Wisconsin
Underwater
Archeology
Association

Great Lake Shipwreck Research Methods

by Brendon Baillod

One of the most interesting aspects of wreck diving is learning the story of a vessel and its subsequent accident before diving it. Sometimes this involves reading a book or talking with a dive charter captain to learn a little about the wreck's history. However, so many wrecks litter the Great Lakes that divers often find little or no information about many of the wrecks they visit. Very few Great Lakes marine accidents were widely known prior to the publication of contemporary Great Lakes marine history books by Dwight Boyer and Dana Thomas Bowen. Prior to their books, most Great Lakes shipwrecks were little more than the faded memories of old-timers. Recently,

1882 lake wreck, author's collection.

numerous authors and divers have begun researching and publishing accounts of obscure Great Lakes shipwrecks. Uncovering the stories behind Great Lakes ships and their accidents has become an exciting and fascinating avocation for many Great Lakes divers and new wrecks are being found every year by divers who spend time in the library as well as in the water.

Two terms shipwreck researchers should be familiar with are "primary" and "secondary" resources. Primary historical resources are usually first or second hand reports of an accident which were gathered or published at the time of the accident, while secondary resources

are generally the published work of researchers who have collected data from primary resources. Secondary resources are often a good starting point for establishing the existence of a wreck or accident. Primary resources however, are essential for discovering new historical wrecks or fleshing out fragmentary information on existing wrecks. Before turning to primary resources, it is a good idea to check all secondary resources to make sure you are not conducting redundant research.

Many primary and secondary resources for Great Lakes shipwreck research are listed in Chuck and Jeri Feltner's 1982 book *Great Lakes Maritime History: Bibliography and Sources of Information*. Their book is an important guide for Great Lakes shipwreck researchers and lists nearly all the important works and major repositories for Great Lakes nautical history up to 1982. Another very important secondary resource is the ongoing research of historian David Swayze. His 1991 book *Shipwreck!* lists data on almost 4000 Great Lakes shipwrecks, and his ongoing research has since grown to include perhaps twice that number. Any wrecks that are not in David Swayze's Online Wreck Database are truly obscure. Other important resources are the

Wisconsin Underwater Archeology Association News

WUAA Spring Meeting

The spring meeting of the Wisconsin Underwater Archeology Association will be held in La Crosse on Saturday, April 17, 2004. The meeting will be held at the La Crosse Public Library at 800 Main Street. This is between hwy. 35 and hwy. 16, where hwy. 16 runs N-S. There is a parking lot behind the library.

The business meeting will begin at 10:00 a.m. Immediately after the business meeting, we will take about a 5 minute trip to the Special Collections & Area Research Center at the University of Wisconsin-La Crosse Murphy Library. Among other things they have a collection of approximately 44,000 photographs of inland river steamboats and river scenes, making this one of the nation's largest collections for this subject. If anyone wishes to use the center it is open to the public from 1 - 4 p.m. on Saturday.

Hank Whipple will give a talk at the public library at 1:00 p. m. on the history of water transportation of timber in Wisconsin (see page 3).

Summer Project 2004

The Association's summer project will run from Saturday, June 5 through Sunday, June 13, 2004 in Sturgeon Bay. There is an unknown tug in the bay off-shore from Sunset Park. A marine architect had dived on it about 20 years ago and said it was a tug. It is in the location known to be where the tug *Leathem D. Smith* was abandoned. The vessel can be reached from shore from Sunset Park or from a boat. Members interested in participating should contact Russel Leitz by email at rleitz@vbe.com or phone at 715-258-2935.

Bailey's Harbor 2003 Project

by Russel Leitz

I would appreciate any suggestions or information on wrecks and strandings in the harbor of Bailey's Harbor. Presently, I have come up with 15 wrecks plus a name and date - Forrest, May, 1851 which I cannot find any information about. Brief information on these vessels is given on page 8. I have not as yet done any research at the Milwaukee Library.

From our survey work in Bailey's Harbor last summer, Site #1 is a side piece 110' 10" long which is too large for most of the wrecks. Site #2 has a center board trunk measuring 9' from above the frame notches before it disappears below the sediment. This summer I hope to find how much more is below the sediment. This piece also appears too big for most of the wrecks.

A list of 40 vessels which were released is on page 9.

If you have information on more wrecks or strandings in the harbor please contact Russel Leitz by email at rleitz@vbe.com or call 715-258-2935. Please include your source.

Wisconsin's Water Transportation Of Timber

by Hank Whipple

Wisconsin's nineteenth century "interstate highways" for transporting people and items of commerce, including forest products, were her waterways. In the northwest these were the Mississippi, St. Croix, Chippewa and Black Rivers; in the north Lake Superior; and in the northeast Green Bay and the Wolf and Fox Rivers. The white pine forests of the northern two-thirds of Wisconsin in 1825 contained an estimated one hundred thirty billion board feet of high grade lumber, enough to build thirteen million homes. In one lifetime, Wisconsin's white pine forests would become virtually extinct.

During the winter the trees were cut into sixteen foot lengths at the lumber camps, hauled to a river bank and stacked on rollways awaiting the spring thaw. With ice out, the down river drive crew, "river pigs", rode and guided the floating logs to the confluence of the tributary rivers of the Mississippi and the Great Lakes. There they were retained in the floating log booms waiting transportation to the saw mills. The tributary rivers' process was occasionally interrupted by log jams that would completely block the timber's movement, backing up the river for miles. An 1888 jam of the Chippewa River involved an estimated one million logs that were piled up to forty feet high and extended fifteen miles up stream.

Steven Hanks, a cousin of Abraham Lincoln, was the first to use a steamboat to tow (pull) a log raft on the Mississippi in the 1840s. After his first season of towing, it was found that pushing the rafts was more effective. To this day,

river cargos are pushed rather than pulled. The last river timber tow occurred in 1915.

Timber transportation on the Great Lakes was a substantially different process from that used on Wisconsin's western rivers. Schooners and schooner barges, often towed in a series as a consort to a tug or steamer, were used to transport pulpwood on Green Bay in the late nineteenth century. However, the raft tow was used for timber and for pulpwood it was far more cost effective compared with the labor intensive hand loading and unloading of the pulp vessels.

Unlike the Mississippi, the rafts on Green Bay and Lake Superior were actually towed, not pushed. It was not unusual in the 1890s to be able to witness a " tear drop" shaped tow containing 1.2 million board feet of pine logs, some fifteen million logs, covering an area of 12 acres. By the end of the decade, pulpwood had replaced the pine logs in the tows. The larger pulpwood tows could contain as many as 3,000 to 3,500 cords of four foot long spruce, poplar or other soft woods destined for Green Bay, DePere and other Fox River Valley communities.

The Green Bay rafts were a serious hazard to navigation. They were on a long towing cable behind the tug, the wood riding barely above the water's surface, unlit at night and unmarked during the day, making them almost invisible on a sunny day and invisible at night or in rain, snow or fog. Try as they might to get Congress to enact safety legislation the other Great Lakes commercial users of these waterways were never successful. The lumber barons had the ear of Congress.

By 1900, railroads had supplanted the western rivers as a means of timber transportation. The age of river timber rafting was drawing

to a close. 1915 saw the last of the great Mississippi River timber rafts. The last rafting on Green Bay was in 1920 and on Lake Superior in 1972 marking the close of the Wisconsin timber rafting era. The evolution of timber and pulpwood transportation in Wisconsin is like so many other transportation patterns. Today, the state's forest products no longer travel over her "liquid highways". Their transport now is by truck or train which is faster but certainly a lot less romantic than yesterday's schooners, schooner barges, lumber hookers, rafting or steamboat tows.

Correction

The WUAA information brochure and website contained incorrect information regarding the site survey of the wreck *Hatie Taylor*. The survey was not directed by the Wisconsin Underwater Archeology Association. The work was done by Robert Tom and Charles Tom. We apologize for the error.

Russ Green Leaving Historical Society

Underwater archeologist Russ Green has announced that he will be leaving the Wisconsin Historical Society at the end of March. He has accepted a position with the National Maritime Sanctuary at Alpena, MI. Underwater Preservation duties will be handled by Keith Meverden until the position is filled.

Email Distribution

If you would like to receive Wisconsin's Underwater Heritage by email, please send us a message at wuaa@mailbag.com. The newsletter will be in Adobe pdf format.

Shipwreck Research

collections of research libraries such as the Milwaukee Pubic Library's Herman Runge Collection, the Institute for Great Lakes Research at Perrysburg, Ohio, the Michigan Maritime Museum at South Haven and Detroit's Dossin Great Lakes Museum. These libraries boast massive indices and catalogs containing photos and history on many thousands of Great Lakes vessels. Many of these indices are now computerized for quick research and a few are even available on-line via the internet. Other important secondary resources are books by local and regional authors. Aside from the obvious books about Great Lakes shipwrecks, many obscure, self

published books on local history list excellent shipwreck information. County, city and regional historical societies are also excellent resources for information on obscure local vessels and maritime history.

Other very important sources for Great Lakes shipwreck information are the various vessel registers and directories produced in the latter 1800s by insurers and the government. In 1867 the Treasury Department began producing a yearly directory of US Merchant Vessels. These directories, which are still produced today in electronic form, list tonnage, year built, builder, year built and lost and many other demographics for Great Lakes vessels. Another important directory is the Inland Lloyds Register. The Inland Lloyds was a cartel of Great Lakes marine insurance companies that was formed in 1855 to establish standards for vessel construction and to set standards for marine insurance rates. Originally known as the Board of Lake Underwriters, the group cataloged and rated ves-

Milwaukee Sentinel *traffic list & wreck report on Gallinipper loss, author's collection.*

sels and published a yearly listing of all Great Lakes vessels that were insured beginning in 1855 and ending in 1907. These directories also list many demographics and often contain information on obscure vessels that can be found nowhere else. Other important registers which list information on Great Lakes vessels are the Beeson's Marine Directory (1887 - 1921), Green's Marine Directory (1908 - 1962) and Polks Marine Directory (1880s,1890s). Several other directories exist for Great Lakes vessels of the early 1900s and are mentioned in Feltner's Bibliography.

The best primary resources for information on Great Lakes shipwrecks are commercial and sport fishermen. They know where their nets and lines snag and often keep LORAN numbers on notorious snags. More wrecks have been found through the reports of fishermen than by any other means. The second best primary resources are newspapers. As early as the 1820s, newspapers ran columns devoted exclusively to Great Lakes marine news. These papers carried word of all known accidents, regardless of severity and usually reported all salvage work on wrecks as well as vessel movements in and out of major ports. Many of these papers have been preserved on microfilm as far back as the 1820s and are now extremely valuable sources for archival information. Among those papers which reveal the most information on Great Lakes wrecks are the *Milwaukee Sentinel*, the *Lake Superior Journal*, the *Duluth Minnesotian*, the *Marquette Mining Journal*, the *Chicago Inter-Ocean, Cleveland Plain Dealer*, *Buffalo Morning Express, Oswego Herald* and the *Detroit Free Press*. Numerous other community newspapers also carried news of shipwrecks if they occurred in the area.

Today, the repositories for these newspaper microfilms are local and regional libraries. Researchers who wish to make use of newspapers must however, know at least the year, and preferably the date of an accident. Without a date, researchers have the thankless task of reading through months and even years of newspapers in order to find perhaps one cryptic entry. However, researchers who have been forced to do this are often rewarded by finding accounts of other previously unknown wrecks.

Perhaps we know only the name of a vessel and have no idea when she wrecked. We have checked all known secondary resources and

Meeker certificate, National Archives

they don't list her. We might then look at the vessel's "enrollment" records. Sometimes referred to as a registry or certificate, a vessel's enrollment certificate is like a birth certificate. Beginning around 1812, all American merchant vessels on the Great Lakes were required to carry a Certificate of Enrollment or a Certificate of Registry issued by customs houses at major ports. Beginning in 1867, all merchant vessels were also assigned an "official number" when they were enrolled. An official number was like a fingerprint which stayed with a vessel throughout her life even if her name changed. Official numbers are particularly useful in identifying the many vessels which changed names multiple times and in identifying multiple vessels with common names such as the many vessels named "Mary" or "Ann."

When a vessel was first launched, she was given an enrollment certificate and had to surrender it and get a new one any time she changed tonnage, dimensions, rig, owners, captains, home ports, or was wrecked. Certificates of Enrollment give a tremendous amount of information about a vessel. They list her owner, master, builder, gross and net tonnage, official number (before 1867), dimensions, rig, year and place built, type of stem and stern, date and place of current and previous registry and reason for surrender of certificate. These vessel enrollments have been preserved by the National Archives and

are available on microfilm at several research libraries in the midwest. It is through vessel enrollment certificates that we know the names of many historic Lake captains as well as the dimensions and description of many historic vessels. Most of the remaining vessel enrollments for Great Lakes ports were transcribed in an ambitious project by the Wisconsin Marine Historical Society and are now searchable in an online database at http://www.ship-wreck.com/shipwreck/wmhs/

The enrollments for many Great Lakes ports have been compiled into chronological indices which list dates and places of subsequent enrollments as well as the reasons for subsequent surrendering of certificates. Using these indices it is possible to trace the entire career of a Great Lakes vessel. We can find each time she was sold and to whom, who all her captains were, when and if she was rebuilt or re-rigged, if she changed home ports or names, and most importantly, when and if she wrecked. Finding a vessel enrollment that was surrendered as "vessel lost," "abandoned" or "wrecked" indicates that the vessel probably never sailed again. It also gives us an idea of the year and possibly the month that the vessel was lost. However, some owners and captains waited months and even years to surrender a vessel's papers, while holding out hope for salvage. Subsequently, surrendered enrollments can give only an estimate of when the vessel wrecked, but they also provide a great deal of vessel information and can save a good deal of time searching through newspapers.

Another important primary resource for information on Great Lakes shipwrecks is the US Lifesaving service. In 1874 the US Government established many

Shipwreck Research

Lifesaving Stations on the Great Lakes in response to the appalling loss of life caused by shipwrecks. Staffed by well trained and fearless crews, these stations kept regular watches and responded to any reports of marine accidents regardless of the weather. Using only small surfboats, these "storm warriors" often lost their own lives trying to save those of shipwrecked sailors. The harrowing accounts of their daring rescues have been preserved by the National Archives and are both fascinating and dramatic. The Station Keepers were responsible for recording the handwritten accounts of each call the crew went out on, and these are now available at selected research libraries in the midwest. Abbreviated versions of these accounts are also available in the printed hardcover Annual Report of the US Lifesaving Service, which runs from 1876 - 1914.

One of the least known sources for researching shipwrecks on the Great Lakes are the records of the US Weather Bureau (1869 – 1900). In 1869, Milwaukee scientist and naturalist Increase Lapham lobbied the US Congress to establish a Federal Weather Bureau in response to the devastating number of shipwrecks on the Lakes. Lapham compiled an extensive accident list for 1869, which was published in the Congressional Record. Each year thereafter, another extensive wrecklist, including several hundred accidents, was published in the Congressional Record under the heading of the Chief Signal Officer Report. These lists are among the most complete sources of data for information on specific Great Lakes vessel accidents and losses. Similar comprehensive annual accident lists had been published in newspapers

by marine reporters since about 1840 and nearly all have been collected and are being transcribed into an online searchable database at http://www.ship-wreck.com/shipwreck/wreckdb/.

Often overlooked as primary resources for shipwreck information, archival and modern maps and charts commonly show the location of shipwreck remains. Many old ships were abandoned in harbors and waterways without a second thought and their identities have since faded into history. Their remains however, sometimes offer

J.W. Hall Scrapbook, C.P. Labadie collection

DEATH OF A SUBMARINE DIVER.

Port Huron, Mich., May 3.—Joseph Joyce, a diver, engaged on the little wrecking schooner O. Wilcox of Detroit, lost his life to-day from fright while in his diving suit. Joyce was on the bottom looking for the remains of Captain Fred Calvin, and while thus engaged the life-line of Joyce got foul of the Wilcox's anchor chain. While trying to get it clear he became excited and lost his presence of mind, and actually died from fright, which caused congestion of the brain. Joyce lived at Bronte, Ont., and was unmarried.

unparalleled wreck diving and excellent opportunities for archeological investigation. Older charts in particular are likely to show the location of long forgotten wrecks and many research libraries have map collections dating back to the early 1800s.

Probably the most important historical work ever written about the Great Lakes was John Brandt Mansfield's 1899 epic *History of the Great Lakes*. This rare two volume series is simply unbelievable in the amount and scope of information it contains. Mansfield attempted to list every vessel that ever sailed the Lakes before 1899, as well as every shipwreck. The result was a massive index which preserved historical information on many obscure ves-

sels that would have otherwise been lost. These volumes have become standard research tools for Great Lakes historians and aside from vessel enrollments, are one of the best sources for information on Great Lakes vessels of the 1800s.

When conducting research into shipwrecks it is also important to contact other divers. More than a few divers have spent long hours searching for a "virgin" wreck only to find that local divers had been visiting it for years. Divers today are increasingly willing to share wreck locations with other responsible divers. In this regard, it may be valuable to attend some of the annual meetings and conferences where Great Lakes wreck divers and historians gather. The annual Gales of November Conference at Duluth, Minnesota is a great place to network with other divers, as are Chicago's annual Our World Underwater Conference and Milwaukee's Ghost Ships Festival. The premier event of this sort is probably the Great Lakes Shipwreck Festival hosted annually by the Ford Seahorses dive club in the Detroit area. It has been held for over 20 years and attracts thousand of divers and researchers each year. It is also very helpful to become involved with one of the many volunteer organizations for Great Lakes wreck divers. Such organizations have developed to assist State and Provincial Underwater Archeology efforts and to maintain and monitor underwater preserves. The Wisconsin Underwater Archeology Association, the Underwater Archeology Society of Chicago, Save Ontario Shipwrecks and Preserve Our Wrecks are examples of active organizations involved in research and preservation of submerged historic and cultural resources. They offer many opportunities for divers to receive training

in Underwater Archeological survey methods and to network with other divers and historians.

The internet is also rapidly becoming an excellent resource for Great Lakes shipwreck divers and historians. Many websites are available that list locational and historical information on wrecks. The Great Lakes Shipwreck Research Website is an important hub for researchers seeking a central starting point. Some research facilities have also placed their catalogs online in searchable databases. The Milwaukee Public Library recently placed the index to its Great Lakes Marine Collection online. Another online database that is interesting is the NOAA Submerged Obstruction Database, which contains LON/LAT records for many unknown obstructions. This database however, is rather difficult to use and contains a lot of inaccurate information. The Marine Museum of the Great Lakes at Kingston has placed several databases online including its file on Canadian vessel enrollments. Save Ontario Shipwrecks has also placed several large databases online in its Marine Heritage Database. ◩

The main sites used by Great Lakes maritime history researchers are as follows:

Great Lakes Shipwreck Research: A main hub for locating other Great Lakes maritime history and diving websites. Features an online newsgroup, bookstore, dive and research directories as well as regional content devoted to Lake Michigan and Superior shipwrecks. http://www.ship-wreck.com

The State Historical Society of Wisconsin's Online Databases: SHSW has a number of important repositories for Great Lakes maritime history materials. Among the best are the Wisconsin Newspaper Index done by Russ Leitz and the Wisconsin Historic Wreck Database. These excellent resources can be accessed at:http://www.maritimetrails.org/research.cfm and http://www.wisconsinshipwrecks.org/ Another little known but excellent SHSW maritime site is: http://webcat.library.wisc.edu:3200/GreatLakes/

Walter Lewis' Great Lakes Maritime History Site: The most important online repository for archival documents and vessel enrollments. Currently contains several important archival vessel registers as well as an online database of all Great Lakes vessel enrollments prior to 1861. http://www.hhpl.on.ca/GreatLakes/

Maritime Museum of the Great Lakes at Kingston: Excellent online databases for Canadian vessel enrollments, steamship lists, archival news articles. http://www.marmus.ca/marmus/Collections%20Catalogue.htm

The David Swayze Wreck Database: The most important online repository for Great Lakes shipwreck data in existence. Several thousand wrecks are listed with complete demographics and details. References are cited and wrecks are meticulously researched. http://www.ship-wreck.com/shipwreck/swayze/

Milwaukee Public Library Great Lakes Marine Collection: The Library's catalog includes the 8,000 Vessel Files in the Great Lakes marine collection. The text of the vessel files can be accessed online. http://www.mpl.org/files/central/greatlakes/glakes.htm

1897 Beeson's Marine Directory *Accident List, author's collection*

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VESSELS LOST DURING SEASON OF 1897 NUMBER 40.

Losses to Boats and their Cargoes are less than the average for several years. Few vessels have been stranded and those built of Steel have made a splendid record. Tonnage passing out of existence for the year aggregates about 25,000 net tons, valued at $440,000.

The season was the longest in the history of inland marine, but the losses to boats and their cargoes was below the average for several years. Owing to the division of lake underwriters into hostile camps, with no interchange of reinsurance, and a general bottling up of information, it is impossible for anyone to make a trustworthy compilation of losses which were otherwise than total. Underwriters themselves have only shrewd guesses at the other fellows' losses to go by.

It seems probable, however, that the aggregate of losses from strandings is much less than it was last season, and far below the figures of 1895. Fewer steel vessels have been ripped to pieces, and there was not enough work on them to keep the shipyards busy during the winter, as has been the case after some other seasons.

LOSSES ON LOW GRADE VESSELS.

Total losses have fallen very largely on vessels which had passed out of grade and were no longer profitable property. The effect of deeper channels has been shown in the foundering of several

April 16—Schooner I. M. Forrest, ashore at Pentwater. . . . . $ 400, Loss.
April 18—Schooner C. N. Ryan, stranded near Ludington, Mich 3,500
April 29—Schooner Wollin, stranded at Sheboygan, Wis. 350
April 29—Schooner Lookout, ashore at Two Rivers, Wis. 2,000
May 15—Tug Irene, burned at Menominee . 2,000
May 16—Tug A. Mosher, burned at Sturgeon Bay 3,500
May 20—Steamer Florida, sunk in collision on Lake Huron. 100,000
May 29—Steamer Lewis Shickluna, sunk in collision on Lake Erie 15,000
June 28—Steamer Periwinkle, burned at Toledo 5,000
July 11—Schooner F. M. Smith, ashore at South Haven. 400
July 18—Tug J. W. Eviston, burned at Duluth. 2,500
August 19—Schooner Emma Banner, capsized, Lake Michigan 1,200
August 31—Schooner Home, ashore in St.

Bailey's Harbor Wrecks

May 1, 1851	*Janette*	schooner	Struck north reef of Baileys Harbor. (3,6)
May 1863	*H. Mitchell*	schooner	Ashore at Baileys Harbor. No mention of recovery. Listed at 194 t (1,3)
Oct. 30, 1865	*Lewis Cass*	schooner	On the reef opposite the lighthouse. 98 x 24 x 9 (1,3,5,6)
Sep. 29, 1869	*Fairfield*	schooner	Ran on reef off north point of Bailey's Harbor. Close to the Lighthouse. Went to pieces and drifted ashore. (1,3) 111' x 23.5 x 10.4' at 169 t (6) 128' x 26' x 11' at 199 t (5)
Oct. 23, 1870	*Joseph Cochrane*	schooner or barque	Went on north reef at Bailey's Harbor. 131.2' x 25.2' x 9.8' (1,3,6)
Oct. 19, 1878	*Two Katies*	schooner	Some reports said vessel foundered 4 miles out from Bailey's Harbor. In State files from Milwaukee Sentinal 10/21/1878 Mr. Parker, owner of lumber on board, requested vessel to come to Bailey's Harbor to pick up lumber. Milw. Sentinal 10/25/1878 Quotes Capt. Doad of the scow as saying "The disaster was brought about by a collision with the propeller Waverly off Whitefish Point on Friday morning last. Finding the vessel to be in a sinking condition, she was run into Bailey's Harbor and beached, where the southeast sea of Sunday and Monday completely broke her up. Most of her cargo of hardwood lumber can be saved." 88.2' x 18.4' x 6.0' (6)
Dec. 1879	*Warren*	schooner	Pulled out to end of pier and allowed to sink. 83.6' x 19.7' x 6.9' (1,3,6)
Dec. 13, 1879	*Free Democrat*	schooner	East side of Baileys Harbor. L 63.5' 40.6 t (1,3,6)
Oct. 16, 1880	*Josephine Lawrence*	schooner	Lying near the *Pauline* which is on the beach. Nearly covered with sand about 1/2 miles east of range lights. 83' x 22' x 7' (1,3,4,5,6)
Oct. 25, 1884	*Christina Nilson*	schooner	On outer reef. On north point to inlet. L 139.4' x 26' x 11.4' (9) (1,2,3,4,6,7)
Dec. 10, 1893	*South Side*	scow-schooner	Settled to bottom in Baileys Harbor. Broken in two amidship. It apparently didn't go ashore. 101.0' x 25.0' x 5.0' (1,3,6)
Aug. 8, 1896	*Emeline*	schooner	About 400' west of the range in Baileys Harbor. L 111.4' x 22' x 7' (1,3,6)
Oct. 31, 1898	*M. Capron*	schooner	Beached due to heavy southerly blow. Another report says wind worked to east'ard. 116.4' x 22.5' x 8.9' (1,3,6,10)
Nov. 10, 1901	*Peoria*	schooner	1 mi. W. of life saving crew station. Second time ashore on reef near lighthouse. Struck almost the very spot wrecked 20 yr. before. 112.1' x 24.3' x 8.8' (1,3,4,5,6,7,8,10)
Mar. 10, 1929	*Pathfinder*	gas screw	Gone ashore at Baileys Harbor. Dropped from the registry. 32.2' x 9' x 3.0'. (3,8)

Sources

1. *Door County Advocate*
2. *Manitowoc Pilot*
3. Paul J. Creviere, Jr., *Wild Gales and Tattered Sails*
4. Walter M. and Mary K. Hirthe, *Schooner Days in Door County*
5. David Swayze's database
6. Wisconsin Historical Society files
7. *Weekly Expositor Independent* (Sturgeon Bay Newspaper)
8. Bailey's Harbor Life Savers Wreck report
9. *The Independent* (Sturgeon Bay Newspaper)
10. *Door County Democrat*
11. *The Expositor* (Sturgeon Bay Newspaper)

Bailey's Harbor Releases

1868	*Gamecock*	schooner	Ran upon reef at Bailey's Harbor and off in damaged condition. (1)
Aug. 1869	*St. Joseph*	propeller	Run aground south of lighthouse at Bailey's Harbor and released. (1)(2)
Nov. 1869	*Magic*	schooner	Aground on north reef of Bailey's Harbor, west of channel by lighthouse. June refloated and rerigged. (1)(2)(3)
Dec. 1869	*Gen. Grant*	sloop	Ashore at the head of Bailey's Harbor and got off. (1)
Dec. 1869	*Blue Belle*	schooner	Ashore on north reef at Bailey's Harbor. June, 1870 hauled off reef by tug Kitty Smoke (1)(3)
Dec. 1869	*Yankee Trader*	schooner	Ashore at head of Bailey's Harbor and got off. (1)
Oct. 1870	*Z. Master*		On the reef at Bailey's Harbor and off. (1)
Nov. 1873	*H. G. Hartzel*	schooner	Went on the reef at Bailey's Harbor and got off. (1)
Oct. 1875	*Colin Campbell*	steambarge	Driven on sand beach at Bailey's Harbor. In existence after 1875. (1)(2)(5)
Nov. 1875	*S. V. R. Watson*	bark	Driven on sand beach at Bailey's Harbor. In existence after 1875 (1)(2)
Nov. 1878	*Two Fannies*	schooner	Total wreck at Bailey's Harbor. Involved in another wreck Nov. 1879. (1)
Oct. 1880	*Cascade*	schooner	On the beach. DCA shows in operation after 1880. (1)(4)
Oct. 1880	*James Platt*	schooner	Ashore at Bailey's Harbor. Nov. report has damage from being ashore. (1)(4)
Oct. 1880	*L. J. Conway*	schooner	Tug A. W. Lawrence pulled schooner off the beach a Bailey's Harbor (1)(4)
Oct. 1880	*Lettie May*	schooner	Ashore near range lights. Was operating after 1880. (1)
Oct. 1880	*Louisa McDonald*	schooner	Ashore at Bailey's Harbor. Was operating after 1880. (1)(2)(4)
Oct. 1880	*Pauline*	schooner	Ashore at Bailey's Harbor. July 1881 released from beach. (1)(4)
Nov. 1881	*J. H. Mead*	schooner	Beached at Bailey's Harbor. In operation after 1881. (1)
May 1883	*A. G. Morey*	schooner	On the reef at Bailey's Harbor and released June 1883 (1)
Nov. 1884	*Itasca*	schooner	Went on south reef at Baileys Harbor. Pulled off. (1)(7)
Dec. 1886	*W. H. Chapman*	schooner	Struck outer reef at Bailey's Harbor and off. (1)(9)
May 1887	*Consuelo*	schooner	Ran on outer reef at Baileys Harbor. June, 1887 raised. (1)(2)
Aug. 1887	*Michigan*	barge	Went on south reef at Baileys Harbor. Released. (1)(2)
Aug. 1887	*S. C. Hall*	steambarge	Went on south reef at Baileys Harbor. Released. (1)(2)
Aug. 1887	*Samuel Flint*	consort	Went on south reef at Baileys Harbor. In operation after 1887. (1)
Sep. 1887	*Cheney Ames*	schooner	On outer reef at Baileys Harbor and released. (1)
Aug., 1889	*Z. G. Simmons*	schooner	Ran on point coming out of Baileys Harbor. In operation after 1889. (1)
May, 1890	*Merrimac*	steambarge	Aground on reef at Baileys Harbor. June 1890 released. (1)(2)
Nov., 1891	*Belle Laurie*	schooner	Ashore at Baileys Harbor and June of 1892 pulled off beach. (1)
Dec, 1891	*Nancy Dell*	schooner	On beach at Baileys Harbor and pulled off. (1)
Jun., 1893	*Ida*	schooner	Ran on reef near Baileys Harbor. DCA shows it in operation after 1893. (1)
July, 1896	*Dundee*	schooner	On a rocky shoal at entrance to Baileys Harbor. Nov., 1897 to Milwaukee for repairs. (1)
Jul., 1896	*Horace A. Tuttle*	steamer	On a rocky shoal at entrance to Baileys Harbor. DCA shows it in operation after 1896. (1)
Oct. 1901	*Thomas Wilson*	whaleback	Grounded on Baileys Harbor reef and released. (1)
Dec., 1901	*Challenge*	schooner	One entry says on north reef at Baileys Harbor but next week released from north reef off Mud Bay. (1)
Jul., 1910	*Onoko*	steamer	Stranded on reef off Baileys Harbor. In operation after 1910. (1)
Sep., 1910	*Ida H.*	launch	Ran on south reef off Baileys Harbor. Left the following morning. (1)
Jun., 1914	*James H. Shrigley*	steamer	Stranded on outer end of Baileys Harbor reef and finally slipped off reef. (1)
Jun., 1923	*Alex B. Uhrig*	steamer	Ran on south reef of Baileys Harbor and released by wrecking tug Favorite (1)
July, 1948	*Airbanas*	yacht	Aground at Baileys Harbor. Placed on derrick scow. (1)

Coming Events

April 17, 2004 — **Wisconsin Underwater Archeology Association Spring Meeting**. La Crosse, WI. For information contact Russ Leitz at 715-258-2935 or rleitz@vbe.com.

April 23-25, 2004 — **Our World Underwater**. Donald Stephens Convention Center, Rosemont, IL. For information check their web site at www.ourworldunderwater.com or send email to info@ourworld underwater.com

June 5-13, 2004 — **Wisconsin Underwater Archeology Association Summer Field Project.** Sturgeon Bay, WI. Contact Russ Leitz at 715-258-2935 or rleitz@vbe.com.

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