a decided transition from traditional motor yacht construction (*The Motor Boat* 1916). In December 1916, *The Motor Boat* magazine reviewed the vessel and enthusiastically announced that "*Georgiana III* is a real boat." Lloyd's Register of American Yachts reported the remainder of the vessel's principal dimen-

The Whitemarsh (Van Mell 1975)

sions as: length waterline, 93 feet; beam, 15 feet 3 inches; draft, 5 feet 6 inches; gross tonnage, 82 tons; net tonnage, 44 tons (Lloyd's 1917). Credited with collaborating on the vessel's design, Coxe expressly desired maximum strength and safety, with a minimum of ballast, to achieve "necessary speed, stability, comfort, etc" (*Motor Boating*, 1916). Indeed, his desire for a substantially built vessel helped usher in a new era for American power boating.

Several features of the vessel's hull made it unique from those that preceded it. Steel was chosen for the primary building material. This allowed the vessel to be both lighter and stronger than older wood and iron yachts. The frames, spaced on 20-inch centers, were fashioned from bulb angle steel and supported a hull that was built flush and smooth, with straps fitted at the edges and butts. Joints below the waterline were overlapped for additional strength (*Motor Boating*, 1916). Ten-pound steel was used in areas that might encounter

exceptional stress, particularly the garboard streak, where the hull met the keel. Lighter, seven-pound steel was used elsewhere. Unusual features for the time were the hull's seven watertight compartments, with a steel bulkhead dividing each. Four of the six bulkheads were fitted with watertight doors similar to those used on contemporary torpedo boats (*Motor Boating*, 1916). At least a portion of the vessel was double bottomed and designed to carry fresh water, for both consumption and to provide ballast.

Further examples of the vessel's stout construction were found in the upper, quarter and forecastle decks, which were plated with steel stringers. Indeed, this solid construction made for an exceptionally seaworthy craft, yet the *Rosinco* was built to answer a higher purpose as well, for it was indicative of the type of vessel built by American yachtsmen who wanted their boats to serve as naval auxiliaries. Built the year before America entered World War I, the yacht could have been quickly retrofitted for coastal patrol service. In this capacity, the *Rosinco* represents an unusual but important link-

age between the expanding wealth of the American leisure class, and the expanding military role of the United States in world affairs. Much like their British cousins' miraculous rescue of the men at Dunkirk during World War II, America's yachtsman stood ready to cruise in harms way, and in a yacht like the *Rosinco* they had created suitable vessels in which to do it.

Strongly constructed for possible wartime use, the *Georgiana III* was also noteworthy for its diesel power plant. Writing for the *Lake Michigan Yachting News* in 1924, W. E. Spofford revealed the implications of the American yachtsman's preference for diesel power over steam when he opined, "There is one significant fact which is obvious to all who have even followed yachting casually; the steam yacht is becoming obsolete." Built in 1916, the diesel powered *Georgiana III* employed this technology a full eight years before Spofford's revelation. The chief advantage of the diesel engine was fuel economy, for it was capable of burning low-grade fuel at a comparatively low rate of consumption per horsepower per hour. Moreover, diesel allowed for more efficient operation with a considerably smaller crew.

Powered by a 240 hp Southwark-Harris Diesel sporting four, 9-inch diameter cylinders with a 13-inch stroke, *Georgiana III*'s engine could be fully reversed in only five seconds. Moreover, the engine could be brought to full power, from a cold start, in just ten seconds - a considerable improvement over the time required to bring a contemporary steam engine to full power (Spofford 1924). Compressed air started the engine, a process that could be carried out fifty times on a single charge of the air bottles. Steaming at 15 mph, *Georgiana III* consumed eight gallons of fuel an hour and had a

cruising range of 2,000 miles; excellent fuel economy, even by current standards. The vessel's fuel tanks held 1,070 gallons of diesel oil (Spofford 1924). Colonel Morse would later replace this Southwark-Harris engine with one from his own company, a Fairbanks-Morse Model 35.

Well appointed above and below decks, the casual observer would have been equally impressed with the vessel's refined accommodations. The main salon, with watertight doors at both ends, was paneled in quartered oak. Over head were brown oak deck beams and cream white ceiling panels. Furniture upholstery and wall panels consisted of English tapestry, and *The Motor Boat* magazine noted that the carpet possessed "...a design and color harmonizing with the brown oak" (*The Motor Boat* 1916). Three built-in sofa beds, a Pullman bed, quartered oak furniture, an eight-person dining table and two sideboards could accommodate several guests. Cabinet and sideboard doors were glazed with leaded glass.

The owner's grand stateroom featured a built-in three-quarters bed with drawers under, a Pullman bed, two dressing tables with drawers and mirrors and a cheval mirror in the bathroom door. The owner's tub and washbowl, piped for hot and cold fresh or salt water, were located above the waterline in order to drain easily overboard. All rooms, including one for children, were well ventilated and lighted by both natural and electrical light. Mahogany trim, carpet, plate glass and tile were used liberally throughout the vessel.

Refinement was not limited to the living quarters. Paneled in mahogany, the roomy deckhouse contained a large davenport, card table and movable chairs. Green carpeting, uphol-

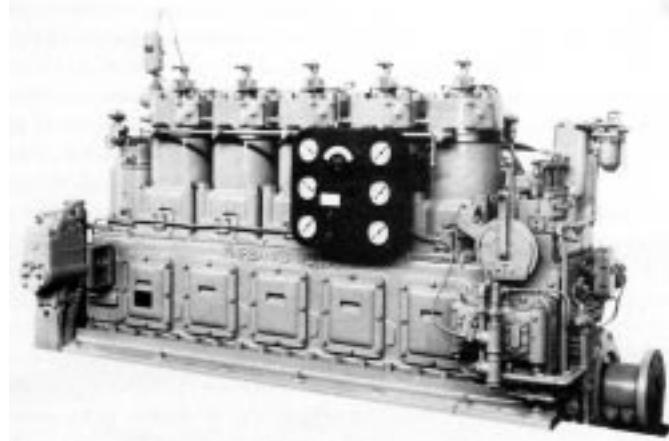


Aft portion of *Georgiana III*'s deck cabin
(*The Motor Boat* 1916)

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Fairbanks-Morse Model 35 diesel marine engine (Wendel 1953)

stery, and Pullman shades accented the white mahogany finish, while two 15-inch ports and seven large plate glass windows provided ample lighting and panoramic views. The state of the art galley also featured novel amenities. The area was enclosed with steel bulkheads to prevent the spread of a potential fire, and equipped with metal dish racks and lockers. Fresh or seawater could be pumped into the sink, and the range, fitted with a hot water tank, sat on top a metal coal box. Ice could be delivered directly to the vessel's built in ice-box via a watertight scuttle in the upper deck (*The Motor Boat* 1916). Finally, for convenience and safety, the yacht was equipped with a 16-foot Luders motor launch and a 14-foot tender.

Diesel Yachting Arrives On Lake Michigan

In 1918, Commodore W.L. Baum of the Chicago Yacht Club purchased the *Georgiana III* and renamed her *Whitemarsh*. Notably, Commodore Baum's *Whitemarsh* was Chicago's first diesel engine yacht (Van Mell 1975). Baum's heralded *Whitemarsh* subsequently became *Rosinco* when Colonel Robert Hosmer Morse

acquired the vessel in 1925. An avid mariner, Morse joined the Chicago Yacht Club in 1922 and three years later spent \$30,000 refitting the newly acquired *Rosinco*. Several years later Morse became the club's fleet commander (*Kenosha* 1928)

Already a luxurious and powerful pleasure boat, Morse's improvements reflected his financial position and pride in his company's marine engines. In 1927 the yacht received a new Fairbanks-Morse Model 35 electro-diesel engine with six, 10-inch diameter cylinders, each having a 12.5-inch stroke. Introduced that year, the Model 35 engine remained in production until 1946. The engines were produced chiefly as marine power plants, and came in three sizes: the 8.5 x 10.5 (cylinder diameter and stroke respectively); 10 x 12.5; and the 14 x 17 inch version (Wendel 1993). Truly a symbol of American prosperity, the *Rosinco*'s various improvements raised her value to about \$150,000 - a considerable sum during the "Roaring Twenties." Only a year later, however, Lake Michigan would claim Morse's magnificent yacht and keep her remarkably well preserved for over fifty years.

and the Fairbanks-Morse Company, the *Rosinco*'s final voyage, and a look at the wreck today.

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Stories From The Archives

The following stories were uncovered by Russel Leitz during his archival research.

First Ships

*Door County Advocate,
December 29, 1894*

The first sailing vessel to navigate the lakes was a bark of 40 tons burden built on the shore of Lake Superior in the year 1731 by La Rounde, a fur trader. The first propeller to navigate the lakes was the *Vandalla*, built at Oswego in 1840-41. Her boiler and engine was set up at the extreme stern; she was sloop-rigged, carrying a large mainsail, staysail and one jib, and but for the smoke stack and cabin had every appearance of a vessel.

*Door County Advocate,
January 12, 1895*

The first steel sailing vessel ever built on the lakes was launched last week by the Chicago Shipbuilding company. The craft is owned by the Minnesota Steamship company and has been christened the *Malta* - like all the names of the vessels of that fleet, begins with "m" and ends with "a". She is 320 feet over all, 302 feet keel,

40 feet beam and 24 feet deep.

*Door County Advocate, September 12,
1903*

The first freighter propelled by gasoline power on Lake Michigan went into commission the latter part of last week, having been built and rigged up at Chicago by Sever Johnson, who has christened her *Grace J.* She is of 24 tons gross and will run in the coastwise trade between South Chicago and east shore ports.

Trapped In Lighthouse

*Door County Advocate,
December 27, 1929*

Racine, WI - Imprisoned a week in an ice-sheathed lighthouse, four men finally fought their way out Monday night and, safely ashore, told a story of winter's newest caprice.

The men, Frank Miller, Plummer Layman, Walter Donovan and Edward Matson, were unharmed by their experience in the reef light, which stands exposed to the worst of Lake Michigan storms.

Clouds of spray sweeping over their outpost crystalized into ice December 15, and with each day the doors and windows were more tightly sealed.

They decided to wait in hope of a thaw, but when their food supply ran low, a window was finally chopped open. Sliding down the side they made their escape.

Rat Escape

*Door County Advocate,
March 6, 1896*

A rat was recently caught on board of a vessel in a trap and was thrown from the trap into the water without being killed. A large gull that was following the wake of the ship to pick up scraps of food thrown overboard by the steward approached several times endeavoring to pick the rat up. Once the bird got too close to the rat's jaws and the rodent grabbed it by the neck. After a short fight the rat succeeded in killing the bird. When the gull was dead the rat scrambled upon the bird's body and, hoisting one wing as a sail and using the other as a rudder, succeeded in steering for the shore. Whether the rat reached shore or not is a question, since the ship soon got out of sight of the skipper and its raft.