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March 2008

The *John Evenson*: The Little Tug That Wasn't There

by Dr. Richard Boyd

In the extensive maritime history of Door County, several notable shipwrecks have seemingly performed the proverbial "vanishing act." In these unusual cases, a vessel was completely lost in a maritime mishap that was thoroughly documented with regard to time, place, and aftermath. However, for unknown reasons, divers have been unable to find these particular vessels, despite precise historical information as to where they should be.

The foremost example of this situation would be the schooner *J. F. King*, lost in 1886 off North Bay, in a foundering precisely described by eyewitnesses. Numerous wreck hunters using highly sophisticated sonar have conducted timely searches for this craft, but all to no avail. Over the years, many rumors that the *King* had been found have floated about, but all have proved baseless. Another example of a misplaced wreck would be the scow

Ocean Wave which was located off Whitefish Bay in 2004. Divers had given up on this wreck because of disinformation that had been entered into the historical record at the time of her loss in 1879. Nevertheless, commercial fishermen fortuitously found the vessel at a site far from where she reportedly sank. In this article, we'll take a look at the tugboat *John Evenson*, a small vessel lost off Clay Banks in 1895, which has eluded divers and salvagers for over 110 years. Interest in this ship renewed when the Wisconsin Underwater Archeology Association (WUAA) recently began cataloging and surveying sunken pier and wreck sites in the Clay Banks township of Door County.

Its owner and namesake, *John Evenson*, built the tug in Milwaukee in 1884. Evenson was an interesting maritime character who was once an active commercial fisherman that



Fathoms Deep but Not Forgotten: Wisconsin's Lost Shipwreck Sites

Part II: Racine County

by Brendon Bailord

This article is the second in a continuing series examining the historical maritime archeology sites in Wisconsin. This installment will review the historical shipwrecks of Racine County. Like Kenosha in the preceding article, Racine boasts a high shipwreck density due to her position between the busy ports of Milwaukee and Chicago. After being settled in the mid-1830s, Racine quickly developed as a Lake port despite her shallow river mouth harbor. The harbor first began to see traffic in the 1830s when steamers from the east began to anchor off the river to ferry in passengers and freight. In 1839, a lighthouse was erected

From the Milwaukee Public Library Collection

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The *John Evenson*



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Association News

Action Meeting

The next action planning meeting will be held on Saturday April 12, 2008 at Brendon's house in Marshall, WI. All members are invited to attend. For more information email WUAA at wuaa@mailbag.com.

Volunteers Needed for Baileys Harbor Summer 2008 Project

The Wisconsin Underwater Archeological Association will continue conducting underwater site surveys in the Harbor of Baileys Harbor on Saturday, May 31 and Sunday June 1, 2008. Volunteer divers are needed for measuring and sketching work.

If you are interested, please contact Russel Leitz at rleitz@mwwb.net or call 715-258-2935 or Steve Wagner at swagner1922@sbcglobal.net or call 920-749-9153.

Milwaukee Fireboat Survey—2008 Fieldwork

The Wisconsin Underwater Archeology Association will once again partner with the Great Lakes Shipwreck Research Foundation to conduct fieldwork on the wreck of Milwaukee Fireboat #23. This year's fieldwork will concentrate on completing the final site plan and will be led by Kimm Stabelfeldt, director of the GLSRF. A presentation covering the joint WUAA/GLSRF fieldwork done on the Fireboat in the 2007 season will be given at this year's Ghost Ships Festival on March 8 and will feature WUAA members Marshall and Laura Lokken. WUAA would like to thank GLSRF and all who participated in the 2007 Fireboat fieldwork.

Also, a training session has been tentatively scheduled for Saturday, June 21 at South Shore Yacht Club on the steamer Volunteer. Check the following web sites for updates: wuaa.org or glstrf.org.

SS Meteor Project

The Great Lakes Shipwreck Preservation Society is sponsoring a Preservation work weekend on the whaleback museum ship *S.S. Meteor*, in Superior.

The weekend that GLSPS has planned for the project is, Saturday and Sunday, April 26 & 27. WUAA will be participating in the project. For more information, check the web site of either organization- wuaa.org or glsp.org.

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 \$20. For membership information write to the postal or email address below.

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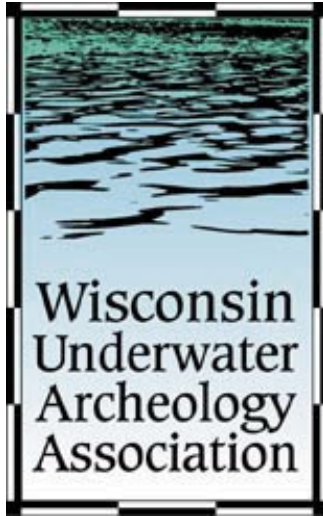
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Wisconsin Underwater Archeology Association Workshop: *Documentation and Survey Methods for Shipwreck Sites*

Date: Saturday, March 8, 2008
Time: 10:00 a.m. - 12:00 noon
Location: Wyndham Convention Center
Milwaukee, WI
(during the Ghost Ships Festival)

Objective:

This workshop will provide a basic understanding of how an underwater site is surveyed, mapped and interpreted using manual methods. The class will cover survey objectives and the use of trilateration, offsets and sketches to generate preliminary maps of underwater sites. The workshop will include hands-on practice using the tools and techniques covered in the discussion.

Cost: The fee for the workshop is \$30 per person. The fee includes a membership in the WUAA and handout materials.

For further information go to the 2008 Workshop page of the WUAA website: www.wuaa.org
To register, fill out and submit the registration form on the website and mail in the fee.

You may also contact Danny Aerts at 608-821-0048.



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raise the tug for \$1,000, but apparently the Lauries did not accept the proposal. Two years passed and that situation changed significantly, probably because the uncovered vessel had now become public property, as dictated by marine law of that day. In August 1897, Alex Laurie prepared to raise the tug using the schooner *Paige* as a work platform. The location was reported to be about six miles north of Algoma in 80 feet of water. Only a week later, the Lauries once again postponed the raising, stating that another attempt would be made the following summer. At this time, the Door County Advocate reported that only 36 feet of water covered the vessel, which should make for an easy recovery.

Surprisingly, the tugboat was never recovered and there is no evidence to the contrary or any expla-

nation for the lack of action. Thus the *Evenson* remained lost and largely forgotten until 1980 when the late maritime historian Dr. Walter Hirthe wrote an article on the vessel for *Soundings*, the journal of the Wisconsin Marine Historical Society (see references listed at the end of this article). This essay tweaked the interest of several shipwreck hunters (including the author) who subsequently searched the bottomlands north of Algoma.

The *Evenson* was never found, although about this same time, the sunken schooner *Daniel Lyons* was discovered, largely by accident. The *Lyons* lies in the same general area where the *Evenson* was reportedly lost. So, considering the abundance of information on the *Evenson*, including location data, why has it never been found? There are several likely reasons. First, if one examines all the reports, a number of conflicting locations are given: (1) Five miles north of Algoma off Stoney Creek four miles from shore in 90 feet of water; (2) Six miles north of Algoma, off Foscoro in 80 feet of water, and (3) three miles off Stoney Creek in 102 – 132 feet of water. And if we include Laurie's own observation that there was only 36 feet of water over the vessel, the total water depth could not

be much over 65 feet, which adds further confusion to the matter. Thus it becomes difficult to chart a meaningful search area that satisfies all these possible parameters. The result is a fairly large search grid.

Secondly, only a few concerted searches have been made for the wreck and most of these were conducted years ago with sonars that were far less advanced than today's towfish models, which have enhanced sensitivity and built-in GPS tracking systems. In the annals of shipwrecks hunting, there are several notable cases of wrecks being found exactly where they were reportedly lost, but that were simply missed time and again by explorers. A classic case in Door County was that of the steamer *Hackley*, which was found in 1980 precisely where she was lost, yet divers had futilely sought her resting place for over 25 years! The *Evenson* may simply be another case of an elusive target, and nothing more.

As mentioned earlier, renewed interest in the *Evenson* occurred when WUAA began surveying underwater sites in the Clay Banks region. The Nimrods' Dive Club of Green Bay has even offered a \$500 reward for the vessel's discovery (see adjacent flyer). Expeditions in 2008 will likely conduct some thorough searches for the "little tug that wasn't there"... or is it? ■

Works cited.

Walter M. Hirthe, "The Loss of the J. Evenson," *Soundings* 20, No. 4, 1980, 1-2.

Door County Advocate, 8 June 1895.

Ibid., 21 August 1897.

Paul J. Creviere, Jr., *Wild Gales and Tattered Sails*, DePere WI, Privately published, 1997, 152-153.

Racine County Shipwrecks

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to assist vessels in locating the harbor and by 1840, the sandbars at the river mouth had been removed enough to allow small schooners to enter. Since that time, Racine has seen many vessel losses with the greatest number occurring in the period 1850–1900. The following list includes all known total loss shipwrecks to commercial vessels in Racine County waters. It was compiled over the course of 20 years from hundreds of sources by Brendon Baillod and Bob Jaeck.

Schooner *McFarlane*: (no#), built about 1840, size unknown.

On December 1, 1841 a schooner by this name is reported in news accounts to have gone ashore near Racine. No record of this vessel exists in any other news account, vessel list or government document, but numerous news accounts reported the wreck in specific detail. It may have been a small locally built vessel.

Schooner *Black Hawk*: (no#), built 1832, 60.0 x 17.2 x 5.85 ft., 51.30 gt. BOM

The schooner *Black Hawk* stranded at Racine on October 10, 1847, but

was freed and departed for Manistee the same week under Captain Green. She was never heard from again and was declared a total loss in March 1848.

Schooner *Bolivar*: (no#), built 1842, 46.28 gt. BOM

Bound Milwaukee to Chicago, this small schooner was blown ashore in a gale three miles north of Racine on November 21, 1847. She broke up over the winter, a total loss for her owner, J.P. Allen of Chicago.

Schooner *LaSalle*: (no#), built 1835, 83.0 x 24.0 x 9.8 ft., 167.46 gt. BOM

Bound Chicago to Buffalo on September 23, 1849, the *LaSalle* capsized and was last seen on her beam ends about 12 miles off Racine. Eight of her crew were lost and one was rescued. Sources suggest her hull may have been towed in, but she never sailed again.

Brig *Theodore W. Maurice*: (no#), built 1831, 52.3 x 17.10 x 5.2 ft., 45.54 gt. BOM

On August 30, 1850 the brig *T.W. Maurice* became waterlogged off Ahnapee while bound to Chicago with oak planks. She was driven south and fetched up off Wind Point, where she broke up completely. Her cargo was scattered down the beach all the way to Racine.

Schooner *Sylvanus Marvin*: (no#), built 1842, 65.0 x 18.9 x 6.1 ft., 64.63 gt. BOM

This schooner, also seen as *Sylvester Marvin*, is reported to have foundered off Racine on May 22, 1851. She was lost with eight crew and her captain, W.P. Denton. She ran out of Milwaukee primarily in the lumber trade. Sources also place this loss off Grand Haven, MI.

Schooner *Mary Ann Larned*: (no#), built 1846, 73.0 x 17.8 x 6.9 ft., 79.33 gt. BOM

On May 23, 1851 this schooner was driven through Waterman's Bridge Pier at Racine and blown upon the beach, with a lumber cargo. She was reported pulled off the beach, but at \$1300 her loss was likely total.

Schooner *Young America*: (no#), built 1854, about 139 x 29 x 10 ft., 331.43 gt. BOM

The new schooner *Young America* was bound from Chicago to Oswego on September 23, 1855 with corn when she was run down by the schooner *Black Hawk* about twenty miles off Racine. She went down in deep water, her mastheads not even being visible below the surface, a total loss. A brig of the same name was built in 1853 at Buffalo and is often confused with this schooner. This wreck has never been found.

Schooner *Dean Richmond*: (no#), built 1855, about 140 ft., 362.73 gt. BOM

Another big, new schooner, the *Dean Richmond* was lost only three weeks after her launch when she went on the rocks five miles north of Racine on October 21, 1855 with a cargo of coal and lumber, bound for Chicago. Her bow was high out of the water and her stern submerged, but she could not be pulled free and broke up over the winter. Another schooner of the same name was launched the following year. This site probably

1872 Racine Harbor Piers Woodcut - Brendon Baillod Collection



has extant remains but has yet to be located.

Schooner **Temperance**: (no#), built 1847, 108.6 x 22.4 x 7 ft., 156.57 gt. BOM

This schooner was under tow by the tug *McQueen* with a lumber cargo when she broke free in a gale and drove ashore a few miles north of Racine on April 1, 1857. She was a total loss at \$3000.

Schooner **Peter Doling**: (no#), built 1848, 78.6 x 14.6 x 5.8 ft., 60.57 gt. BOM

This schooner went ashore on the point just south of the Racine Lighthouse with a cargo of lumber and fruit, on September 11, 1857. She was pulled free but sank in the harbor where she was abandoned.

Schooner **Henry Clay**: (no#), built 1842, 73.25 x 15.5 x 5.75 ft., 59.40 gt. BOM

The schooner *Henry Clay* was driven ashore about seven miles north of Racine in a storm on October 15, 1857. She reportedly broke up as a total loss, although insurance dam-

ages were placed at only \$300. She disappears from news accounts and enrollments after this accident.

Scow Schooner **Rocky Mountain**: (no#), built 1852, 76.5 x 23.5 x 6.25 ft., 123.47 gt. BOM

This scow schooner was driven ashore with a lumber cargo a few miles north of Racine during a storm on October 21, 1857. She was a total loss at \$3200.

Schooner **William Foster**: (no#), built 1842, 47.1 x 14.5 x 5.4 ft., 30.07 gt. BOM

In June 1858 this little schooner was reported capsized with the loss of two lives ten miles off Racine and later towed in to the harbor. She disappears from enrollments and news accounts after this accident, but several sources place the mishap at Chicago and not at Racine.

Bark **Colorado**: (no#), built 1857, 147.9 x 30.5 x 12.1 ft., 503.44 gt. BOM

The big three-masted bark *Colorado* went on the reef off Wind Point on October 28, 1863 with a coal cargo.

She was abandoned in place in November and was sold at auction before she broke up completely on December 30. Another bark *Colorado* was built the next year. This wreck may have extant remains but has never been found.

Schooner **Mary S. Scott**: (no#), built 1856, 135.8 x 25.11 x 11 ft., 358.58 gt. BOM

The *M.S. Scott* was driven aground at Racine with a cargo of 7000 bushels of wheat on September 20, 1866 while bound from Chicago to Buffalo. Part of her wheat cargo was removed but the ship was abandoned where she lie. The exact location of her stranding is not known but her remains are likely still present.

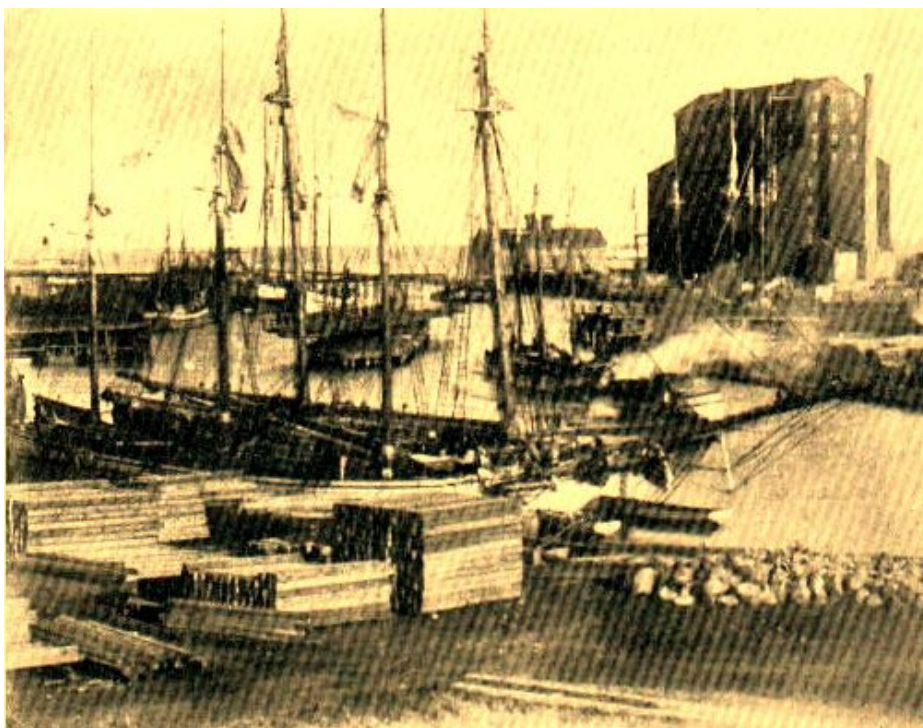
Bark **Great West**: (#10149), built 1854, 175 x 34 x 15 ft., 554.87 gt.

On October 10, 1866 the big, three-masted bark *Great West* was bound for Chicago with 800 tons of coal when she struck Racine Reef, holing herself badly. She was run ashore south of Racine to prevent her from foundering. She was stripped and abandoned to the elements where she lay. She probably has extant remains but she has yet to be located.

Propeller **F.W. Backus**: (no#), built 1846 as the *Earl Carthcart*, 133 x 25 x 9.4 ft., 289.78 gt. BOM

On November 25, 1866 the steamer *F.W. Backus* was bound from Kenosha to Racine with passengers and livestock when she was found to be on fire. She was run into the shallows just south of Racine where she burned to the water's edge. It is probable that a significant portion of the wreck remains and could be located.

1870s Racine Harbor Photo - Brendon Baillod Collection



Racine County Shipwrecks

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Schooner **H.L. Whitman**: (#11187), built 1856, 120.9 x 24.9 x 10.3 ft., 208.43 gt.

The schooner *H.L. Whitman* was bound for Chicago on October 11, 1869 with a lumber cargo when she struck a rock off Racine's North Point and immediately sank. She was abandoned where she lay and has not been located.

Scow Schooner **Flora Temple**: (#9302), built 1866, about 30 ft., 6.5 gt.

The little scow schooner *Flora Temple* was driven ashore nine miles north of Racine by a sudden squall and totally wrecked on July 26, 1870. She is one of the smallest registered commercial vessels known to have wrecked in Wisconsin waters.

Schooner **Anna Henry**: (#1801), built 1867, 214 gt.

The *Anna Henry* departed Chicago for Hamilton, Ontario with a load of pig iron, but was found to be leaking off Little Sable Point. She was run to Racine, repaired and set out again

on October 4, 1870, but foundered about 20 miles off Racine. Eight of her crew were rescued by the schooner *George Steele*. She probably lies in very deep water.

Propeller **Lac La Belle**: (#15803), built 1864, 218 x 36 x 12 ft., 1187.19 gt.

The steamer *Lac La Belle* sprang a leak and foundered in heavy seas en route from Milwaukee to Grand Haven with a grain cargo on October 13, 1872. She had left Milwaukee at 9 pm and began leaking about midnight when 25 miles off Racine. About that time, she shipped a heavy sea, which put out her boiler fires and she was driven before the gale which was out of the north. About 5 am, the ship was abandoned, with lifeboats making shore about 6 miles south of Racine 12 hours later. Eight crew died when one of the lifeboats capsized. The *Lac La Belle* had been a passenger steamer but was rebuilt as a bulk carrier. She has never been located and is thought to lie in deep water.

Propeller **Merchant**: (#16332), built 1862, 200.0 x 29.0 x 14.0 ft., 1009 gt.

The *Merchant* was the first iron propeller on the Lakes and is one of the

most historic vessels lost in Wisconsin waters. On October 6, 1875 she blundered onto Racine Reef with a large cargo of bulk corn, barreled flour and flax. She stranded in about 13 ft of water where she holed her hull and

settled onto the reef. Although initially thought salvageable, she was given up as a loss by the 13th and stripped. By November 1, the vessel had started breaking up. She had been insured for \$100,000 and was the worst loss of the season. In the summer of 1877, Knapp and Gillen removed her engines and significant scrap, and by 1880 she was no longer visible above the waterline. In the ensuing years, she was dynamited and salvaged by various groups. She was all but forgotten until some of her remains were found on the reef during the 1990s. Only minor structural components of the vessel remain and are widely scattered.

Schooner **Whirlwind**: (#26226), built 1848, 99.9 x 21.1 x 8.0 ft., 111.45 gt.

The *Whirlwind* was bound for Chicago with 100,000 ft of lumber when she was driven into the shallows near Racine and stranded on September 9, 1876. Captain Henry Wilson ordered the yawl launched and the men made it to shore. The vessel reportedly wrecked off a large ravine just south of Senator Doolittle's residence. It should be possible to locate the vessel's remains.

Schooner **Dolphin**: (#6132), built 1854, 91.2 x 22.9 x 7.8 ft., 154.27 gt.

The schooner *Dolphin* lost at Racine was one of three vessels of that name active in 1876. She was driven ashore at Racine during a gale on September 7, 1876 and her last enrollment was surrendered at Chicago on September 30 as a total loss.

Scow Schooner **Home**: (#42215), built 1867, 84.9 x 23.2 x 6.3 ft., 91.77 gt.

On November 13, 1876 the scow schooner *Home* was bound for Chicago with lumber when her steering gear broke. She was driven

Original photographic image of prop Merchant on Lake Erie c. 1864—C. Patrick Labadie Collection



ashore near the Racine Lighthouse pier. Her cargo was salvaged but she proved a total loss.

Schooner **Grace Channon:** (#85309) built 1873, 141 x 26 x 12 ft., 265.99 gt.

The schooner *Grace Channon* was bound from Buffalo to Chicago on August 2, 1877 with 600 tons of coal when she was struck by the propeller *Favorite* north of Racine. She sank immediately, taking the owner's 7 year old son with her. Her remains were located in 1985 by Kent Bellrichard and she is now a popular divesite in 205 ft of water

Schooner **Alice:** (#105020), built 1871, 45.0 x 13.7 x 3.9 ft., 14 gt.

The little lumber hooker *Alice* was lost with a load of Christmas trees for Chicago when she blundered onto Wind Point on December 10, 1877. She was a total loss. There is some question as to the identity of this vessel. There were two other small hookers named *Alice* active on Lake Michigan at the time.

Scow Schooner **Eagle:** (#135158), built 1870, 71.6 x 19.4 x 4.2 ft., 40 gt.

Lac La Belle at Milwaukee c. 1868—
C. Patrick Labadie Collection



The scow schooner *Eagle* was trying to enter the harbor on March 28, 1878 with 20 cords of wood when she missed the pier and was thrown against the pier at the end of Second Street. Her crew escaped but she was smashed to pieces.

Yacht **Undine:** (no#), a large locally built steam yacht

On April 16, 1881 a spring flood of the Root River swept the schooner *Belle* and scow *Frost* down the river and into the yacht *Undine*, completely destroying her.

Schooner **Speed:** (#22357), built 1848, 97.3 x 20.8 x 7.85 ft., 104.44 gt.

On April 18, 1883 the venerable old schooner *Speed* stranded on Racine's north beach while bound from Pentwater, MI to Racine with a cargo of shingles. She was being towed in by the tug *Sill*, when the line parted and she was driven aground on her side. Her crew were rescued by the USLSS via breeches buoy. Efforts to free her failed and she had completely broken up within a week.

Schooner **Elizabeth Jones:** (#8193), built 1867, 184 x 23 x 13 ft., 636.47 gt.

The big schooner *Elizabeth Jones* stranded on the south side of Racine Reef while bound from Chicago to Buffalo with corn on November 11, 1883. Her bottom was badly damaged and she could not be refloated. Her cargo was partially salvaged and she was allowed to break up over the winter. Her hull-bed has reportedly been located by divers but the identification has not been confirmed.

Scow Schooner **Laura Johnson:** (#140527), built 1882, 50 ft., 34.23 gt.

The little gravel scow *Laura Johnson* was loading gravel off Racine's North Point on July 17, 1890 when a storm blew up and drove her ashore.

She was a total loss of \$700.

Schooner **Persia:** (#19672), built 1855, 95.5 x 21.1 x 6.8 ft., 96.69 gt.

The old schooner *Persia* stranded 3 miles north of Wind Point on June 2, 1892 while bound from Menominee, MI to Racine with a lumber cargo. The crew reached shore in their yawl, but the ship broke up rapidly, scattering lumber down the beach where area farmers scavenged it. Her remains were located just off the beach by Bob Jaeck in the 1990s.

Schooner **Evra Fuller:** (#15956), built 1873 as the *Lena Johnson*, 132.6 x 26.3 x 9.9 ft., 228.87 gt.

The three-masted schooner *Evra Fuller* was bound from Menominee, MI to Chicago with lumber on October 8, 1893 when she went on Racine Reef while trying to enter the harbor in a dense fog. She broke in two just forward of her deck cabin and was a total loss. Her likely remains have been located 450 ft. east of the Racine Harbor entrance and are broken up.

Propeller **Thomas H. Smith:** (#145284), built 1881, 130.5 x 27.6 x 11.1 ft., 281.11 gt.

On November 10, 1893 the steamer *Thomas H. Smith* was bound from Chicago to Menominee, MI in heavy fog for a lumber cargo when she was nearly cut in two by the steamer *Arthur Orr*. She sank immediately, her crew jumping onto the *Orr*. As the *Smith* settled, water hit her boiler and it exploded, further destroying the ship. Reports place the disaster between 4 and 5 miles off Wind Point, but despite intensive searches, the *Smith's* remains have never been found.

Racine County Shipwrecks

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Schooner **Kate Kelly**: (#14031), built 1867, 126.3 x 25.8 x 10.4 ft., 280.93 gt.

The three-masted schooner *Kate Kelly* struck Racine Reef on May 13, 1895 while bound from Sheboygan to Chicago with a load of hemlock railroad ties. She foundered shortly after striking the reef in 50 ft of water, taking her crew with her. The wreck was located by Dan Johnson in 1983 is a popular dive site.

Schooner **George Barber**: (#10191), built 1857, 92.5 x 24.1 x 7.95 ft., 98.71 gt.

On March 1, 1895 the schooner *George Barber* sank in the river at Racine and was pumped out, towed out into the Lake and cast adrift,

fetching up on the beach near Racine College, where she broke up.

Schooner **Sunrise**: (#22349), built 1862 as a bark, 159.0 x 30.5 x 12.41 ft., 439.33 gt.

The big, three-masted schooner *Sunrise* was running in ballast in heavy fog bound from Chicago for the Straits on May 21, 1896 when she fouled a towline between the steamer *William H. Gratwick* and her consort, whaleback barge 133. The barge struck the *Sunrise* taking off 15 ft of her bow and sending her directly to the bottom about midlake off Racine. Her 8 crew escaped.

Barge **A**: (#30189), built 1895, 135.2 x 35.0 x 9.5 ft., 410 gt.

The barge *A* sank in the river at Racine on May 15, 1900 with 150 cords of stone on board, just east of the Main Street Bridge. The tug *Sydney Smith* tore out her side and bow trying to move her as she com-

pletely blocked the river. Her cargo was removed by divers and her hull was towed out and beached outside the harbor.

Schooner **John Eggers**: (#76714), built 1887, 58.7 x 14.0 x 3.4 ft., 25 gt.

The little gravel scow *John Eggers* was collecting gravel off Wind Point on May 26, 1906 when she was driven ashore and was a total loss.

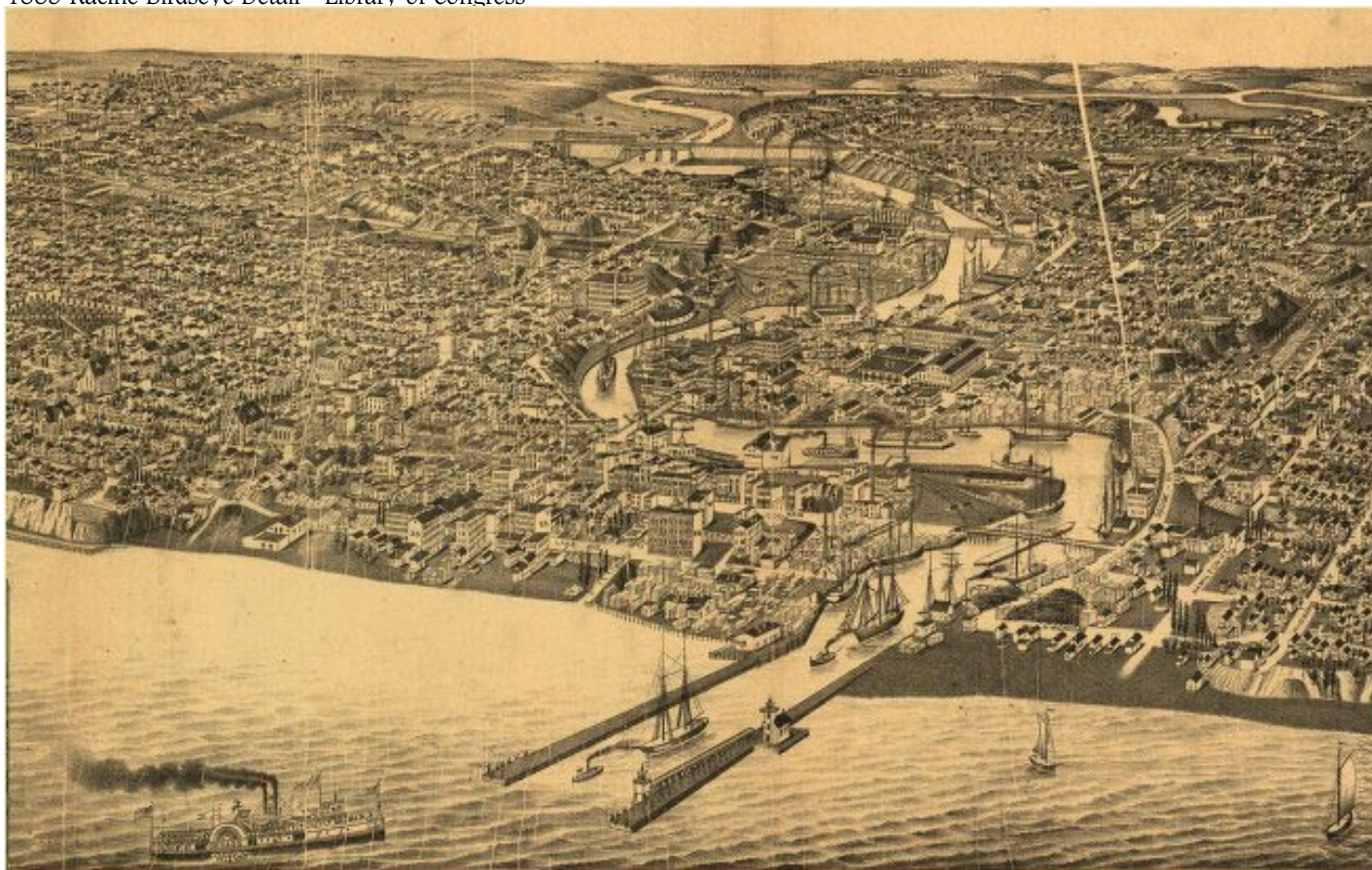
Gas Yacht **Scorpion**: (#116447), built 1891 as a sail yacht, 35.3 x 12.0 x 4.7 ft., 10 gt.

The yacht *Scorpion* was sunk and abandoned at Racine on September 11, 1912. The accident location is still unknown but may have been in the river.

Steamer **William Rudolph**: (#80762), built 1880, 145 x 23.5 x 9.0 ft., 267.89 gt.

The wooden steambarge *William Rudolph* had outlived her usefulness

1883 Racine Birdseye Detail - Library of Congress



and was abandoned in the surf near Racine as shore protection from erosion on October 23, 1913.

Vessels wrecked at Racine but salvaged or removed.

Schooner *Wave* (b.1835) This schooner is commonly reported lost at Racine in April of 1844. She did strand at Racine, but was released and lost a few weeks later several miles off the Kalamazoo River mouth across the Lake.

Schooner *Chas Howard* (b.1845) The *Chas Howard* was ashore and declared a total loss by going ashore at Racine on September 9, 1850, but was later released and repaired. She was lost at Chicago in December of 1856.

Schooner *A.H. Newbold* (b.1848) The *Newbold* appears in many reports as lost at Racine in December of 1848. However, she was recovered and later lost at Buffalo, NY in November 1852.

Schooner *Flying Cloud* (b.1852) The *Flying Cloud* capsized off Racine on September 20, 1853 and was believed lost until the schooner *New Hampshire* found her and towed her into Muskegon nearly three weeks later.

Schooner *Homer Ramsdell* (b.1853) The *Ramsdell* was driven against Waterman's Pier at Racine on May 10, 1855 and declared a total loss. She was repaired and lost in October of 1856 off Manitou Island.

Sloop *North Star* (#18165) Driven high on the beach at Racine in November 1871 and reported a total loss, she was pulled free in the spring by the tug *American Eagle*.

Schooner *Enterprise* (#7296) On June 8, 1874, the schooner *Enterprise* stranded off Racine and capsized while under tow to the harbor. She was declared a total loss, but was towed inside the harbor. She was listed in the merchant vessel lists until 1878.

Schooner *Capella* (#4578) This schooner stranded four miles north of Racine Harbor on May 9, 1883 and was declared a total loss, but she was towed up the river above the Mead St. Bridge where she was abandoned after attempts to haul her out for rebuild failed.

Schooner *Commerce* (#4363) On November 6, 1887, the *Commerce* was badly holed on Racine Reef. She was initially reported a total loss, but was towed to Racine and repaired. She was lost in 1909 off Sheboygan.

Schooner *Mount Vernon* (#17745) The schooner *Mount Vernon* was abandoned in the spring of 1893 in the river above the Mead St. Bridge where she lay for many years. Her remains are thought to have been removed in the 1930s.

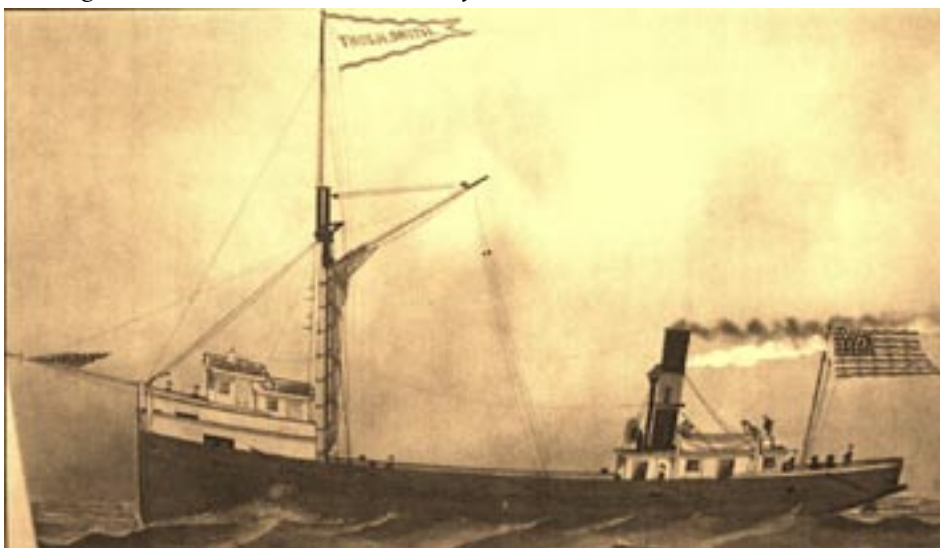
Scow Schooner *Dreadnaught* (#35270) A confused report exists of the big schooner *Dreadnaught* (#6130) having wrecked off Racine in December 1893. *Dreadnaught* 6130 was actually abandoned at Cleveland in 1879. The smaller scow schooner *Dreadnaught* 35270, waterlogged off Milwaukee in December 1893 and drifted across the Lake to Saugatuck, where she came ashore. She was seen off Racine.

Schooner *H. Rand* (#11185) This schooner capsized off Manitowoc while bound from Coyne, MI to Milwaukee with lumber on May 24, 1901. The captain, his daughter and two crew perished, and the ship floated as a derelict before fetching up on Racine Reef. She was then towed to the beach at the foot of Texas Ave in Milwaukee where she was dynamited.

Schooner *Caledonia* (#4384) The *Caledonia* is reported in many sources to have been abandoned in the Root Rover in September 1901. However, she was sold and foundered off Glen Haven, MI with a load of Christmas trees on November 27, 1901.

Schooner *J.V. Taylor* (#13874) The *J.V. Taylor* was abandoned in 1915 above the Mead Street Bridge. Her remains were likely removed in the 1930s. ■

Painting of Thomas H. Smith - Door County Maritime Museum



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.*

Coming Events

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| March 7-8, 2008 | Ghost Ships Festival. Milwaukee. Films, seminars and presentations about great Lakes Shipwrecks. Sponsored by Great Lakes Shipwreck Research Foundation. For information check their web site at www.ghost-ships.org . |
| March 8, 2008 | WUAA Underwater Survey Workshop. Milwaukee, during the Ghost Ships Festival. For information check our web site at www.wuaa.org . |
| April 12, 2008 | Wisconsin Underwater Archeology Association Action Committee Meeting. 10:00 am at Brendon's in Marshall. For information check the WUAA web site at www.wuaa.org or email wuaa@mailbag.com . |
| May 17-18, 2008 | Lighthouse Walk. Door County. For information check the Door County Maritime Museum web site at www.dcmmm.org . |