

# Wisconsin's UNDERWATER HERITAGE

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## Shipwrecks in Review

by Dr. Richard Boyd

As has been our ongoing custom, we once again review current events which took place over the past 1-2 years within the disciplines of shipwreck discovery, exploration, and archeology. This issue covers noteworthy incidents involving sub-aquatic archeology, geology or history throughout the world.

Off the East Coast of the USA, the NOAA has located the wreck of the *Portland*, a side-wheel steamer lost in 1898 off Massachusetts with significant loss of life. Sonar and ROV investigations showed that the hull is largely intact and sitting upright on the bottom. Historically, the furor created over the *Portland*'s 190 fatalities sounded the death rattle for oceanic passenger service via side-wheel steamers. Within a few years, that mode of travel became extinct! Further study of the wreck will be undertaken by NOAA.

Further down the East Coast off the Carolinas, work continued on the famous Civil War gunboat, *Monitor*. A team of NOAA specialists had been assessing the rapid deterioration of parts of the vessel to determine if certain components could be raised for preservation. Bottom line data suggested that if the items were not raised soon, they would be completely lost to sea water corrosion. Thus the engine, propeller and

gun turret were slated for recovery. When salvage began early in 2002, human bones were encountered near the gun turret, so an Army forensic archeologist was brought in to properly handle any recovered skeletons. Sixteen men were known to have been lost with the gun ship.

The turret, with its huge Dahlgren cannons still inside, was successfully lifted and taken to shore via a Navy barge. The 150-ton artifact was then submerged in a storage tank of cold water at the Mariner's Museum in Newport News, VA. Further study and conservation is now underway and is expected to take over a decade to complete. Additional news discloses that NOAA's new Maritime Archeology Center will also be located at the Mariner's Museum and should be fully operational in several years.

Perhaps the most heralded event in underwater archeology of the past few years was the discovery and salvage of the Confederate submarine, *Hunley*. As you may recall, the *Hunley* was the first submarine to ever sink an enemy vessel in war, in this case, the Union warship, *Housatonic*. Following this successful attack, the Civil War submarine mysteriously disappeared without a trace. In the mid-1990's, the sub was located buried in the sand bottom off South Carolina's Sullivan's



Island by famous author and shipwreck hunter, Clive Cussler. After considerable study and considerable bickering among those authorities claiming oversight of the *Hunley*, a plan was evolved to raise the vessel.

With enormous fanfare and media coverage, the hull was excavated, enclosed in a special cable cradle, and gently lifted to the surface. So precise was this operation that the hull was raised at the same 45° angle at which it rested on the bottom for 136 years! It was then transported into the harbor at Charleston, SC to an old naval base where a 6,000 foot warehouse had been converted into a lab to conserve the submarine. Upon arrival, the vessel was immediately placed in a tank of refrigerated fresh water to inhibit any microbial growth. A very complicated system of cathodic protection has been applied to maintain a delicate chemical balance which will prevent any corrosive decomposition of the metal hull until it can be properly stabilized.

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## Wisconsin Underwater Archeology Association News

### Meteor Cleanup and WUAA Fall Meeting

WUAA is planning a return trip to the *S.S. Meteor* in Superior, WI over the weekend of September 27, 2003. Last fall's "working weekend" had WUAA members working with local volunteers in the engine room. This year, we will continue work in the engine room and also the galley – lots of scraping and painting. All tools and materials are supplied, but if you have a favorite pair of goggles or work gloves, feel free to bring them. A power scraper would be especially welcome.

Susan Anderson, director of Superior's three city-owned museums (which include the *Meteor*, Fairlawn Mansion and the Old Firehouse and Police Museum), has arranged for a Saturday evening program for us. Local maritime historian and author Al Miller will meet with us and talk about Alexander McDougall, designer and builder of the whaleback freighters, and the

*Christopher Columbus* – the only whaleback passenger steamer. In an informal presentation, Miller will talk about how the *Columbus* came to be built, its design features and how it represented a shipbuilding market that never quite materialized.

The museums have also arranged housing for us on Friday and Saturday. They have reserved the same house that we used last year but note that it is now equipped for food preparation! The cost of the house will be shared by the museum, WUAA and the volunteers. Susan has promised to provide lunch on Saturday, her soon-to-be-famous chili.

The fall business meeting of the Association will also be held on Saturday, September 27. The schedule for the weekend will be:

**FRIDAY September 26:** Arrive when you can. The house address is 2200 on Highway 2 and 53. It is located directly behind the Driftwood Motel. When you arrive, go to the house

first and see if anyone is there. If the house is not open, go to the motel desk. The *Meteor* is open Friday until 5 pm.

**SATURDAY September 27:** Breakfast at the house, then directly to the *Meteor* (only about 1 mile north on Hwy 2/53). Lunch will be provided. Return to the house about 5 pm, organize dinner and get ready for Al Miller's program at 6:30 (in the living room). WUAA business meeting will follow the talk.

**SUNDAY September 28:** Those of us who can put in a few more hours at the *Meteor* will do so on Sunday morning—we will let the museum staff know our schedule and plans.

This is a fun and worthwhile project – we hope you will join us! For more information contact Russ Green at 608-221-5909 or [rtgreen@whs.wisc.edu](mailto:rtgreen@whs.wisc.edu).

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

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

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

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## Executive Meeting

A meeting of the executive committee of the association was held on July 10, 2003 in Madison. Following are some of the items discussed.

Due date for newsletter articles are Feb. 28, May 30, Aug. 30 and Nov. 30.

Status of offer by WUAA to assist DNR in paying for signs which will be posted at boat ramps close to wreck sites. Hank Whipple reported that due to budget cuts the DNR does not have personnel to do it. Hank will see that the project gets completed.

Update on steam engines on barge *Gaillard*, which will be dismantled. Danny Aerts is our contact person and will check on present status of steam engines on barge. We were willing to take and preserve some of the steam engines.

Russel Leitz passed around a brochure on the steamship cabin now located at Winneconne but not open to the public as yet. He will contact chairperson involved in the preservation of the steamship cabin. It is two stories, measures 17 ft. by 47 ft. and was preserved in a bungalow style cottage which measures 37 ft. by 67 ft.

Officers elections will be held at the Sept. 27 meeting. Russ Green will be contacting individuals to determine their interest in being officers.

Future meeting dates: Sept. 27, 2003 at Superior; April 17, 2004 at LaCrosse; Sept. - Oct. 2004 in Wausau area.

The next Executive committee meeting is Thursday Nov. 6, 4:00 p.m. at the Atlas Lab.

## Baileys Harbor 2003 Project Report

We wish to thank all WUAA members that participated in the June 7-15 project at Bailey's Harbor. Any amount of diving was appreciated. The preliminary drawings for all three pieces were completed, subject to any additional information that Cathy and Russ Green might request.

There were 8 days of diving with Tuesday being a rain out. Nine different divers totaled 51 dives and 73 hours 37 minutes.

Participants with number of dives and time in water in parentheses, were:

Danny Aerts (3, 4 hr:20 min)  
 Bud Flood (8, 12 hr:20 min)  
 Cathy Green (4, 4 hr:44 min)  
 Russell Green (4, 5 hr:23 min)  
 Bob Jaeck (3, 4 hr:45 min)  
 Russel Leitz (14, 24 hr:45 min)  
 Bob Lijewski (4, 5 hr:25 min)  
 Hank Whipple (9, 9 hr:25 min)  
 Thomas Wolos (2, 2 hr:30 min)

Drawings from the mylar sheets were traced onto a graph paper with the aid of a light table. Thanks to Thomas Wolos we now have 2' by 4' light tables which will make the tracing much easier than the 1' by 2' craft light table used previously.

We want to thank WUAA member Jim Robinson of Shoreline Charters in Gills Rock for furnishing air for the 51 dives.

Thanks also to Hank Whipple who furnished his cabin and boat for the nine day project and Jon Van Harpen was ready with his boat if needed, although due to cancellations it was not.

Finally, we want to thank Russ Leitz for the many hours he spent organizing the project.

As drawings and information on the three pieces are finalized they will be included in future newsletters.

## State Archeologist Leaves WHS

State Archeologist Bob Birmingham announced that he is leaving the Wisconsin Historical Society.

"I'm leaving reluctantly," said Birmingham, who has been the state archeologist for that past 14 years. "But all the economic troubles the state Historical Society has been having for some time didn't bode well for my future, or that of the rest of the staff."

Birmingham will leave in January to accept a teaching position at UW-Waukesha and to write about Wisconsin history.

Bob was a great supporter of the underwater archeology program in the state and has been a good friend to the Wisconsin Underwater Archeology Association.

(From a story in the *Wisconsin State Journal*, July 23, 2003.)

## Shipwrecks in Review

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Of particular interest during the past two years has been the archeology conducted in the sub's interior where the crew is entombed. A riveted hull plate was removed and careful excavation commenced which uncovered an astounding array of machinery, equipment, personal artifacts and, of course, human remains. These investigations have solved a number of historical questions surrounding the *Hunley* and its crew. For example, legend held that the ship's commander, Lt. George Dixon, had always carried a special keepsake from his girl friend. This item was a dented gold coin which had been struck by a bullet at the Battle of Shiloh, possibly saving Dixon from death. This very coin was recovered from the *Hunley's* silted interior... engravings on it read: "My Life Preserver"!

As one *Hunley* mystery is solved, new ones pop up. One theory regarding the loss of the sub suggested it was sunk by the concussion generated by the explosion that blasted the *Housatonic*. However, legend said that spectators on shore saw a blue signal lantern some 40 minutes after the sinking, suggesting that the *Hunley* was safe and returning to base. During the excavations, just such a lantern was found, thereby canceling the notion that the sub was lost with the Union ship. Unfortunately, this discovery sheds no light on what actually did happen to the vessel. Also discovered in the silty residue was a set of Union soldier ID tags which led to speculation that perhaps a Federal spy was aboard the submarine. More likely explanations are that the tags were either a battlefield trophy procured by one of the Confederates, or that one of the sailors was a defector who left the Union navy early in

the war. Further research may solve this puzzle.

On the international platform, a number of highly interesting discoveries and projects have occurred. In the eastern Mediterranean, a merchant vessel from the Golden Age of Greece has been located near the offshore islands of Turkey. The Institute for Nautical Archeology (INA) for years has been systematically searching the near-shore areas of this region for ancient shipwrecks. Over the years, the remains of at least 100 vessels have been located, including one from the 5th century BC. This particular wreck was slated for excavation which required building a small "shanty town" perched on a rocky cliff called the Cape of the Single Rock. This facility would house about 30 workers who would study and excavate the ship for about two months per year over a three year period, ending in 2002.

The wreck itself, resting 140 feet deep on a rocky bottom, turned out to be a Greek merchantman from Greece's classic age, dated at about 425 BC. The wooden hull had disintegrated, but the cargo, various artifacts and ship's fittings were in excellent shape. Some of these were unique in nature. For example, at the bow of the ship were found two ophthalmoi, or ship's eyes ... two, six-inch marble disks, carved and polished to look like huge eyeballs. For centuries it was said that Greek ships had eyes in their bows which

allowed them to "see" during fogs and other inclement conditions.

It was assumed that if this tale was true, such "eyes" were merely painted on the hull. So the "legend" turns out not only to be true, but the structures themselves were far more elaborate on a simple trading vessel than was ever imagined.

As expected, the ship held many clay pots and common cargo flasks called amphorae (from Greek amphi, "on two sides" and phero, "to carry"). Many of these contained wine, but others held organic residues such as pine tar or a mixture called "salt and ribs of beef", a food product well-known in Grecian antiquity.

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The excavation yielded several "archeological firsts". A special copper nail found on the site indicated that the vessel's internal frames had been nailed to the outer hull which itself was pegged together. This is the earliest documented use of a maritime design which became standard in later Greek and Roman ships. Another interesting find was related to the vessel's anchor, which had been made of wood. The earliest anchors known had cross-arms made of stone to increase the arm's weight and thereby enhance the "biting action" of the flukes. Later anchors had wooden cross-arms with compartments carved into them which were filled with molten lead for that same purpose. On this wreck the wooden anchor had rotted away long ago, but the lead slugs from the cross-

tree survived, the oldest known examples of such nautical engineering.

Has one of Columbus' ships been found off Panama? Not one of the famous three vessels from his epic voyage, but rather the *Vizcaina*, lost at the end of a later expedition in 1503. Records indicate that Columbus, fleeing from hostile natives, stripped its rigging and then scuttled the *Vizcaina* off Portobelo, Panama. Cannons recovered from the site, as well as the ship's design and construction, are consistent with that of an early sixteenth century craft. However, Spanish conquistador Francisco Pizzarro also lost a ship in that area, so further research is needed to sort out its true identity.

As reported in 2001 in *National Geographic Magazine*, some of Cuba's underwater treasures have gone on limited public display in Havana at an ancient palace now known as the Museum of the City. From the waters surrounding the island have come a fascinating collection of historical artifacts and treasure. Cuba, of course, was the command center for the New World colonies of Spain and was also the official countinghouse for the wealth reaped from these territories. During that time, Havana harbor was the mustering point for the fabulous "silver fleets" (flotas) by which Spain transported these valuable commodities across the Atlantic to the homeland. Of course, a significant number of vessels were lost to storms and accidents throughout the Caribbean, many within Cuban waters.

**These oared galleys, largely show pieces of royal wealth and power, were 230 feet long with two decks, five keels and tiled walkways sporting cabins with copper roofs, mosaic walls and running hot water!**

Much material has been found in past decades by the Cuban underwater research organization known as Carisub. Their exploits have not received much attention in the USA because of our present strained political relations with Cuba. So much booty and archeological material lies within Cuban waters that the government has struck many deals with various treasure-hunting organizations. By written agreement, these groups receive exclusive rights to "prospect" certain offshore areas. The government gets 50% of the appraised value of any treasure found; from the value of the remaining 50%, the salvors get to deduct their expenses and then a split is negotiated on the residual material. A clause allows Cuban archeologists full access (and possible retention) of any material deemed to be of unique historical significance.

Some treasure recoveries have been striking! For example, one wreck yielded 13,392 silver reals ("Pieces of Eight"), the largest hoard of this important coin ever found in the New World. Other vessels have produced gold bars, coins and chains, ornate jewelry, magnificent gems, along with solid silver platters, drinking vessels and disk-shaped ingots. On the archeological front, finds consisting of personal valuables, grooming supplies, maritime artifacts and navigation instruments have provided special insights as to the nature of shipboard living and travel during the Spanish colonial period.

In Europe, several mysterious Viking-like ships have come to light

in a Scandinavian bog. This bog was once a fresh water lake located several miles inland from the Danish sea coast. These boats, typical in design to Viking longboats, have been dated to 350 AD, late in the Iron Age and over 400 years before the Vikings ravaged northern coastlines. Found with these longboats were an assortment of artifacts including various supplies, weapons and personal effects of considerable value. A number of the weapons were intentionally damaged prior to being deposited in the lake, a fact which puzzled investigators until the site of an ancient village was discovered near the lake. Several years of excavation and evaluation finally unraveled a likely explanation: The longboats had belonged to coastal raiders who landed on the sea shore to attack the inland village. The residents repulsed or killed the invaders, subsequently capturing their boats and supplies. The 5-ton vessels were then dragged by the villagers inshore to the lake and sunk there along with the personal effects of the raiders. Apparently the lake waters were considered to be sacred by these ancient people.

Like Wisconsin's Great Lakes Schooner Project, a similar reconstruction of a historic ship is underway in Italy. In this case, the ship being resurrected is a huge floatboat that belonged to the Roman emperor, Caligula, about twenty centuries ago. Caligula, a tyrannical ruler, was a man of many passions including gladiatorial combat, chariot races, public torture, and surprisingly, ships of all kinds. To indulge this last fixation, this despot had two massive vessels built and placed on Lake Nemi, known to the Romans as the "Mirror of Diana". Lake Nemi is a crater lake of modest size nestled in the Alban Hills south of Rome and is not large enough for any seri-

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## Shipwrecks in Review

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ous sailing ventures. These oared galleys, largely show pieces of royal wealth and power, were 230 feet long with two decks, five keels and tiled walkways sporting cabins with copper roofs, mosaic walls and running hot water! Caligula, hated by the Roman people, was assassinated in 41 AD and his palatial boats were sacked and sunk sometime later.

Beginning as early as 1446, attempts to investigate these sunken galleys were undertaken. Some of the earliest dive gear known to historians was used during these endeavors, including De Marchi's barrel-like dive suit (1535), often depicted in diving textbooks. In 1827, A. Fusconi even recovered artifacts from the ships using a diving bell based on a design by the famous astronomer, Edmund Halley. Finally, in the late 1920's, the ships were raised and placed in a museum by the Italian dictator, Benito Mussolini. How did he accomplish this amazing feat? Over a three year period, the lake was pumped down 65 feet so that the wrecks could be retrieved from dry land! The reclaimed ships created quite a stir in the archeological communities of the 1930's.

Unfortunately, this portion of the story has an unhappy ending. During World War II, a German artillery post was built adjacent to the museum established by Mussolini. As the Allies advanced, the Germans retreated and the museum was burned to the ground in the process. The Allies claimed that the Germans torched it, whereas the Germans said it was American shelling that destroyed the compound. Now, 60 years later, a group of historians has begun a reconstruction of the ship and museum facility. New buildings and a 230-foot ship's central keel of

oak already greet tourists at the visitors' center.

In the Far East, diving scientists have found remnants of fleets assembled in 1274 and again in 1281 by the great Kublai Khan to invade the islands of Japan. History relates that after conquering most of the Orient, the Khan demanded that Japan submit to his rule. After being rebuffed by Japanese leaders, the Khan organized an invasion fleet in his vassal state of Korea to cross the 110-mile strait to the southern tip of Japan's Kyushu Island. The fleet was said to have 900 ships to ferry some 23,000 Mongol combatants. The invaders arrived in southern Japan and a pitched battle with Samurai defenders began. However, Mother Nature in the form of a typhoon intervened, sending 300 ships and 14,000 Mongols to the bottom.

After this agonizing defeat, the Khan steadily regenerated his invasion force and in 1281 sent an even larger force against Japan. A small contingent sailed from Korea while a huge flotilla moved down the coast from mainland China. Their coordination was poor: the smaller fleet arrived early, was mauled by the Japanese defenders, and subsequently retreated into the Tsushima Strait. The larger fleet no sooner arrived when it was blasted by another huge storm. Most of the invading vessels were sunk with the loss of perhaps 100,000 soldiers. From these historical events came the term "Kamikaze" or "Divine Wind".

Even though the location of these maritime battles are well known, almost no archeological work was done until the 1920's when certain related land sites were excavated. No underwater investigations occurred until the 1980's when initial sonar surveys were conducted and divers raised many assorted artifacts obviously from the lost fleet. In the 1990's, several ancient ships'

anchors were discovered, including one still set into the bottom with its rope cable attached and stretched out toward deep water. Following this cable buried in mud, divers excavated their way down into 70 feet of water to a broken 280-foot ship from the Khan's doomed fleet. As bad luck would have it, the site was part of an area designated to become a government-sponsored fish-farming operation and thus archeologists were given only one year to investigate it. Even with this short deadline, the vessel yielded an vast array of artifacts from which some fascinating conclusions were drawn.

Some of the weapons recovered were especially noteworthy. An assortment of iron-tipped arrows, crossbow bolts, metal helmets and swords were found, but of great interest were the tetsuhau, aerial projectile bombs encased in ceramics. Having invented gunpowder about 300 AD, the Chinese had perfected a number of explosive weapons by 1200 AD. These tetsuhau represent the earliest known exploding shells as well as the first use of such projectiles in sea battles. These bombs were depicted in battle-scene drawings done centuries later and were thought by many historians to be fictitious weapons.

Many ceramic storage vessels recovered from the vessel were crudely made which perhaps indicated hasty manufacturing processes. The same sort of hurried workmanship was evident in the boat's anchors and fittings. This suggests that the Khan had rushed the assembly and organization of the invasion fleet which may have contributed to its dismal failure. After suffering these two horrendous setbacks, the Khan never again attempted to invade Japan. □

## Divers May Offer Rides to Aquatic Hitchhikers

Scuba diving is a sedative for the soul. Under the surface of the waves, you are enveloped in almost complete silence and become part of another world, interacting with fish as if you're one of them. So it's not surprising that many divers are environmental advocates. What may be surprising is that divers also are an important means for zebra mussels and other aquatic nuisance species to spread into inland lakes.

In the past several years, zebra mussels have taken up residence at recreational dive sites in Wisconsin, Ohio and Pennsylvania. Meanwhile, several agencies and organizations, such as the U.S. Coast Guard, have identified scuba divers as a primary vector for the spread of ANS. According to the ANS Task Force, an intergovernmental group aimed at slowing the spread of invasive species, scuba divers may even intentionally introduce zebra mussels into a favorite dive site because they mistakenly believe zebra mussels benefit the sport by clearing the water and creating higher visibility. "They're filter feeders, so it's true they clear the water," said UW Sea Grant Nonindigenous Species



Clean your gear to thwart the spread of aquatic exotics. photograph by Betsy True.

Specialist Philip Moy. "But clear water doesn't mean clean water."

That's because zebra mussels don't remove all contaminants. Dissolved pollutants, for example, may remain in the water and become a part of the food chain, according to Moy.

"Clearer water can also have undesirable effects on young fish, like increased pressure from predators," Moy said, "and, while clearing the water, zebra mussels eat the animal plankton that forms the first food for many of our most desirable sport fishes."

The prodigious and tenacious zebra mussel also attaches itself to various substrates, becoming encrusted on wrecks and other features that attract divers to the site in the first place.

The introductions may also be unintentional. Zebra mussels can survive up to five days out of water, and divers may visit several different bodies of water on the same or consecutive days, transporting the mussels on their equipment. Studies also show scuba divers and other water recreation lovers will take action to prevent the spread of ANS if they know what to do.

The ANS Task Force offers the following guidelines for divers who want to thwart the further invasion of dive sites by aquatic exotics:

Inspect, rinse and thoroughly dry all your gear after a dive—including your wet suit and boots.

Drain your tank, regulator, BC, boots and other equipment.

Rinse your suit and the inside of your BC with hot (104°F) or salt water.

Reprinted from *Littoral Drift*, May/June 2003.

## New Dive Guides

A set of four new dive guides to shipwrecks in the waters of Door County is available from the Wisconsin Historical Society and Wisconsin Sea Grant. The sturdy, 9.5" x 6.5" plastic slates include site maps, vessel data and histories, diving conditions and GPS coordinates. Included are the Bullhead Point wrecks (the *Empire State*, *Ida Corning* and *Oak Leaf*), the *Carrington*, *Christina Nilsson* and the *Meridian*. As a companion to the earlier Dive Guides, these are perfect for anyone interested in the Great Lakes, shipwrecks, maritime history or underwater archeology. To order, visit their online store at [www.aqua.wisc.edu/publications](http://www.aqua.wisc.edu/publications)

## New Book

Great Lakes Shipwrecks Research Foundation, Inc. announces the release of a new book: *Edmund Fitzgerald The Mystique and Its Evolution* by Thomas O. Murphy

Mr. Murphy was the lead attorney in all matters on behalf of the Fitzgerald's interests. His analysis of the casualty, as described in this 7 x 10 inch, soft cover, 92-page book, dispels the numerous speculations and inaccuracies, which have been promoted over the past 27 years.

Price is \$13.00 plus \$2.00 shipping. Mail orders to:

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

Send credit card orders to Kimm A. Stabelfeldt at 262-317-2360.

Visit their web site <<http://www.ghost-ships.org/store.asp>> to see their complete collection of books.

## Coming Events

September 18-20, 2003 **Annual Meeting of the Association for Great Lakes Maritime History.** Vermillion, OH. Check their web site at [www.aglmh.org](http://www.aglmh.org).

September 27, 2003 **Wisconsin Underwater Archeology Association Fall Meeting and cleanup project on the *Meteor*.** Superior, WI. For information contact Russ Green at 608-221-5909 or [rtgreen@whs.wisc.edu](mailto:rtgreen@whs.wisc.edu).

November 8, 2003 **Gales of November.** Duluth, MN. Sponsored by the Lake Superior Marine Museum Association. For details call 218-727-2491 or check the web site at [www.lsmma.org](http://www.lsmma.org).

November 9, 2003 **Underwater Archeology Society of Chicago Shipwreck Show.** Shedd Aquarium, Chicago, IL. For details call 312-692-3333.

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