

Wisconsin Underwater Archeology Association Spring Meeting

Madison, Wisconsin

Dick Boyd on the History of dive equipment, research workshops, tours of archeology lab and Dyreson Fish Weir Site.

*For more info, contact Tom Villand,
(608) 221-1996.*

Sun. April 26

| | |
|-----------------|--------------------|
| 9:30-11:30am | business meeting |
| 11:30am-12:30pm | lunch |
| 12:30-1:45pm | Dick Boyd presents |
| 1:45-2:00pm | break |
| 2:00-4:30pm | research workshops |
| 7:00-9:00pm | evening social |

Sun. April 27

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|-----------------|-------------------|
| 9:30-10:30am | Coyier Lab tour |
| 11:00am-12:00pm | Dyreson site tour |

Upcoming Events

- | | |
|------------|---|
| Mar. 23 | Building of Wooden Vessels in Milwaukee , a program by the Wisconsin Marine Historical Society. Site: Milwaukee Public Library, First Floor Meeting Room. For more info., contact WMHS, 814 W. Wisconsin, Milwaukee, WI 53233; (414) 286-3074. |
| Apr. 3-5 | 1997 Wisconsin Lakes Convention - Water From Another Time . Site: Stevens Point Holiday Inn. For more info., contact Dorothy Snyder, (715) 346-2116. |
| Apr. 6 | Port Washington's Commercial Fishing Families by Rich Smith and Building and Operation of the Mackinac Bridge by Mark Howell. Site: Wisconsin Maritime Museum. |
| May 17-18 | Door County Lighthouse Walk sponsored by the Door County Maritime Museum. For more info., contact the DCMM, P.O. Box 246, Sturgeon Bay, WI 54235; (414) 743-5958. |
| Oct. 2-4 | Annual Meeting of the Association for Great Lakes Maritime History Site: Toronto, Ontario. For more info., contact Bob O'Donnell, AGLMH, 1406 Prospect Ave., Wausau, WI 54403; (715) 842-1762. |
| Oct. 10-13 | Second Annual Great Lakes Lighthouse Festival co-sponsored by six non-profit lighthouse associations in northeast lower Michigan. Site: Alpena, MI. For more info., contact the GLLF, 70447 Risher Rd., Romeo, MI 48065; (810) 752-5472. |

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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March 1997



WUAA Spring Meeting

The Spring meeting of the Association will be held Saturday and Sunday, April 26-27, 1997 in Madison. Meetings on Saturday will be held at the Memorial Union, 800 Langdon Street, on the University of Wisconsin campus. *Check Today in the Union* for the meeting room location. A business meeting will be held in the morning, which will include planning for this year's field projects. Lunch will be at the Union. In the afternoon Dick Boyd will give a presentation on the history of scuba diving equipment and how it relates to underwater archeology. Following Dick's talk there will be a workshop on how to conduct individual research projects given by Dave Cooper and Bob O'Donnell.

On Sunday there will be a field trip to the Coyier Archeology Laboratory and also a tour of the Dyreson Fish Weir site on the Yahara River south of Madison.

All members are encouraged to attend, as these meetings are an important way to get involved in WUAA activities and sign up for field projects.

See the schedule on page 8

The Mystery of Claflin Point

by Jeff Gray

Over the past decade, the State Historical Society of Wisconsin's (SHSW) State Underwater Archeology Program has developed partnerships with two organizations that have an explicit interest in maritime history and historic preservation. The efforts of the Wisconsin Underwater Archeology Association (WUAA) and East Carolina University's (ECU) Program in Maritime History and Nautical Archeology have made significant contributions to the effort of surveying and documenting the state's submerged cultural resources. ECU students spend a semester in the field obtaining hands on training and experience.

In September of 1995, Dr. Bradley Rodgers led a group of students and staff from ECU to investigate and document one of the many historical vessels resting below the waters of Door County. Working in conjunction with the SHSW, the team designed a Phase II Predisturbance archeological survey of an unknown wooden vessel. The Phase II method of documentation consists of recording a site as it lies, with no excavation or artifact recovery.

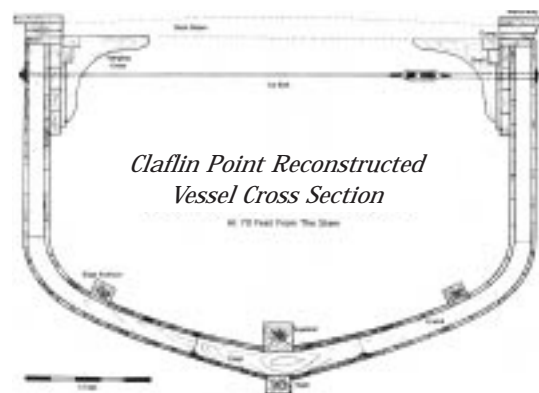
In 1835, the fur trader Increase Claflin established a post on the natural harbor of Little Sturgeon Bay, located just a few miles southwest of the present city of Sturgeon Bay. A monument now stands commemorating Claflin Point, the spot where this pioneer made his claim and became Door County's first permanent settler. Only a short distance offshore from this historic marker, scattered along the lake bed, other signs of the area's rich past can be found. Quarried

dolomitic limestone, logs, timbers, and a 400 foot long submerged rock crib pier, all serve as additional monuments to a formerly industrious harbor, whose existence is otherwise undetectable on the quiet shore. Partially buried with quarried stone within the slip of the huge pier, sit the remains of a vessel that, like the Claflin Memorial, reveals Little Sturgeon's forgotten past.

Originally established as a fur trading post, Little Sturgeon, like many other settlements along the shores of Wisconsin, turned to its other natural resources to further enhance the area's economy. The forests of virgin timber, the mammoth bluffs of high grade limestone, and the bays' frozen waters all contributed to the region's growth.

In the second quarter of the nineteenth century, a dramatic population explosion occurred along the shores of the Great Lakes. In 1840 not a single city west of Buffalo could boast a population greater than 10,000, however twenty years later, Cleveland, Detroit, and Milwaukee all surpassed the 45,000 mark, while Chicago grew to over 100,000 residents. This increase created incredible demands for construction materials. Needed for the building of harbors, railroads, roads

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Wisconsin's**Underwater
Heritage**

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

In addition to publishing this newsletter, the Association also holds meetings twice a year and provides financial support to members' research and publication projects. For membership information, contact the secretary or write to the address below. Annual membership dues are \$15.

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Tom Villand
Madison, 608-221-1996

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New Database Project

In November, the North American Maritime Consortium based in Bowling Green, Ohio announced that it had received a \$40,000 grant from the National Park Service for creation of an on-line database of historical and archeological data pertaining to maritime cultural resources of Ohio. If the prototype Standardization in Historical Information and Interpretation System (SHIIPS) is successful, it will be expanded to become a database of resources located throughout the United States.

The Ohio database will be composed of documentary and iconographic data pertaining to the state's shipwrecks and other maritime sites. It will initially be developed to meet the needs of state Historic Preservation Officers but will be available to other public and private agen-

cies, and professional and part-time researcher's via the Internet's World Wide Web.

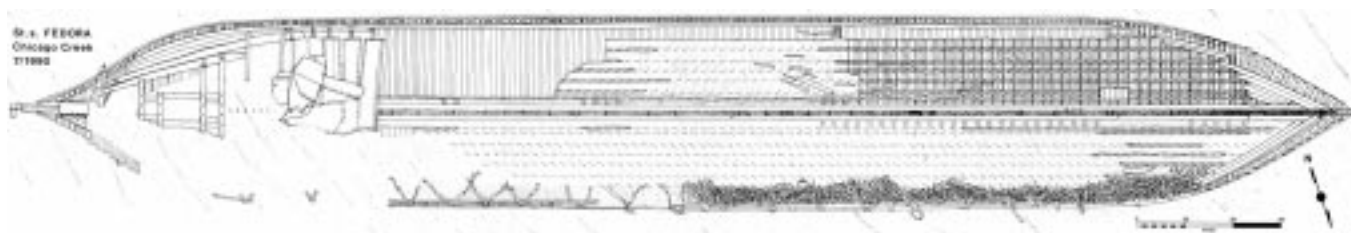
SHIIPS is intended to eliminate the inconsistencies in data entry, repetitive research, and premature obsolescence in historical databases caused by changes in technology. In addition, the SHIIPS project will seek to foster cooperation among private and public historical agencies, researchers, historians and the general public by providing an integrated and comprehensive research tool designed to meet all of their needs. After the NPS grant period ends in 1997, the North American Maritime Consortium (NAMC) will continue to operate the database using user fees, donations and grants.

For more information on the SHIIPS project or NAMC membership, contact Jay C. Martin, secretary, North American Maritime Consortium, Inc., P.O. Box 558, Bowling Green, OH 43402; e-mail: jmartin@wcnet.org

Great Lakes Maritime On-Line Update

Since we published our first directory of Internet addresses for maritime-related Web sites, additions and changes have been coming in at the speed of e-mail. If you know of additional sites, send the address to: bob.odonnell@ces.uwex.edu

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| Erie Lakes Historical Society | www.leihs.org |
| Great Lakes Shipwreck Historical Society | www.shipwreck.org |
| Canadian Nautical Research Society | www.mun.ca/mhp |
| Great Lakes Shipwreck Festival | www.rust.net/~taylor/oldfest.htm |
| Great Lakes Visual/Research, Inc. | www.sojourn.com/~azhran/web/index.html |
| Michigan Historical Museum | www.sos.state.mi.us |
| Marine Museum of the Great Lakes | www.MarMus.ca |
| National Maritime Museum (Greenwich) | www.nmm.ac.uk |
| Smithsonian Institution | www.si.edu |
| Smithsonian Institution's On-Line Magazine | www.si.edu/i+d |
| Underwater Archeology Assoc. of Chicago | www.businessform.com/uaschome.htm |



New! Visit the wreck of the Fedora, and learn about underwater archaeological research at the site, at: w.seagrant.wisc.edu/Communications/Shipwrecks/

Winter/Spring News from the State Underwater Archeology Program

by David J. Cooper, State Underwater Archeologist

People often ask underwater archeologists, "what do you do in the winter?" Most folks seem to think that we either go into hibernation, or if we're wise, we seek warmer climes to pursue field work.

Actually, winter is still a busy time for Wisconsin's state underwater archeology program. The results of several weeks of summer field work can lead to many long months of research, writing, drafting, and artifact conservation. Were it not for winter, many of these critical tasks could not be accomplished.

As usual, this winter has been occupied with a mix of projects, with our two underwater archeologists pulled in many directions. Data collected from last summer is being added to the site plans for the Selah Chamberlain and the Adriatic. Fragments of an Indian dugout canoe found last fall in a Kenosha County lake are undergoing conservation treatment in our small laboratory, along with two deadeyes from the schooner Lottie Cooper. Proper conservation treatments on waterlogged

wood may take over a year to complete.

Winter months mean long hours in front of the computer working on reports, publications, and grant proposals. One of our grant-funded projects this winter is from the University of Wisconsin Sea Grant Institute to develop a Wisconsin shipwrecks Web site. Then there is the research and planning for next year's projects; identifying the sites, and lining up the equipment, personnel, and (very important) the necessary funding. Winter and spring are also the time for planning and conducting many educational activities, such as workshops and programs for clubs and organizations. Underwater program staff have provided 28 public programs over the past two years to audiences ranging from grade-schoolers to senior citizens, and public outreach continues to be an important part of our mission.

Many of the program's regulatory activities take place during the winter, as permits are reviewed for the upcoming year. We review dozens of federal and state permits for activities

such as harbor construction and dredging, as well as the salvage of sunken logs. These reviews may require extensive research as well as lengthy negotiations with agencies and committees to ensure that underwater archeological resources are not threatened by permitted activities.

And, there is no such thing as putting the field gear away for the winter. Chance discoveries of new sites still take place, which this winter has had one lucky staff member digging his pickup out of a snowy beach enroute to inspecting a newly-reported piece of wreckage, and will very soon have us up to our hips in a half-frozen cranberry bog examining a recently discovered dugout canoe.

So, when people ask "Aren't you bored during the winter?" I usually laugh and point at the ever-growing pile of work on our desks, drafting tables, and in the conservation lab. I may miss being out on the water, but there is no time to get bored. Only time to get caught up!

The Mystery of Claflin Point

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and in many other construction projects, limestone played an essential role in the development of the Great Lakes. With massive dolomite deposits of over 800 feet in thickness and a strategic location on Lake Michigan, the extraction of limestone was a natural business to conduct in the Door and became a major part of the county's economy. First quarried in the 1830s, the area's hard



compact limestone was shipped to cities around all five Great Lakes and continued to be quarried well into the twentieth century. (For more information see WUAA's Report on the Leathem & Smith Quarry Site, 1990-1993).

Established in Sturgeon Bay in the early 1850s, the lumber industry also acted as a major stimulus towards the evolution of Door County's young settlements. In peak years, as many as 7,000 vessels towed more than 600,000,000 board feet of timber through the area. The mill established at Little Sturgeon never stopped for longer than five minutes during a three month period of 1871. Mills attracted labor, which in turn led to boarding houses, docking facilities, wharfs, and general stores. Thus, maritime communities, such as Little Sturgeon, quickly materialized around mills situated on waterfronts.

Because of mounting pollution, the common council of Chicago passed a city ordinance prohibiting the use of ice harvested from ponds, streams, and

lakes in that vicinity in 1879. This restriction fostered the ice harvesting industry that had been previously conducted only on a relatively small scale in Little Sturgeon and throughout Door County. In 1881-1882, the A.S. Piper Company operating at Little Sturgeon had five large ice houses and over 100 men employed that cut over 60,000 tons of ice. While enormous amounts of excellent grade ice was easily harvested, the industry could not survive the relevant inefficiency and high cost of shipping ice from Door County to Chicago by water. Ice had to be loaded onto the vessels by wagons, shipped to Chicago, off-loaded at the docks, and then transported by wagons to city storehouses. This resulted in large amounts of the original cargo, quite literally, slipping through the cracks. Just after the turn of the century, large ice companies turned to railroads which delivered ice directly from local inland lakes to their purchasers.

"She sure was massively built," echoed over the communication console as the team made their initial reconnaissance of the site. With none of the vessel's superstructure or machinery present, the 137' keelson (13" molded and 13" sided) is the most prominent feature of the wreck. Broken at the turn of the bilge, the ship's sides are collapsed and lie flat, revealing double-timbered framing (8-10" molded and 4-5" sided), butt scarfed and placed on two-foot centers. Heavily reinforced engine and boiler beds, a section of the fantail, and piles of quarried limestone are the site's other notable features.

The team spent three weeks carefully collecting data from the site, followed by several more weeks in the drafting room and library interpreting their findings. Through archeological reconstruction, it

has been determined that the vessel was approximately 166' in length with a beam of 24', giving her a very extreme length to beam ratio of nearly 7:1. This indicates a vessel constructed with an emphasis on speed as opposed to carrying capacity (compared to the boxy features of a bulk carrier). The Claflin Wreck was strongly constructed; tie rods with turnbuckles, bilge keelsons, ceiling arches, iron deck strapping, and heavy ceiling planking helped bear the stresses produced by her long and narrow hull. These features also indicate that she was probably also employed to carry cargo.

Although the historical identification of the vessel has eluded investigators, research has revealed many clues about the mysterious ship. The archeological data obtained from the remains at Claflin Point indicate that she may have originally served as a freight/passenger propeller of the late nineteenth century, although the vessel was not serving as a streamer when it sank. The wreck contains no machinery, and the presence of wooden plugs in all of the through hull fittings, suggests that the vessel's engine and boiler were not salvaged, but removed before sinking when the hull was converted into a barge.

A better understanding of the historical significance of Little Sturgeon and the identification (by name or type) of the vessel are the primary objectives of this project's research. Further research and archeological analysis are currently being conducted to help solve the mystery of Claflin Point. As research progresses, new questions are ultimately revealed, and further field documentation may be needed this spring. The hard work and expertise of WUAA would be gratefully appreciated in any further field operations.

State and Regional News

Shipwreck Looting

After having been discovered only last spring, the wreck of the schooner *Three Brothers* off Lake Michigan's South Manitou Island has already been looted by divers. On a recent dive at the site, Ken Varna, director of the Center for Underwater Resource Management at Michigan State University, reported that brass fittings, carved wooden pillars and other artifacts were missing from the wreck.

Racine Lighthouse

In order to preserve a local landmark, the Village of Wind Point near Racine is asking the U.S. Coast Guard for title to the 116-year-old Wind Point Lighthouse on Lake Michigan. The light is being decommissioned as part of a federal austerity program.

The village is negotiating with the General Services Administration for ownership rights to the 112-foot lighthouse and the surrounding two acres of land which is located three miles north of Racine's downtown harbor. The village has spent over \$33,000 in recent years to repaint the light and remove asbestos from the structure.

The Wind Point Lighthouse was a local tourist attraction until its doors were sealed a few years ago. It is now listed on both the state and federal Registers of Historic Buildings.

Shipwreck Video

Southport Video of Kenosha, which specializes in Great Lakes shipwreck documentaries, is looking for information on the *Daniel J. Morrell* which sank in Lake Huron in November 1966. Producer Mark Gumbinger is working on a video documentary of the vessel and would be interested in photographs, stories, underwater footage or other information. For more

info, contact Southport Video, 4609 74th Place, Kenosha, WI 53142; 414-697-7699.

Milwaukee Lighthouse

Preservation groups and advocates are seeking to transform the North Point Lighthouse in Milwaukee's Lake Park into a community conference center or museum. The 141-year-old structure has been vacant since 1993 and is now owned by the General Services Administration.

Previous plans to convert the caretaker home portion of the site into a small hostel were opposed by neighbors several years ago. Renewed interest in the facility has come about from federal legislation signed by President Clinton in October that makes it easier to transfer ownership of decommissioned lighthouses to local units of governments and non-profit organizations.

Shipwreck Film

The Canadian National Film Board is producing a 70-minute feature film on the wreck of the *Gunilda*, a 190-foot luxury yacht that lies in Lake Superior in 290 feet of water near Rosspoint, Ontario. Crews were filming on the wreck site this past summer. It should be released to the public in a year or so.

Cobia Story

Several hundred people were on hand recently as the *U.S.S. Cobia* returned to her berth at the Wisconsin Maritime Museum following eight weeks of drydocking and repairs. The *Cobia* has been in Manitowoc since 1970 but has not been drydocked since 1963. In early September, the sub was towed to Bay Shipbuilding's yard in Sturgeon Bay for inspection, repair and repainting work, most of which was done below the waterline to insure the

integrity of the vessel's hull.

One visible result of that work is the fact that the submarine now rides higher in the water due to the removal of fluid from its ballast tanks. Museum officials also used the drydocking as an opportunity to improve the historical appearance of the *Cobia*.

"The exterior paint scheme includes several shades of gray," noted Isacco Valli, the Maritime Museum's executive director, "the damaged superstructure area was repaired and the numbers were removed from the conning tower all in an effort to restore the submarine to its World War II configuration."

The estimated cost of the *Cobia* drydocking project was \$487,000 of which 69% was paid for by a Statewide Transportation Enhancement Program (STEP) grant from the Wisconsin Department of Transportation. The remaining funds for the project were provided by contributions to the Maritime Museum's *Cobia* Maintenance Fund.

State Historical Society Of Wisconsin

"Harvesting Wisconsin Waters: Native American Fishing" is the title of a new exhibit that opened at the Wisconsin State Historical Museum in Madison on Feb. 4, 1997 and will run until June 8. The initial display in the exhibit will explore the centuries-old reliance by all of the Indian nations in Wisconsin on fishing. Subsequent displays will describe seasonal fishing and the variety of techniques used in each season, commercial fishing, resource management, and both sides of the current treaty fishing rights controversy in the state.

Shipwrecks In Review

by Dick Boyd

We continue to review important events in the exploration, study and archeology of notable shipwrecks with emphasis on those located in the Great Lakes. Other incidents of archeological or historical interest are also mentioned. (See the Spring and Nov. 1996 issues for the first two parts of Dick's review.)

Eastern Great Lakes

Out East several significant wrecks have been discovered which may date from about the Revolutionary War period. An early British military vessel was found in Lake Ontario by three divers from Olcott, NY. The craft has been identified as the *HMS Ontario*, an 80 foot, 28 gun warship lost with all hands in an October storm in 1780. The *Ontario* was departing Fort Niagara, which had just undergone a change in command; aboard were 88 passengers and the fort's ex-commander. The vessel was reported to be in fine shape, but future dives and information on the site will be restricted until a formal protection plan can be formulated.

At another site, continued exploration was carried out by joint U.S. and Canadian researchers on a mysterious wreck found in the St. Lawrence River during the summer of 1995. It is suspected that the vessel, resting in 65 feet of water near Brockville, Ontario, is the *HMS Anson*. The British warship sank in October 1761, making it one of the oldest wrecks ever discovered along any part of the Great Lakes waterway.

Maple Leaf

Far south of the Great Lakes a notable underwater 'dig' was underway near Jacksonville, Florida. Back in 1984 a

group of amateur archeologists located the wreck of the sidewheeler *Maple Leaf*, which had been a Union supply ship during the Civil War. This vessel was transporting the complete gear for three regiments of Federal soldiers up the St. Johns River when she struck a submerged Confederate mine. The explosion blew off the *Maple Leaf's* stern, sinking her immediately in fairly shallow water so that the main deck was 3 feet underwater. Over the decades, the hull settled into the muddy bottom and the cargo became covered with a protective silt layer. Discovery of the *Maple Leaf* was a unique find because such a collection of supplies had never been found before, plus general records on the ship and her cargo were still available.

Over the past 10 years the amateur group has teamed up with many professional archeologists; the combined teams have received several grants for excavation of the ship. Working in near zero visibility, they have methodically penetrated the holds and recovered an enormous number and variety of artifacts. Recovered was mess equipment, swords, perfumes, camping equipment, pens, pencils, water-purifiers, gun parts, dishware, pipes, tobacco, window panes, and ammunition ... just to list a few items! It's estimated that at least another 5 years of work remains to locate, catalog and preserve even a good sampling of the artifacts present at this site!

Mediterranean

On the international scene, oceanographer Bob Ballard has another spectacular project underway during the summer of 1995; using the U.S. Navy's nuclear-powered research submarine N-1, Ballard and a crew of archeologists plan to cruise the bottom of the Mediterranean Sea, following the ancient shipping lane from Rome, Italy, to Carthage on the North African coast. For several millennia this was

the primary sea route in this region for commercial and warships alike.

Literally thousands of shipwrecks should lie along this route, and preliminary evidence already suggests that many of these are in excellent condition.

Alabama

Off the coast of France, international work continued on a famous Confederate warship, the CSS *Alabama*. This warship was perhaps the most reknown maritime raider of the Civil War. Built in Britain and armed with the finest artillery, she roamed sea lanes the world over seizing or sinking Union vessels. Over a period of 2 years, the raider put over 60 Federal ships out of commission and confiscated vast amounts of cargo. Finally, in 1864, the *Alabama* put into Cherbourg harbor on the French coast for badly needed repairs. It was there that she was cornered by the Union gunboat *Kearsharge*.

Captain Winslow of the *Kearsharge* sent a challenge to Captain Raphael Semmes of the *Alabama* to face him in a sea duel. The feisty Semmes could have simply abandoned his ship and escaped overland, but this he refused to do. Instead, joined by his crew to a man, Semmes faced the Union challenge on Sunday morning, Sept. 19, about 6 miles off Cherbourg. In a classic cannon battle, the aged *Alabama* proved no match for the bristol *Kearsharge*. Although the raider lobbed several well-placed shells into the *Kearsharge*, they either failed to explode or bounced off a makeshift armor shield covering the Union vessel. The Dahlgren guns aboard the Federal warship hammered the *Alabama* to pieces, sending her to the bottom in 45 minutes.

The grave of the *Alabama* had been sought by archeologists for many years. Finally, a French minesweeper located her remains in 200 feet of

water in a area noted for swift currents and tides. Dives can only be performed at slack tide for about an hour per day. Nevertheless, much is being learned about the ship from the numerous artifacts recovered. This work has Wisconsin ties since Dave Cooper was a coordinator between the French dive group and the U.S. Navy, the present owner of the wreck.

Zebra Mussels

On a biological note, research by the Sea Grant program has pointed out that divers are probably contributing to the rapid spread of Zebra Mussels throughout the Great Lakes region. These bivalves are responsible for

increased water clarity in many areas, but unfortunately are also seriously encrusting docks, boats, intake pipes and virtually any underwater structure. Of course, they are a serious threat to shallow shipwrecks. Recently mussels have been found in certain inland quarries which are regularly frequented by divers, but never by fisherman or boaters. It is postulated that the young mussels or their veliger stage are introduced into confined waters by clinging to cavities inside diver's tank boots which trap debris and stay wet for extended periods.

Out East, Zebra Mussels have spread into Lake Champlain where

they threaten certain historical shipwrecks with total encrustment. This situation was noted firsthand by U.S. Senator Patrick Leahy (D-Vermont) who recently revisited a wreck in the lake that was mussel-free just 2 years ago. Now it's so heavily covered with the mollusks that it will soon be unrecognizable as a shipwreck! During an interview on PBS, Leahy vowed to make Congress aware of this severe problem and to procure funds for continued mussel research.

National and International News

Pele Passage Preserve

After over eight years of effort, the weekend of May 31, 1997 has been designated as the official grand opening of ErieQuest, a new underwater shipwreck preserve in western Lake Erie.

The new preserve focuses on shipwrecks in the Pelee Passage area near the town of Leamington, Ontario. Its creation has been a joint effort of the Windsor Chapter of Save Ontario Shipwrecks (SOS), the Town of Leamington and the Ontario Ministry of Culture, Tourism and Research.

During a six-year period, SOS Windsor conducted over 60 days of scanning runs that covered 120 square miles of lake bottom in the Pelee Passage. Those scanning runs identified 20 new shipwreck sites in addi-

tion to the 30 known shipwreck sites in the area. Along with additional scanning survey information on 36 wreckage sites, subsequent historical research by SOS Windsor and R. Alan Douglas & Associates produced a detailed inventory of 81 shipwreck sites in the Pelee Passage. Further research resulted in an archival inventory of 271 shipping incidents in the area from 1820 to 1995.

These detailed inventories were published in April 1995 as part of a 400+ page report which analyzed the historical and economic context for creating a shipwreck preserve in the Pelee Passage area. For more information on ErieQuest or to request a copy of the preserve report (for \$35), you can contact John Karry at 33 Melbourne St., Kingsville, Ontario N9Y 1Y4; (519) 733-2469 or (519) 773-3310.

Save Ontario Shipwrecks

During the 1996 dive season, volun-

teer divers from the Windsor and Thousand Island chapters of Save Ontario Shipwrecks worked with Peter Engelbert, a marine archeologist with the the Ontario Ministry of Citizenship, Culture and Recreation.

Their joint efforts involved locating, surveying, installing mooring buoys and plaquing many of the shipwrecks in western Lake Erie for the sport diving industry. The Canadian Coast Guard assisted in the installation of the mooring buoys which are designed to stimulate charter diving in the region.

Some of the SOS Thousand Island members were on-hand in August when some local divers and a dive store owner were caught taking three historic anchors from the St. Lawrence River. The previous year, another historic anchor went missing from a recently discovered schooner in the St. Lawrence River near Rockport.