

Coming Events

- October 16, 1999 **Wisconsin Underwater Archeology Association** fall meeting in Milwaukee. Business meeting at 9:30 am at the Milwaukee public library. Lunch cruise on the yacht *Edelweiss* starting at noon. Contact Tom Villand at 608-221-1996 or email wuaa@mailbag.com
- November 20, 1999 **Gales of November** in Duluth, MN. Additional information is available by phone at 218-727-2497 or by email at novembergales@kbjrmail.com.
- December 4, 1999 **Sole Survivor** program at the Milwaukee public library at 6:45 pm. Dennis Hale's story of the sinking of the *Daniel Morrell* his survival. Presented by the Wisconsin Lake Schooner Education Association and the Wisconsin Marine Historical Society. To register call Kelly at WLSEA (414) 276-7700.

**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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September 1999

Bullhead Point Stone Ship Wrecks

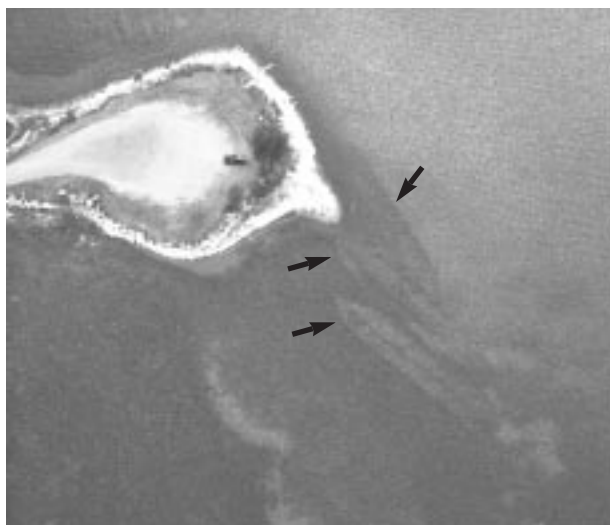
by Jeff Gray and Danny Aerts



Cruise the River with WUAA at the Fall Meeting

See details on page 2.

Aerial view of Bullhead Point
wreck site, Sturgeon Bay



For the last several years, in early May (usually just after the ice went out), a small group of WUAA members routinely congregated at Bull Head Point in Sturgeon Bay. Often facing the spring rains, the team would spend these weekends crawling over the remains of three vessels located in the shallow water of Sturgeon Bay. The two-day field sessions produced substantial archeological data, but completion of the site plans and report lingered due to the short field sessions. However, this fall an opportunity arose for WUAA members to spend two weeks working the wrecks with the State Historical Society of Wisconsin and East Carolina University.

Late this summer, Dr. Bradley Rodgers (you may remember Dr. Rodgers as the lecturer from last spring's workshop, "Sail, Steam, and the Profit Margin") approached the State Historical Society and WUAA with a proposal to bring a field school to Wisconsin. Dr. Rodgers is a professor in East Carolina University's Program in Maritime History and Underwater Archeology, one of only a few programs in the United States that offers graduate degrees in

underwater archeology. Each fall, second year students at ECU have the option of attending a field school to gain hands on underwater archeological experience.

Dr. Rodgers wanted to give his students the opportunity to work fin to fin with both state and vocational archeologists. Being familiar with the wrecks, SHSW, WUAA and the area (he is a Green Bay native), Dr. Rodgers believed the Bull Head Point wrecks were ideal for the field school.

On September 9, 1999, the crew arrived in Wisconsin to begin the project that will last until September 27. Throughout the project WUAA members and archeologists from the SHSW will work with the ECU group to build off the data previously collected and complete the survey of the *Ida Corning*, *Empire State*, and *Oak Leaf*. A jointly produced report is anticipated for sometime next year.

The *Empire State* was a wooden steamer built in Buffalo, NY, by Mason & Bidwell in 1862. The dimensions were; length 212 feet, beam 32.7 feet, draft 12.2 feet, gross tons 1116.53 and net tons 962.8. The registry number was 7229.

In her prime the *Empire State* was a well known passenger ship. Operating for the Western Transit Company, she carried many an immigrant to the new lands opening up in the midwest. A

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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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Fall Meeting

The fall meeting of the Wisconsin Underwater Archeology Association will take place Saturday, October 16 in Milwaukee. (See the flyer enclosed in this newsletter.)

The business meeting will be held at the Milwaukee Public Library, 814 W. Wisconsin Avenue, Milwaukee and will begin at 9:30 am.

An important item of business to take care of is the election of officers and directors. The term of office is for two years. As has been mentioned previously, WUAA needs your help, whether in an officer's capacity or otherwise. Please let us know if you are interested in helping out. Also during the meeting, we will be making plans for winter activities that people may want to get involved in, hear reports regarding activities that have taken place this summer and discussing other association business.

At noon we will be boarding the luxury dining yacht *Edelweiss* for a two hour luncheon cruise of the Milwaukee River and the harbor.

During the cruise Jim Landwehr will speak on the maritime history of Milwaukee.

Choices for dining include: chicken princess, stuffed pork chop or white-fish almondine. The cost per person is \$30. We would like payment by the first of October so we can confirm reservations. Payments may be mailed to: WUAA, P.O. Box 6081, Madison, WI 53716. Contact Tom Villand at 608-221-1996 for more information or to confirm your reservation.

The Edelweiss docks at Riverfront Plaza, located at 1110 Old World Third Street, Milwaukee.

After the cruise we have the opportunity to tour the Wisconsin Lake Schooner project. This is the tour we took in April of 1998 when construction was just beginning. Now things have progressed dramatically. Cost of the tour is \$5 per person. The Wisconsin Lake Schooner shipyard is located at the Milwaukee Maritime Center, 500 North Harbor Drive, Milwaukee.

*Placing the sinker on the Frank O'Connor.
photo by Al Brown*



The Path towards Wisconsin's Maritime Trails

The State Historical Society of Wisconsin's underwater archeology program has continued its efforts, with cooperation from divers, businesses, other governmental agencies, and local communities, to continue the development of maritime trails. Trails in both Lake Michigan and Lake Superior will educate divers and non-divers alike about the state's maritime history by featuring and interpreting shipwrecks, lighthouses, historic dock works, and other maritime resources. Shore-side historic markers, visitors' materials, and shipwreck moorings, for improved access and safety, will be incorporated into the trails. The following is a report on recent developments that will be integral components of the trail:

Moorings

The SHSW shipwreck mooring effort started in 1997 with the placement of a buoy on the schooner *Noquebay* located off Stockton Island in the Apostle Islands. The following year two additional moorings were set: the *Lucerne*, located off Long Island in the Apostle Islands, and the steamer *Niagara* located off Port Washington.

This past July, SHSW archeologists and members of WUAA secured two mooring buoys to the *Frank O'Connor*, located in Door County. One buoy is secured to the *O'Connor's* museum-quality triple expansion steam engine (located in the stern), while another was set near the bow. The second buoy is anchored to the lakebed by an 1800-pound sinker made from three locomotive pistons, donated by a Wisconsin diver, and welded together by the University of Wisconsin-Milwaukee W.A.T.E.R. Institute. The

W.A.T.E.R. Institute also provided the project with the 70-foot research vessel *Neeskay* and crew to lower the sinker into the water (the *Neeskay* and crew also assisted in the *Niagara* mooring last year).

Shipwrecks of Wisconsin web site

The SHSW and University of Wisconsin Sea Grant's Shipwrecks of Wisconsin web site (www.seagrant.wisc.edu/shipwrecks) has developed substantially over the last few months. The site now features "Sailing through Death's Door: Wisconsin's Lake Michigan Shipwrecks" and "Ice-Water Mansions: Wisconsin's Lake Superior Shipwrecks." The latest additions to the site are the *Niagara* and *Frank O'Connor* featured on the Lake Michigan page. These sites feature expanded information on the wrecks and their histories, including historic and underwater photographs. The *Frank O'Connor* page features two narrated video clips, which take the viewer on an underwater tour of the wreck. Look for similar clips featuring the *Niagara*, *Pretoria*, and *Lucerne* in the coming months. New wrecks (the *Louisiana*, *Pilot Island* wrecks, and the *Hetty Taylor*) will be added to the site in the next year.

A new feature on the Wisconsin Shipwrecks web page debuted this month called Notes from the Field: Underwater Archeologists in Action. Members of a shipwreck survey team will send in daily reports and photographs allowing browsers to follow the project "as it happens." The first installment of Notes from the Field will follow the survey of the Bull Head Point wrecks in Sturgeon Bay (see article on Bull Head Point).

Side Bar

One of the greatest strengths of the Wisconsin's Great Lakes Shipwrecks web site has been its striking underwater images. If you have any images of our featured wrecks that would be appropriate for the site, we would love to see them. We can not guarantee that all images submitted will be published on the site, but we will put on as many as possible. If you are interested, please call Jeff Gray (608/ 264-6493) or John Karl (608/ 263-8621).

Dive Guides

Last fall the SHSW and Sea Grant introduced visitors' guides for seven of Wisconsin's Lake Superior shipwrecks. The rugged, waterproof guides are designed to go along on dives or to be read for pleasure. The 9.5" x 6.5" slates offer interpretive tours of the wrecks at the sites or at home. Featuring site maps, schematics, diving information, vessel data and histories, the guides are great for anyone interested in the Great Lakes, shipwrecks, maritime history, or underwater archeology. The SHSW and Sea Grant are currently developing a set for the shipwrecks of Lake Michigan and these should be available in late spring or early summer of 2000. Watch for more information in future issues of *Underwater Heritage*.

Bullhead Point *continued from page 1*

well appointed ship, she was very popular with the many prominent people who traveled up and down the Great Lakes after the Civil War. She had several different owners and by the turn of the century had been purchased by the Barry Bros. Transportation Co. The *Empire State* and running mate *Badger State* were frequent visitors to Green Bay and to Door County ports.

One very foggy night in July 1900, the *Empire State* was groping her way along the east shore of Green Bay. She was headed for the Sturgeon Bay ship canal on her passage to Buffalo, New York. At that time she was owned by the Lackawana & Green bay Line. She was heavily loaded with bushels of oats and package freight as well as carrying thirteen passengers. It was difficult going - her only source of navigation, the Peshtigo Light Ship, was lost in the fog. Suddenly she went hard aground on a gravelly beach near Sugar Creek, south of Little Sturgeon. She was no more than 100 feet from shore. The bottom there was composed of sand over cobblestones.

Unfortunately a strong northwest wind set in, the full force of the gale threatening to push the *Empire State* further on the beach. The tugs *George Nelson* and *Gladys Nau* had lines on the steamer and when the seas would lift her they made an effort to pull her off. All they were able to accomplish was to keep the *Empire State* from going further on the beach. The fury of the storm heightened, the tow line to the *Gladys Nau* parted, and the *Nelson*, hampered by the heavy seas, was compelled to let go. The storm drove the *Empire State* on the beach higher than ever.

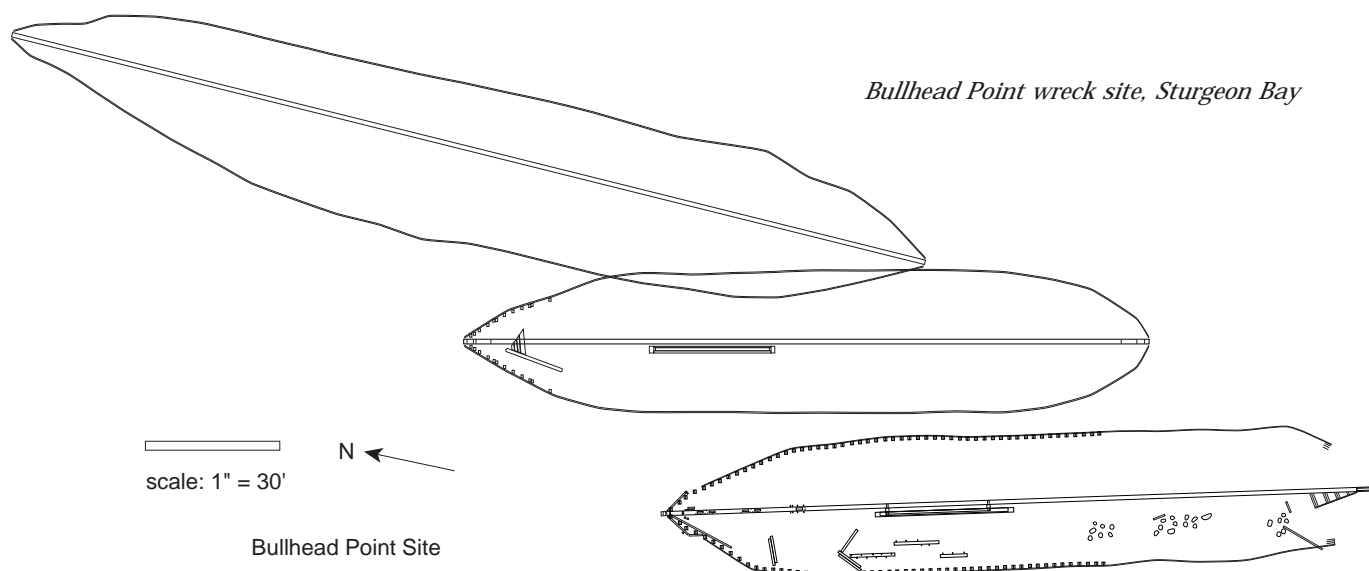
One day later the tug *Monarch*, along with the *Gladys Nau* and the *Nelson*, dredged around the *Empire*. Some cargo was jettisoned to lighten the vessel, between 5000 and 8000 bushels of oats and a large amount of packet freight. Upon the arrival of the *Torrent*, all four tugs got lines aboard the *Empire*. The strategy this time was for the *Gladys Nau*, *Nelson* and *Torrent* to pull steadily while the *Monarch* jerked, her lines attached to the windless and pall-posts. After a

couple of hours, in spite of the jerking strain of the line from the *Monarch* pulling out the posts, the disabled steamer began to move and was finally floated free. The greatest damage was done to the rudder post, but there was no sign of any leakage in the hold. The *Empire* was towed to the Rieboldt & Wolter shipyard where the rudder post was repaired.

For three days the passengers, including several women, were at the mercy of the gale. While their ship knocked around on the beach, Captain Powell was able to assure them that they were in no particular danger, but as the Door County Advocate reported, "It is superfluous to state that all will no doubt long remember their trip on this occasion."

On Christmas Day in 1906 she burned at the Barry Dock in Chicago. The cost of repairing her was too great so she was made into a stone barge and taken over by the Sturgeon Bay Stone Co. owned by Lars Jensen and Soren Termenson.

The *Ida Corning* was a wooden,



two-masted ship built in East Saginaw, Michigan by Arnold in 1881. The dimensions were; length 168.0 feet, beam 31.3 feet, draft 10.9 feet, gross tons 444.71 and net tons 422.47. The registry number was 44283.

Originally she was one of many ships engaged in carrying lumber and other cargo on Lake Michigan. She was owned by L.P. Mason in 1888 and by Hines Lumber Co. in Chicago in 1900.

When the steamer *George Presley* sunk in 1905, her owner, Captain Isabel, sold the steel arches from her bulwarks to the owners of the *Ida Corning*. These arches went to shore up her deck. In 1907 she was purchased by the Sturgeon Bay Stone Co. as an unrigged barge, and placed in the stone trade. Her delivery to Sturgeon Bay was exciting.

In April of 1908, the steambarge *Oscoda* left Chicago on a Saturday evening with the barges *S.J. Tilden*, *D.L. Filer* and *Ida Corning* in tow. The first two were bound to Marinette for cargo while the *Corning* was to be delivered to her new owners at the Sturgeon Bay Stone Co. Everything went lovely until Sunday night when they encountered a terrific storm from the northeast. The boats were kept going and weathered the gale all right, reaching the canal Monday afternoon. In shortening line to run into the canal the hawser between the *Tilden* and the *Filer* parted, the latter and the *Corning* going adrift. They immediately dropped their anchors, which kept them from going to the beach.

The steamer brought the *Tilden* up to the city and in attempting to land her at the Goodrich dock the craft slid along the wharf and after breaking off a bunch of protection piles at the city

dock brought up on the beach at the Boat Works, where she afterward released herself with kedge anchors. The steamer then attempted to make a landing and ran head-on into the dock of the Goodrich company, breaking the heavy timbers and doing fully \$150 damage, which with the \$40 or \$50 damage on the city dock made it a pretty expensive landing.

Owing to the big seas running the barges *Filer* and *Corning* were left out in the lake all night riding out the storm in safety, the wind shifting into the NW before morning and the sea going down. The *Oscoda* went out Tuesday morning and brought the two boats into the canal, where the *Corning* was dropped off and *Filer* brought down to L. & S. wharf. In landing this craft the steamer got the tow line in her wheel, and was helpless. The little steam launch *Ariadne* of the canal superintendent's office brought the *Corning* down to the city.

Being unable to get the wheel out it was necessary to send to Green Bay for a diver, the two divers living here being at work on the *Glasgow* wreck. Diver Green arrived Wednesday morning and after working all day succeeded in extricating the hawser.

The *Oak Leaf* was a wooden, three-masted schooner built in Cleveland, Ohio by Peck & Kirby in 1866. The dimensions were; length 160.0 feet, beam 31.2 feet, draft 10.7 feet, gross tons 395 and net tons 375. Registry number was 19106. However, one source says she was originally 319 gross tons, 303 net, 129.9 feet long, 31.9 feet beam and 11.2 feet draft. She received a new deck in 1874, was rebuilt in 1886 and lengthened 1891.

She went into service as one of the many ships in the famous fleet

belonging to Capt. Henry Kelly of Lorain, Ohio. Her early years were spent trading between ports on Lake Erie and Lake Michigan. During most of this time she was under the command of Capt. Hugh Morrison, a husky, one armed skipper, from Cleveland, Ohio. She usually carried a crew of from six to eight men.

In her later years as she plied her way up and down the lakes she often met another schooner bearing the same name. This ship was smaller, being a two-master and only 86 feet long with a beam of 24 feet. (This ship was built in Gibraltar, MI in 1895 and was lost in 1910.) Both ships carried lumber and general cargo.

The *Oak Leaf* was a sturdy, well built schooner and was always commanded by men who kept her shipshape at all times.

By 1918 her type of cargo had been taken over by steamers and railroads and she was converted into a tow barge. Her last years were spent as a stone barge in the Sturgeon Bay Stone Co., during which she was involved in a few incidents.

In September of 1906, when off Kewaunee the stone barge *Oak Leaf*, in tow of the steambarge *I.N. Foster*, also stone laden, sprang a leak while bound to Holland, Mich. She was taken into Kewaunee, where the leak was temporarily stopped with sawdust. As repairs could not be made at that port the *Oak Leaf* was brought back to Sturgeon Bay, when the services of a diver were secured in the person of Henry Fritschler, who on examining the bottom of the craft found that a seam on the port side near the keel had opened about a foot. He put a

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Bullhead Point ... *continued from page 5*

patch over the opening and the boats left port for their destination.

When ten miles off Pentwater on the following day she began to leak badly and it was impossible to keep the water down. A steam pump was rigged up and with this the craft was kept afloat. Early Sunday morning the Holland life-saving crew went to their assistance and when they reached the harbor there was two feet of water in the hold. A diver was engaged to make an examination and he reported that the repairs made at this port had been put on in the wrong place, and as soon as the sawdust had worked out of the real hole again the trouble began.

A tragedy occurred in August of 1908. The body of a man was found floating in Sturgeon Bay near the flour mill dock on the west side by a couple of ladies who were out in a row boat. The police were notified and undertaker Hahn took charge of the corpse and interred it in the Potters field at Bayside.

For several days the identity of the dead man was unknown, but it was found that his name was Francis C. Brown and his home was in Washington, D.C. He was about 30 years old and unmarried.

The deceased had been employed on the barge *Oak Leaf*, and the last seen of him was on Tuesday, August 18, the evening of the day the boat left for an east shore port with stone. At that time he was laying asleep on some plank that had been laid on top of the deckload of stone and it is supposed that after dark he rolled into the bay. The current from the wheel of

some boat probably brought the body to the surface Sunday.

After the stone trade fell off, the *Oak Leaf*, *Empire State* and *Ida Corning* were left moored at the stone quarry dock. In 1931 a blaze broke out on the barge *Ida Corning* and spread to the barge *Oak Leaf*, making quite a flame. From the *Oak Leaf* the fire moved over to the steamer *Empire State*. No attempt was made to save the ships.

Today, the remains of the *Ida Corning*, *Empire State* and *Oak Leaf* serve as reminders of Door County's once-thriving limestone industry. Boats like these shipped untold tons of limestone and lime to cities around the Great Lakes for building harbors, bridges, foundations, breakwaters, railroad beds and highways. ■

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Recent WUAA Activities

WUAA members spent the last week of July diving the wreck *Christina Nilson*. She is located near the light-house in Bailey's Harbor, in Door County. The goal was to finish the underwater work so Fil Ronca can complete the drafting. Hank Whipple will then complete the report. Another dive may be made to check out a few minor details.

The annual meeting of the Association for Great Lakes Maritime History was held in Sturgeon Bay from September 9-12. The Door County Maritime Museum hosted the event that included several receptions, business meetings, roundtables, historical presentations, and several tours. One of the highlights of the weekend was a shipwreck dive led by the State Historical Society of Wisconsin and WUAA. The dives on Saturday took place at the Leathem

WUAA Divers at the Leathem & Smith Quarry site



Wisconsin Shipwrecks and Archeology Featured in PBS Documentary

and Smith Quarry site north of Sturgeon Bay on the wrecks *Hurd* and *Mueller*. This is the site WUAA members mapped and researched, producing the publication *Report on the Leathem and Smith Quarry, 1990-1993*. Unfortunately, the Sunday dive on the *Frank O'Connor* was cancelled due to bad weather.

Also taking place in Sturgeon Bay but at Bullhead Point, WUAA members have been involved in continuing the project on the three wrecks located there, the *Ida Corning*, *Empire State* and *Oak leaf*. This time there is a different twist; we are working on the project along with East Carolina State University, which is running a field school there. Students from ECU, directed by Professor Bradley Rodgers and the SHS Underwater Archeology program are surveying the site and will produce a report and drawings. The project will continue through the end of September.

Plans are also being made for a second edition of the WUAA Madison area dive book, *Our Four Lakes, Their Legends, Sites and Secrets*. Several chapters will be updated. An organizational meeting has been held and it is hoped the project will be complete by the end of the year.

“Imagine swimming over a shipwreck, made of oak, that is larger than a football field,” boasts the documentary “Ghost Ships: Davidson's Goliaths.” Well on September 8, 1999, viewers of Milwaukee Public Television were able to do just that as they watched the one-hour program.

When it came to building wooden ships, nobody built them larger than James Davidson of West Bay City, Michigan. Davidson's goliaths sailed and steamed across the Great Lakes during the latter half of the 19th century and well into the 20th. These massive ships fed the hungry grain markets and lumberyards. They carried coal to fuel new industries, and the iron ore for a new steel age. Today, the only examples of these architectural and engineering marvels are underwater. This underwater video, produced by WUAA member Allen Brown and based on the archaeological report by the State Historical Society, takes viewers along with the historians and archeologists who dive into the Great Lakes to explore the mysteries of Davidson's Goliaths. The Wisconsin shipwrecks *Frank O'Connor*, *Pretoria*, and *Appomattox* are featured.

Davidson's Goliaths is currently being solicited to other public television markets around the Great Lakes. Distribution and broadcast is pending. To help promote its broadcast, contact your local public television station. If you are interested in purchasing a copy of Davidson's Goliaths, please see www.ghostships.com or call (608/264-6493).

On September 29, 1919, after loading 3,000 tons of coal, the *Frank O'Connor* left Buffalo, New York bound for Milwaukee. Around 4 p.m. on October 2, a fire broke out in the forward section, forcing the captain to turn toward the Wisconsin shore 10 miles away. Flammable grain and coal dust caked the *O'Connor's* interior and fed the blaze. Roughly an hour later, the steering gear burned away, and the crew abandoned the helpless vessel about two miles from Door County's Cana Island. The *O'Connor* burned well into the night and sank in 65 feet of water where it is found today with much of its hull and machinery still intact. (For more information on the *Frank O'Connor* see Davidson's Goliaths).

Jason Project Comes to Wisconsin

By Andrew Jalbert

In July, WUAA participated in a cooperative educational project together with The University of Wisconsin Sea Grant Institute and Bob Ballard's Jason Project. The project involved Amanda Pitterle, a Verona high school student who was one of three chosen statewide to compete for a slot as one of Jason Project's Argonauts in Florida. (for more information on the Jason Project, see [www.seagrants.wisc.edu/Education/madisonjason11/teachersinvite\(2\).html#jason11](http://www.seagrants.wisc.edu/Education/madisonjason11/teachersinvite(2).html#jason11)) Part of her application requirement for the Jason Project involved an essay in which she indicated her interest in underwater tech-

nology. The UW Sea Grant Institute (which sponsors the Jason Project locally) contacted Jeff Gray to see if Amanda could be included in an archeological dive to gain some experience and to see first hand what underwater archeologists do on a site. Jeff decided to coordinate Amanda's dive with WUAA's Christina Nilson project in Door County.

Amanda and her father met the WUAA survey crew at the Baileys Harbor boat launch to set up gear, go over the procedures we would be following on the dive and discuss the project and underwater archeology. Amanda had been SCUBA certified a few weeks earlier and had very little experience. That however, did not curb her enthusiasm and despite less than favorable water conditions, Jeff, Amanda and I headed out to the wreck in the Sea Grant research vessel. On the

trip out, Jeff went over boat safety and the history of the wreck we were about to visit. When Jeff had finished, I gave Amanda a full dive safety briefing.

We anchored over the Christina Nilson and I entered the water while Jeff stayed topside to help Amanda with a last minute gear check and to help her into the water. The purpose of our first dive was twofold: getting Amanda comfortable in the water and to view the orientation of the wreck. Visibility was poor (approximately 5 feet) but by staying close to the wreckage, Amanda could make out the important features. After a brief surface interval, we descended once more to map some of the framing and take a few pictures. Although conditions were marginal, the dive was a success. Amanda had the chance to see her first shipwreck and learned more about underwater archeology. A future WUAA member?



*Amanda Pitterle at the Christina Nilson.
photo by Andrew Jalbert*



Regional News & Events

Sole Survivor - An inspiring tale of shipwreck and survival.

On Saturday December 4th, 1999, at 6:45 p.m. the Wisconsin Lake Schooner Education Association and the Wisconsin Marine Historical Society will present Dennis Hale's extraordinary story of his survival and the loss of the Daniel J. Morrell on November 29, 1966. The program will include an underwater film of both halves of the Morrell wreck. Maritime Exhibits will be provided prior to the evening shows.

The Milwaukee Public Library Centennial Hall, 733 N. 8th Street. (Hall entrance is located on the East side of the main library building.) Doors open at 5:50 P.M.

Admission is \$20.00. Advance tickets (before November 26) are \$10.00 for WMHS/WLSEA members and \$15.00 for non-members.

To register call Kelly at WLSEA 414-276-7700

Gales of November

The 12th annual Gales of November Shipwreck and Diving program will be held at the Holiday Inn in downtown Duluth, MN, on Saturday, November 20, 1999. The Lake Superior Marine Museum Association of Duluth and the Corps of Engineer's Lake Superior Maritime Visitor Center will be hosting the event.

Programs will run from 9 am to 4 pm, with a variety of presenters from Minnesota, Wisconsin, Michigan and Ohio. Displays and exhibits on diving equipment, charters and publications will be available.

Dr. Charles Herdendorf, professor emeritus in Limnology and oceanography at Ohio State University, will present the evening program following a 6 pm dinner. Dr. Herdendorf played an integral part in the scientific investigations and development of educational materials related to the wreck of the *SS Central America*.

Tickets for the day programs are \$15 each and for the dinner and evening program \$25 each. Tickets are available from the Lake Superior Marine Museum Association at P.O. Box 177, Duluth, MN 55801. Additional information is available by phone at 218-727-2497 or by email at novembergales@kbjrmail.com.

Addition to Great Lakes Shipwreck Research website

Brendon Baillod has placed the entire WUAA/SHSW publication catalog online in the Great Lakes Shipwreck Research Bookstore:

<http://www.execpc.com/~bbaillod/books/booktable.html>

The site has been getting pretty good traffic recently and features every new and used Great Lakes shipwreck, underwater archeology, marine history and diving book, map and video in his collection. It now includes nearly 100 titles and Brendon continues to add more daily. It includes links from every item to sites at which it is sold.

A Maritime Tale

An Irish sailor considerably disfigured but still on deck, was met by another who said, "Phat happened ta ye matey? How kim ye by the bow ye have on ye: sur'n yer port light is out an' yer starboard wan won't show tin p'int on the horizon. How kim ye by it?"

"'Twas a fight wid a pirate," answered the disfigured one. "I wint ta Mate Hennessey's wid-din'. I used ta know hur that he married, an' coorted hur afore he did, an' afore I unmoored, I pulled alongside of Tim Casey's grog shop an' spliced the main brace wan or two times just ta get steerage way. When I fetched the harbor whare the widdin' was,

I tuk a luk aroun' the compass p'int ta see if I could hail a ship-mate, but whin I got ta sow soweast I got my sidelights on a fellow that was dressed up ta kill an' puttin' on airs ta beat the captain on a Sturgeon Bay steamboat, an' I bore down on him like a Malay pirate w'ats tryin ta board ye, an' I sez ta him, 'who the hell are ye?' 'I'm the best man, sez he-an' he was!"
courtesy of P.J. Creviere

WISCONSIN UNDERWATER ARCHEOLOGY ASSOCIATION FALL MEETING AND MILWAUKEE RIVER LUNCHEON CRUISE

Saturday, October 16, 1999

Business meeting: 9:30 am, Milwaukee Public Library, 814 W. Wisconsin Avenue, Milwaukee.

Luncheon Cruise: Two hours on the yacht *Edelweiss*, starting at noon. The *Edelweiss* docks at Riverfront Plaza, located at 1110 Old World Third Street, Milwaukee.

Speaker: Includes a talk by Milwaukee Maritime Historian Jim Landwehr.

Luncheon Menu Main Course selections:

Chicken Princess - Rolled with monterey jack cheese and fresh asparagus. Served with rice and vegetable.

Stuffed Pork Chop - Served with mashed potatoes and sauteed fresh vegetables.

Whitefish Almondine - Served with rice and fresh vegetable.

All lunches include:

Freshly baked bread & butter

Edelweiss garden salad with ranch dressing

Dessert - apple strudel with a touch of cinnamon and whipped topping.

Beverage - coffee, iced tea or milk

For more information please contact Tom Villand at (608) 221-1996, or email us at wuaa@mailbag.com.

Please cut off and send in the reservation form below by October 1, 1999.

1999 WUAA FALL MEETING LUNCH CRUISE RESERVATION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ EMAIL ADDRESS _____

NUMBER ATTENDING _____ X \$30 PER PERSON = \$ _____

MAKE CHECK TO: *Wisconsin Underwater Archeology Association*

SEND TO: PO Box 6081, Madison, WI 53716