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Wisconsin Underwater Archeological Association
P.O. Box 6081
Madison, WI 53716



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

Wisconsin's UNDERWATER HERITAGE

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Gifts From The Past, Reflections On Studying The Niagra (part 1)

by John Jensen

On a June afternoon a team consisting of archeologists, volunteer divers, and crew from the UW-Milwaukee deployed a heavy mooring near the wrecked steamer Niagara, which had burned with high loss of life north of Port Washington in 1856. I say "near the wreck" for this deployment, like every other chapter in our efforts to study and interpret this extraordinary vessel, was difficult. Stormy seas and scorching temperatures made many of us sick. Captain Ron Smith of the RV Neeskay skillfully maneuvered us near the buoys with which we had marked the spot, and his crew quickly dropped the 1500 pound mooring and cut the cable. Returning the next day, minus the media posse that had documented our less than perfect efforts, Jeff Gray and I found that we had missed the wreck by at least a quarter mile. I had underestimated the pull of

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Christmas Tree Ship

by Phil Sander

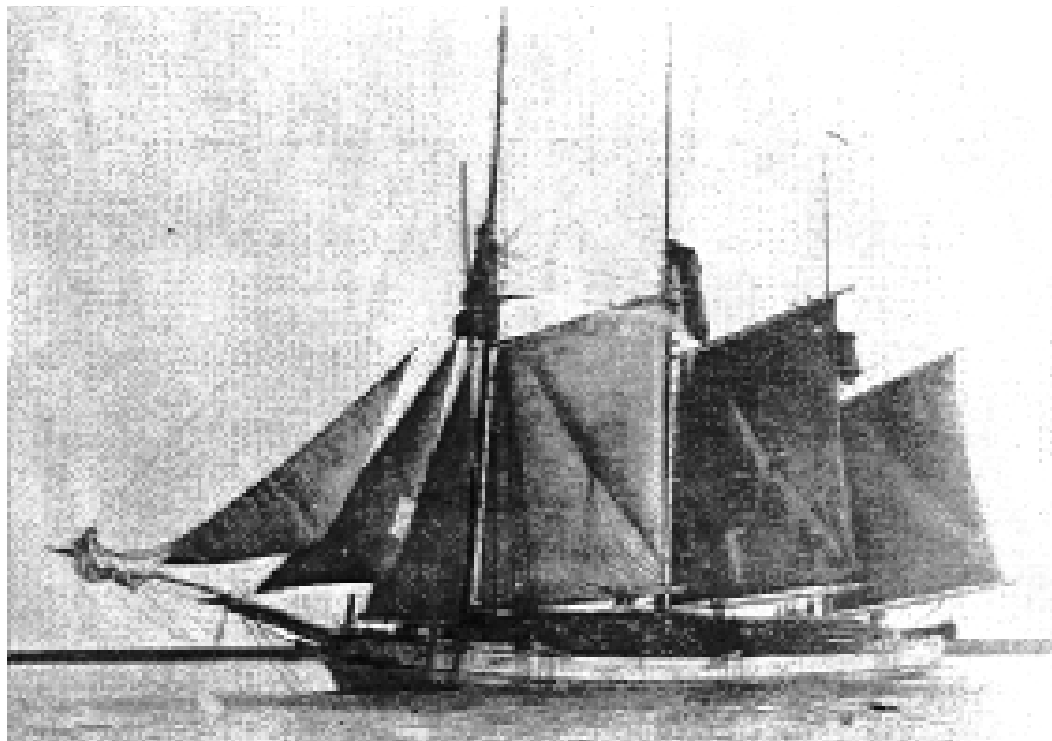
During the summer of 1832 the Black Hawk conflict, in the Wisconsin Territory ended at the Bad Axe river. The Illinois Militia, upon returning to their homes, told families and friends of the resources they saw as they marched through an uninhabited wilderness. They told of the far-reaching forests, rivers, lakes, wild game and the rich prairies. They described what they saw as a land of opportunity and a new life. News of the exciting Wisconsin Territory also spread to the eastern states and peo-

ple in several small communities made plans to explore this new frontier.

In 1834, exploration parties traveled west in search of places for future settlements. One such group was the Western Emigration Company of Hannibal, New York. They founded a village at Pike Creek, now Kenosha, in June, 1835. The pioneer group dreamed that this new home might bring them riches when its growth and increased trade made it a known Great Lakes port.

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photo from Explore Great Lakes Shipwrecks, vol.2



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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1998 Fall Meeting: History and Archeology Along and In Wisconsin's Rivers

Even before the meeting could get started a diver was modeling the long awaited WUAA t-shirt. Sales proceeded at a furious pace. Great layout Betsy – now we need hats and sweatshirts.

This year's fall meeting took place in Madison at the University of Wisconsin Memorial Union. The meeting was well attended which was admirable considering the obscure location of the room that was assigned to us. If you are interested in a detailed secretary's report, please contact Tom Villand.

At the time of the meeting the treasury had \$3600 and there were 70 current members. Many memberships had just recently expired. Take note: if you have a membership renewal notice with this newsletter, your dues are past due!

The season's field reports were presented, which included the following: Bullhead Point, stone ship mapping project; Christina Nielson project; setting moorings on Lake Superior and Lake Michigan; and two separate weeks in Bayfield/Washburn assisting in survey and monitoring work. Members from the Chicago Underwater Archeology Society gave a report of the extensive activities they participated in during the last season.

President Gray displayed the State Historical Society's Underwater Archeology bookmarks (free) and the new waterproof site guides.

Upcoming activities were discussed in the second half of the business meeting. We have decided to have a program similar to last year's Art Cohn talk, which WUAA helped sponsor, and which was well received.

Hopefully this will become an annual mid-winter activity. We also hope to sponsor another Iron and Oak training seminar, either similar to last year's or including some underwater activities.

The spring WUAA meeting will take place in April in Sturgeon Bay. Besides our normal business meeting and speakers we may tour some of the local points of interest, e.g. the new maritime museum.

Cindy Stiles invited us back to Lac Du Flambeau (probably in May) to do some additional survey diving along the fur trading post they have located.

Next spring and summer, diving will continue at Bullhead Point and the Christina Nielson site, along with two new potential sites. Details will follow.

Our first speaker for the day was Cindy Stiles, regional state archeologist and also the archeologist for the Nicolet National Forest. She gave a talk and slide presentation about the War Eagle. The War Eagle was a 219 foot, side wheel, packet boat owned by the Northwestern Packet Company. In 1870 she burned in a spectacular fire while docked at a La Crosse wharf, and sank.

River Valley Archeology – Transition From Terrestrial to Submerged Cultural Resources" was the title of Andy Jalbert's presentation. Andy is an archeologist with Strata Morph Geoexploration, Inc. He described archeological sites (particularly along the Mississippi River) that have been altered or displaced as the result of erosion and deposition.

Our gratitude goes out to both Cindy and Andy. The success of the meetings depends on quality speakers such as these two.

Association for Great Lakes Maritime History Position on Sensitivity Policy Regarding Diving on Shipwrecks Which Contain Human Remains.

Understanding that the issue of diving shipwrecks which contain human remains is a sensitive one, the directors of the Association for Great Lakes Maritime History hereby resolve:

That human remains found on or about shipwrecks or on adjacent bottom lands may provide significant historical or scientific data that may be appropriately photographed or otherwise recorded for those purposes.

That member institutions shall discourage exploitation of such human remains by divers, media and others either through unauthorized removal or through photography, video recording or other accounts, for the purpose of public display for entertainment or commercial gain.

That in furtherance of these objectives, member institutions shall decline any exhibits or programs that include the display of human remains, other than for historic and scientific purposes, either directly or by photographic means.

That member institutions shall distribute this resolution to local dive organizations, and/or other appropriate agencies together with notice of their state, provincial or federal statutes regarding the disposition of human remains.

WUAA is a member of the Association for Great Lakes Maritime History.

Coast Guard Cutter Frank Drew

A vessel named after a lighthouse tender who worked on an island in Green Bay early this century will be launched in December by the United States Coast Guard.

The cutter Frank Drew, a 175 foot buoy tender, will be christened at Marinette Marine Corp.

Several of Frank Drew's grandchildren planned to attend the ceremony to celebrate their grandfather's 20 years of service as head keeper of Green Island Light Station, four miles off Marionette.

"It's quite an honor" said grandson Francis Cornell of Menominee, who is 75 years old.

During his tenure as head light keeper, Drew, who was born on the island in 1864, received several citations for life saving from the Department of Commerce, under which the lighthouse service operated.

In 1912, Drew rescued 24 people from the motor vessel Neptune when its engine went dead in heavy seas. On the Fourth of July that year, Drew and his son George saved four people from a boat that caught fire.

Drew retired in 1929 after 20 years in the lighthouse service. He died in 1931.

From a story in the Wisconsin State Journal.

Editors Note:

In the September issue of Underwater Heritage the credits for the photographs of river steamboats on pages 1 and 7 were not given. Both photos were from the State Historical Society of Wisconsin. We apologize for the omission.

Christmas Tree Ship continued from page 1

Sailing ships became profitable ventures. Passengers, household goods and provisions for frontier communities were transported. A fleet of some forty sailing vessels, plying from Buffalo and Detroit, brought eager settlers to a new land and new homes.

The promising Great Lakes Waterway found ships on their return trip eastward carrying cargoes of lumber, shingles, wheat, fish, fur and other commodities. Easterners welcomed these products which were shipped from Wisconsin, Illinois and Michigan ports.

In the years following the Civil War, Kenosha's harbor was a busy port. In 1874, about 330 vessels with crews totaling 1,560 men, cleared her docks. Twelve of the vessels were owned or partly owned by Kenoshans. The ports on the west shore of Lake Michigan were said to be the greatest shipping areas of grain and lumber in the world. This was the golden era when "Wheat was King" and in great demand in eastern markets.

From the seemingly inexhaustible primeval forests of Wisconsin and Michigan, where the greatest lumbering operations in history were taking place, came schooner loads of finished lumber, which were then transshipped by rail to the treeless plains which had been opened up to settlers by the magic of the Homestead Act.

Three Kenosha citizens with a vision of the future saw the great potential in getting into the profitable shipping business and increasing the economic development of a growing Kenosha. They decided to build a suitable schooner primarily for transporting lumber. In 1868, R. B. Towsley, with shipping and business acumen, and Capt. Alfred Ackerman, who had an excellent record of seamanship and

lake port knowledge, planned to build a three-masted lake schooner. Rouse Simmons was not a partner, but he helped finance the building of the ship. It was christened in his honor. The Rouse Simmons was built in Milwaukee. The 200-ton vessel was 125 feet in length and had a beam of 27 feet. Capt. Ackerman was proud of his new vessel and immediately contracted to ply between Manistee, Michigan and Chicago, with lumber as the main cargo. Kenosha was her home port.

Lumber shipping proved to be successful, and in, 1873 Towsley and Ackerman sold the ship to Charles H. Hackley, one of the forty millionaire lumber barons of Michigan. Capt. Ackerman then retired to Twin Lakes, in Kenosha County. From 1873 to 1893 the Simmons plied between Muskegon and Chicago, carrying more than one thousand loads of timber and cargo.

As the forest resources of marketable timber declined, there was less need for cargo ships. Hackley sold the Simmons in 1893 to John Leonard, representing Chicago interests. Later it passed on to a succession of captains who picked up tramp cargos around the lake.

Later, the ship was acquired by Capt. M. V. Bonnar of St. James, Beaver Island. It continued to tramp around the lake picking up cargo at various ports. During the early 1890s two brothers, Capt. August and Capt. Herman Schuenemann were sailing the Great Lakes, often taking cargos to Chicago. Capt. August discovered that if he carried a shipload of Christmas trees from Michigan to Chicago on the last trip in November, it would be a profitable run. He became known as Christmas Tree Schuenemann. In the

autumn of 1893 Capt. August lost his cargo and his life when his schooner, Thai, sank off Glencoe, Illinois.

The following year, in 1894, his brother, Capt. Herman, took over the trade and in 1910 he acquired an interest in the Simmons. Under Capt. Herman the ship was a vagabond, wandering around the lake wherever a cargo of lumber, logs or cedar posts took her. The Captain spent most of the shipping season in this haphazard encounter, but in the fall he set sail for the Upper Michigan Peninsula to the Port of Thompson to collect evergreens. Here the Simmons was transformed from a tramp schooner to a Christmas Tree Ship.

Chicago's Yuletide season began when the Christmas Tree Ship arrived with evergreens lashed to her masts and rigging. Her hold held thousands of young pines and balsams from northern Michigan. Residents would travel out of their way to see the ship in the Chicago River. Children, especially, were anxious to see the ship that brought Christmas trees from the far north.

Her skipper would welcome throngs of Chicagoans aboard almost as soon as the ship's moorings were secure. The choicest trees were the first to be sold. Whole families would hurry to the dock to get the pick of the crop. Many wandered on deck to watch the captain's daughter, Elsie, weave pine branches into wreaths, which were also for sale.

Personal memories of the Christmas Tree Ship go back to December 1911, when my father operated a small grocery store in Chicago. Just before the Christmas season, he took me to the Clark Street bridge to see the schooner and to order trees to sell during the holidays.

I still recall the old three-master with its rigging and trees lashed to the masts, and the wintry smell of pine from the Michigan woods. My father greeted the Captain in German and we were given a tour of the upper deck and living quarters. Some 50,000 trees were stacked on the ship and dock. It was a novelty for eager customers to buy trees directly from the ship's berth.

After my father placed his order for trees, the Captain invited our family and another German family, by the name of Luehrs, for a Christmas dinner. As I remember there was lots of conversation in German and stories by the Captain relating to his sailing experiences. The main dinner course was venison and a bear roast. My sister, Ella, who was then one year old, attracted the attention of Elsie, who wanted to be the baby sitter. The gathering at Yuletide was a joyful, old fashioned family get together and a Christmas I will always remember.

The fall of 1912 was to be a fateful one for the Rouse Simmons. In October she set sail from Chicago for the 300-mile voyage to Thompson harbor near Manistique, Michigan. As soon as the ship docked, Capt. Schuenemann and his crew of sailors and woodcutters began roaming the back country for suitable trees. Local residents helped cut, haul and load trees aboard the deck and in the hold. Every available space from keel to deck beams, from bow to stern was used for the fragrant cargo.

On November 22, a tug pulled the heavy-laden Christmas Tree Ship out of the harbor. The people on shore waved goodbye. Some expressed fear for the safety of the vessel and her crew. The sky was grey. The wind was rising and the gale intensified. As the temperature dropped below freezing, a heavy snow swept the lake. The crew

of the tug, Burger, heading for port with the schooner Dutch Boy in tow, reported seeing the Christmas Tree Ship aiming for open water. They concluded that Capt. Schuenemann preferred to face the fury of the lake rather than risk being blown aground on the rugged shore.

The next day the crew at the Kewaunee Coast Guard Station sighted the ship flying distress signals. They telephoned the nearby Two Rivers station, where the 34-foot power boat, Tuscarora, was based. The Tuscarora searched the heaving lake for the troubled ship. Then, during a lull in the storm, the coast guardsmen caught a glimpse of the distressed ship. Her hull was ice-coated and her sails in tatters. With this new sighting the men turned their launch toward the stricken ship, but before the Tuscarora had covered half the distance, the Rouse Simmons was suddenly engulfed by a curtain of blinding snow. Guardsmen searched for many hours before giving up. The storm had finally swamped the ice-coated vessel and it sank somewhere near Two Rivers Point.

A corked bottle found near Sheboygan after the storm carried a note from Schuenemann: "Everybody good-by. I guess we are thru. Leaking bad. Endwald and Steve fell overboard. God help us."

Further evidence of the ship's fate continued to appear for twenty-five years. After every heavy storm, fishermen from Two Rivers reported that their nets were fouled by water-logged evergreen trees. Schuenemann's wallet, still intact with oilskin wrapping, and secured by a rubber band, was found on the beach south of Two Rivers in 1925, thirteen years after its owner's demise.

When the loss of the schooner's crew became known, it was a sad day

for friends who knew the Schuenemanns. Our family visited Mrs. Schuenemann and the daughters at their home on Clark Street to offer our condolences.

The many Chicagoans who waited in vain for the appearance of the Christmas Tree Ship had to buy their trees from other sources that year, but in later years they could buy trees from the Captain's widow, Barbara, and her three daughters. She was known as the Christmas Tree Lady.

For twenty years they imported the trees, first by boat and later by rail, until Mrs. Schuenemann's death in 1933. She was buried in Acacia Cemetery, 7800 Irving Park Road, Chicago. The Captain's name appears with hers on the headstone, and between the two names is carved the figure of an evergreen tree.

The legend of the Rouse Simmons was enriched by a news feature in the Milwaukee Journal, December 5, 1971. The exact location of the schooner was discovered.

On October 30, 1971, a scuba diver, Kent Bellrichard of Milwaukee, while diving for the Vemon, which sank in 1887, discovered another wreck - the Rouse Simmons. He was the first man to see the ship since it disappeared with a crew of eight men that stormy day in November, 1912. Bellrichard had borrowed a boat with highly sophisticated sonar equipment from John Steele, Board Chairman of the First National Bank of Waukegan, Illinois. Steele enjoys diving as a hobby. When Bellrichard decided to hunt for the Vemon he used the sonar transducer. No targets showed as he drifted northwest, but suddenly he received a signal. After two hours of trying to get grappling hooks to hold, he was ready to go down.

Christmas Tree Ship continued from page 5

Diving into the cold depths of the lake, he was able to identify the wreck as a schooner. Unfortunately his light went out. The weather was adverse. He decided that one dive that day was enough.

Since, Bellrichard and John Steele have made additional dives. When they discovered the schooner's name, Rouse Simmons, on the quarterboards, it verified that the Christmas Tree Ship had at last been found. Still crowded in its hold and on deck were the remains of hundreds of Christmas trees. The divers brought up several trees, a china bowl, with letters R S., and a hand-cranked foghorn.

After lying on the bottom of Lake Michigan for 59 years, two Christmas Trees, minus their needles, arrived in Milwaukee. One tree was put on display in the lobby of the Marine National Exchange Bank. During the Christmas holidays the tree and an oil painting of the schooner were viewed by throngs of Milwaukeeans. Since 1968, the Marine Bank has had a

reproduction of the painting on its checks.

Since Kenosha people, Capt. Ackerman, (first captain to sail the schooner), Towsley and Rouse Simmons, were involved in building and financing the ship, it was of interest to the Kenosha County Historical Society to learn everything possible about the discovery. During the Christmas week of 1971, the President of the Marine Bank, C. Geilfuss, invited a small group, including the writer, to a lunch and to view the underwater movie of the ill-fated vessel. Another guest was Theodore S. Charnney of Chicago, who was writing a book about the Rouse Simmons. The movies taken by Bellrichard were very impressive, and the most thrilling part was when the divers passed the bow and the words Rouse Simmons were still visible. Also shown were the divers bringing up the Christmas trees from 160 feet of water. A foghorn and other salvaged objects were viewed by the group at the bank's conference room.

Later dives by Steele and Bellrichard brought up the schooner's huge anchor. It is displayed at the entrance of the Milwaukee Yacht Club, not far from the ship's birthplace. Salvaged artifacts from the Simmons are on display at the Living Lakes Exposition at Algoma, Wisconsin.

Historians have viewed the Rouse Simmons as a symbol. She was neither the first nor the last sailing vessel on Lake Michigan, but her 44-year career spanned parts of two eras: the heyday of lake schooners and the period of decline. These valiant little ships had carried the commerce of the Great Lakes for more than half a century, but a changing world retired them into obsolescence. The familiar sight of the Christmas Tree Ship in the Chicago Harbor, with fir trees lashed to her mast, has passed into history, but the legend of the Rouse Simmons will be retold each year during the Christmas season. ■

...Studying the Niagra continued from page 1

storm-churned current which had pulled my inadequately weighted markers far off the wreck. Two days later Jeff and Andy Jalbert attached a huge lift bag to the mooring. (Contrary to rumor, I did not drive them into the lake with a cat-o-nine-tails, I left that tool at the office). Pulling the bag like a sunken parasail behind a small boston whaler, using good luck rather than good sense, we eased the mooring into a nearly perfect position a few feet off the stern of the wreck. For me it was a fitting epilogue to the most rewarding underwater project I have been involved in.

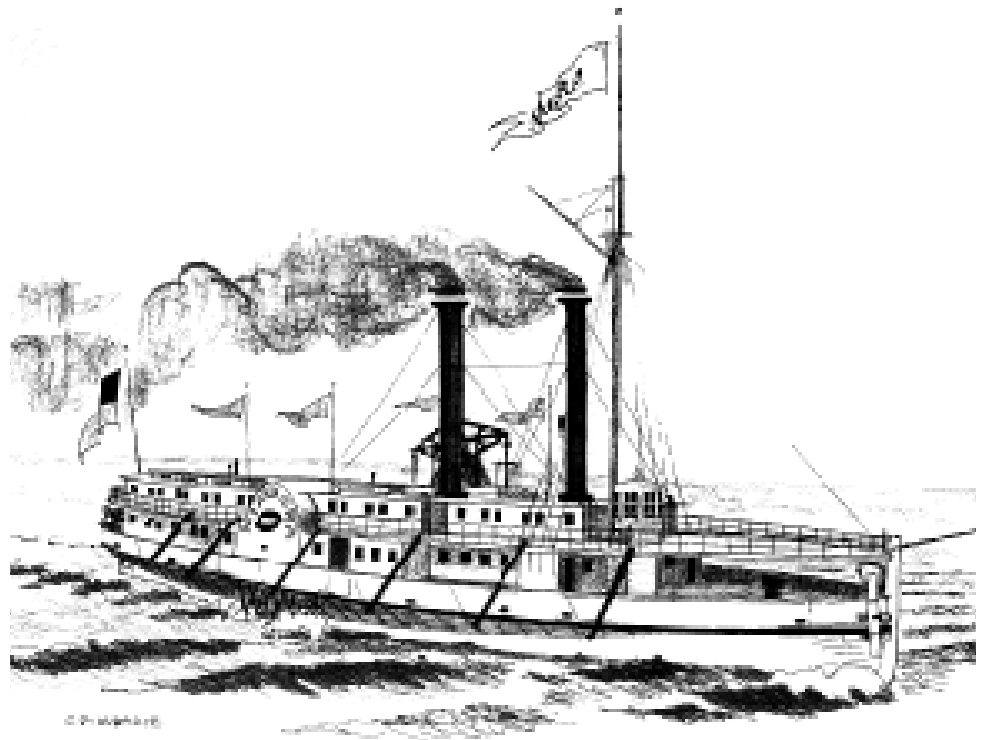
When I say rewarding, I'm not talking about archaeology or history. Sure we generated "pounds of Mylar", a joking reference to collecting data that Hans Van Tilberg, my second in command during the 1993 investigation, and I used to assess each day's progress. With the wreck as a focal point, we also managed to accomplish some very solid historical research that located the Niagra as one of the first Great Lakes' "Palace Steamers". In this column, however, I want to consider the Niagra in contemporary terms by exploring how studying this wreck brought people and groups together, leaving an enduring legacy of good work and better memories. It is in part a tribute to the many fine people who helped good things to happen.

I first saw the Niagra in 1992. The site seemed dark and ugly. The evil zebra muscle had yet to produce the terrific visibility we often enjoyed today. The paddlewheel shafts and hubs, just shadows in the 4 to 6 feet of visibility, all seemed intent on catching my gear. Those of you who have worked with me know that at the best of times, I am not always the

happiest diver, only my curiosity reluctantly overpowers my cowardice. I wasn't happy at all in 1992, and after a week of bad vis, torrential rains, thunderstorms, and five foot seas, I never wanted to see that wreck again.

In 1993 State Underwater Archeologist David Cooper got called up to the big leagues, and took off Washington D.C. to spend a year setting up the U.S. Navy's first sub-

the office, I determined to ratchet up our field time as much as possible. During the previous winter I had conducted some preliminary historical research on the Niagra and became profoundly interested in the ship. Forgetting the miseries of 1992, I determined to make the Niagra the focus of the 1993 field season. I faced a few problems. I didn't have a staff, and I had very little money. Rather



drawing by C.P. Labadie

merged cultural resources program. During his tour of duty I stepped into his old position. Over the course of 1991 and 1992, we had spent between five and six months in the field and had generated stacks of data that needed to be written up, and we had neither planned nor budgeted for much field time. Full of my new position and desperately wanting out of

than hurt efforts, however, these apparent limitations proved positive because they forced me to begin involving a wider network of individuals and organizations more directly into our fieldwork.

The SHSW underwater archeology program has always maximized its resources through cooperative efforts.

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...Studying the Niagra continued from page 7

The most important institutional partnerships have been with WUAA, the University of Wisconsin Sea Grant Institute, and East Carolina University's Program in Maritime History and Nautical Archaeology. In 1993, however, WUAA's level of involvement jumped to new heights. Through the leadership of Tom Villand, Danny Aerts, and others, WUAA assumed a central role in the project. A large number of members donated their time, skills, and money to make the project come off. The quality of their work and their uncomplaining good humor (and they had plenty that they could have complained about) make the project a joy to remember. But more about that below.

WUAA provided an enthusiastic pool of volunteer labor. But many issues remained. As skilled as they ultimately proved to be, I was a bit green in the project leadership position and needed some professional backup. This came in the form of Hans Van Tilberg and Frank Cantelas, very advanced graduate students from the East Carolina Program. I was able, through our Sea Grant funding to pay them about half what they were worth. And by the time one factors in their travel costs, it becomes apparent that they were largely volunteering their services as well. I also got some graphics help from Madison geography grad student Andy Lydecker and absolutely indispensable backup in the field from Malinda Miller, a mud duck from Minnesota who had first hooked up with us in Lake Superior back in 1990. As an aside, Malinda is a great example of how good ideas can spread. Now an acclaimed science teacher in the Twin Cities, Malinda has creatively incorporated diving and underwater archeology in to her class-

es. Last year her junior high students, competing for only the first time, won the Minnesota state championship for the Science Olympiad. Despite growing professional commitments Malinda and her fiancé have become mainstays in Minnesota's very active underwater archaeology group - some of her enthusiasm, I think, developing from the fun and success we had in doing the Niagara in 1993.

I had a big crew. I had one small boat. Having nothing to lose I tucked my hat into my hand and approached the University of Wisconsin-Milwaukee Center for Great Lakes Studies (now the UWM-WATER Institute). I had some loose connections with the Center. I had worked as an engineer on their research ship Neeskay the summer before starting grad school, and a college friend was finishing his Ph.D. there provided some initial contacts. It turned out that they had a 25 foot cabin cruiser, the Nerious, which was sitting in inside storage. I persuaded them that it would be a fine idea to lease me this boat at, what was for them, the cut-rate price of \$150 per day, plus the cost of putting it in and taking it out of the water. For an institution used to big projects and charging many hundreds or thousands of dollars per day for their equipment, this was very generous. Unfortunately I could barely afford yogurt and clean socks for the staff, much less this boat. WUAA volunteers came to the rescue with everyone pitching in \$50 per day that they worked to help defray the costs. We ended up with an awkward but serviceable second boat, which had a big cabin for storing gear.

I had a big crew, two first-rate lieutenants, a fleet of two boats, a rapidly shrinking quantity of money, and

more problems to solve. Where could I store equipment? Where could I store people? Pondering our project at the SHSW I had a rare moment of simple inspiration. I went down to the newspaper room and grabbed a stack of the Ozaukee County Press, the newspaper for Port Washington. One of the first things I encountered was column describing the efforts of the Port Washington Historical Society to acquire the town's old lighthouse - a building that had a kitchen, showers, and bedrooms. The paper quoted the historical society's enthusiastic president, Bill Steinart. He struck me as somebody I could do business with and I called him. We hit it off immediately. Their project needed cash and good public exposure. Blazing shipwrecks and underwater archeology are always good for that latter. As for cash, I had about \$500 left for housing, or a enough to put our standard crew of four archeologists up at the Driftwood Motel for a single work week. I had up to a dozen people to house, and a project slated to last three weeks. We worked out a deal where I would pay the historical society the \$500 to use the lighthouse, and come over and give a talk on the project. Bill, through Lincoln Smith, of the famous Port Washington fishing family, also came up with locked storage near the waterfront. Feverish with a spider bite that made my hand look like a ham-hock, I came over and gave the talk to a packed house. In the end, however, our arrangements fell through when bureaucratic foot-dragging prevented the Port Washington Historical Society's lease on the lighthouse from coming through in time to help us. As with all things on the Niagara adversity led to better things.

Bill Steinart passed away a few years ago, but I remember him as a

real firecracker of a man, and he was determined not to let us down. Years ago he been the superintendent of the county's school system, and he used his connections to get us use of the Saukville elementary school, a cute little K-4th grade facility that was perfect for us. The lease price was \$500 plus I agreed to come over and do some programs on the Niagara and underwater archeology with their students. We took over that school and converted their teachers lounge, the sacred space of public education, into our command headquarters and briefing room. We had air mattresses, sleeping bags, and dive equipment spread all over that school. The shocked faces of some of the teachers, who had not been informed of our little intrusion and walked in on us, was priceless. Overall they were exceptionally good humored about the whole thing, and their principal positively gracious. Rounding out our logistics, the Port Washington Marina provided us docking at a reduced rate, and Ralph and Mike Ripple of Divers Delight in West Bend provided huge amounts of low-cost air, extra tanks, and even pick up and delivery. Each night we stacked a remarkable number of empties into a trailer outside of the school and in the morning we magically found full tanks. ■

To be continued in
Part 2, Working the Wreck.

To help interpret Wisconsin's shipwrecks, the State Historical Society of Wisconsin (SHSW) and the University of Wisconsin Sea Grant Institute have teamed up to create a set of shipwreck guides and the web site Ice-Water Mansions: Shipwrecks of the Apostle Islands (<<http://www.seagrant.wisc.edu/shipwrecks>). The project highlights wrecks found in the Apostle Islands and is designed to help divers and non-divers explore our maritime heritage hidden below the waves. You can relive the history and demise of famous Wisconsin wrecks such as the three-masted schooner Lucerne.

On Nov. 15, 1886, the Lucerne departed Ashland, Wisconsin loaded with 1,256 tons of iron ore bound for Ashtabula, Ohio. Hit by a violent and sudden snowstorm, the crew turned back to seek shelter in the protected waters of Chequamegon Bay. On Nov. 19, after the storm had subsided, the La Pointe lightkeeper discovered the Lucerne's masts jutting out of the water with three men lashed in the rigging covered with up to six inches of ice. There were no survivors. Visit the web site to explore the Lucerne site today, and see how archeological investigations have recreated the dramatic final moments of the ship.

Also featured on the web site and in the dive guides: the 372 foot steel bulk carrier Sevona, the 338 foot wooden

Lake Superior Shipwreck Dive Guides and Web Site

schooner-barge Pretoria, and more.

The rugged, waterproof shipwreck guides are designed to take along on dives. The set of seven, 9.5 inch x 6.5 inch slates offer interpretive tours of the wrecks. Featuring site maps, schematics, diving information, vessel data and histories, the guides are essential for anyone interested in the Great Lakes, shipwrecks, maritime history, or underwater archeology.

The information used in the shipwreck guides and web site is the result of hundreds of hours of archeological and historical research conducted by the SHSW and WUAA members. The archeologists have researched, mapped, and documented the wrecks to help preserve and share the tales of shipwrecks from all over Wisconsin with the public. The team has also surveyed a number of wrecks in Lake Michigan, from the Milwaukee area to Door County. Sea Grant and the SHSW will be producing a web site and guides for these wrecks over the next year and a half. Look for the guides in stores across the state, or for more information call the SHSW at (608) 264-6493 or check out the web page.

