

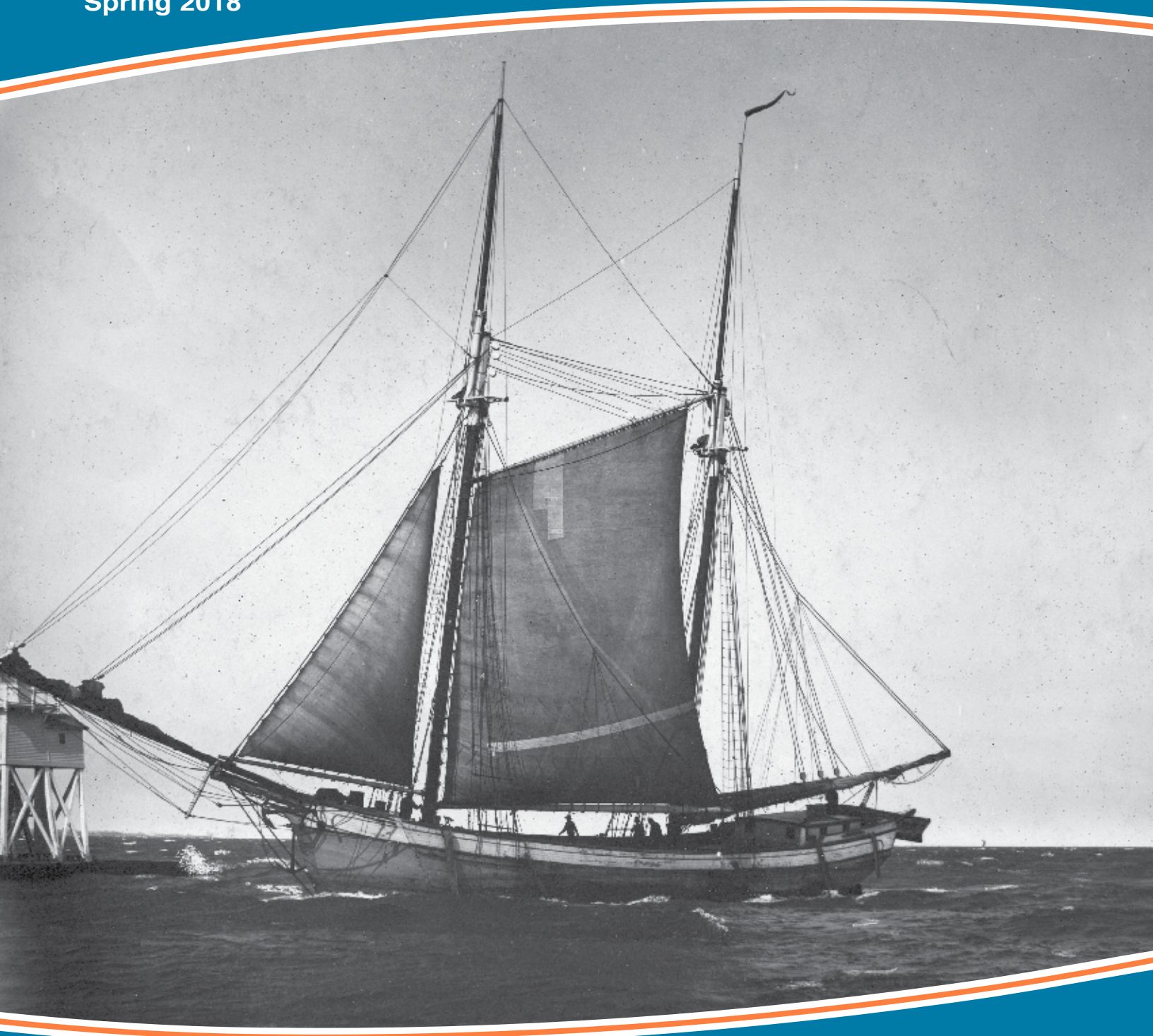


# The Anchor

WISCONSIN MARITIME MUSEUM

*The Quarterly Magazine of Wisconsin Maritime History*

Spring 2018



***Feature Article: The Scow Schooner Mishicott  
and the Soren Kristiansen Diary***



## WISCONSIN MARITIME MUSEUM AT MANITOWOC

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## The Pilothouse



Bon voyage! Regardless of the language we speak, most of us understand this well-known maritime phrase. Scenes of confetti streamers being thrown over the rail by smiling passengers aboard ship, while those on shore wave goodbye, may no longer be common; but the heart-felt sentiment of wishing those sailing away a good journey – a bon voyage – remains true today.

So now we bid a “bon voyage” to a respected colleague about to leave our museum for new shores and new adventures!

Caitlin Clyne, the museum’s dedicated collections manager for 7 years is about to embark on a new voyage in her professional career with her fiancée Adam (a museum man in his own right). But she leaves behind a group of coworkers, volunteers, museum trustees, Great Lakes historians and many others who benefited and enjoyed the work we got to do together with her. And the museum certainly benefited from Caitlin’s time here.

Caitlin often worked late hours behind-the-scenes, in the wonderful collections and archives of the museum, or sometimes on a special project with a group of trusted volunteers. There was a special bond between Caitlin and many of her dedicated crew, which makes me confident that stories about her exploits will be told for years to come! I know that the members of the museum’s editorial committee most likely agree with me, as they worked very closely with Caitlin these last four years on the publication you’re reading now.

Caitlin has this wonderful capacity to be both exuberant about something new in our collections yet properly restrained as only a professional can be. And professionalism is something Caitlin has taken very seriously during her time here. As an old curator myself, we’d sometime talk about “museum topics.” I must admit that I’m going to miss these conversations with her, and I deeply appreciate how seriously Caitlin took her role as the primary steward and “voice” of our collections, our archives and our professional reputation as an accredited museum.

She is as comfortable among a group of Great Lakes Captains as she is around her colleagues in the academic community and other collections-based museums. She generated grant support for many of the important activities we’ve engaged in. The highly-searchable Gerald Metzler Great Lakes Vessel Database, numerous exhibits, lectures and programs are but a small part of this legacy.

Caitlin would often stand on the roof deck and hail the Great Lakers making their way slowly past the museum, in and out of the Port of Manitowoc, since she knew many of the captains and crews. Now it’s time for her to set sail. So bon voyage, Caitlin. And thank you from all of us. Fair winds and following seas!

### *The Anchor* (Volume 49, Issue No. 2)

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Comments and suggestions regarding *The Anchor* may be directed to the editor at 920-684-0218 or e-mail: [editor@wisconsinmaritime.org](mailto:editor@wisconsinmaritime.org). The submission of articles and other material for publication is welcomed. Copyright 2018 by the Wisconsin Maritime Museum. *The Anchor* is designed by Freelance Artist, Sarah Tuma and printed by Fricke Printing Service, Inc., Manitowoc, Wisconsin.

The Wisconsin Maritime Museum is a private non-profit organization located in Manitowoc, WI, founded in 1968 as the Manitowoc Submarine Memorial Association, Inc., the Museum is dedicated to the preservation and interpretation of local, state and regional maritime history.

The Museum has a membership program and distributes *The Anchor* quarterly to its membership. Other membership benefits include; unlimited free admission to the Museum and USS *Cobia*, discounts for purchases in the Museum Store, research services, and special events.

Accredited by the American Alliance of Museums, the Wisconsin Maritime Museum is also a member of the Association of Midwest Museums, Wisconsin Federation of Museums, Association for Great Lakes Maritime History, Council of American Maritime Museums, International Congress of Maritime Museums, Historic Naval Ships Association, and the American Association for State and Local History, and is a Smithsonian Affiliate.



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Future Submission Deadlines:

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Questions and submissions can be directed to Co-Editor, Lisa Pike at [editor@wisconsinmaritime.org](mailto:editor@wisconsinmaritime.org).



***The Manifest***  
*Quarterly Book Reviews*  
By Lisa Pike



***Sailing into History: Great Lakes Bulk Carriers of the Twentieth Century and the Crews Who Sailed Them***

**By Frank Boles**

*Sailing into History* by Frank Boles is a compact volume that covers the history of Great Lakes freighters from the mid-1840s to modern times. Boles who has worked as an archivist at the Bentley Historical Library Collections of University of Michigan for many years is well versed in the history of the region and its shipping economy and brings his extensive knowledge to this text.

The main topics covered are the development of shipping lanes through geographical modification by the US Army Corps of Engineers to facilitate shipping of major cargoes, evolution of crew positions and changes in maritime law, improvements in vessel structure, and technological advancements.

One of the more interesting facts shared in the text is the drastic change in the structure of freighters over the last century and how it impacted current shipping operations. To understand the extent of this growth and the short amount of time it took, Boles shares the fact that companies built approximately 420 Great lakes bulk freighters between the years of 1899-1930, and because of this quick turnaround many shipbuilders used copies of other freighters' plans, creating a nearly identical fleet!

During this time span overall length increased from 600 ft to 1000 ft-plus, with the hope of creating more capacity for cargo equaling more profit. One of the hurdles to this objective was the loading/unloading process which started out slow and tedious. However, the industry streamlined the process with better hatch covers for filling and emptying cargoes, the development of the Hulett unloader, and the design of self-unloading vessels with automatic conveyor belts. All of these advancements have allowed for shorter port times and the capability for more cargo stops equaling greater profits.

Boles' goal is to inform the reader about the freighter industry as a major part of the region's economic history and the fact that it was and is an economy built on demand, quantity, and location. These variables have had a profound effect on the entire shipping industry and development of shipping lanes, which is self-evident in the US Army Corps of Engineer's regional canal and lock systems.

From a stylistic viewpoint the text is a bit dry for the layperson, but still provides great insight to the industry. The text also includes some black and white photos of life aboard. However, they are all of the same vessel and it would have been nice to have a variety to provide some perspective from one ship to another. Overall, for a short text it hits all the milestones of the industry over the last century and gives a great look at modern freighters and where the industry is heading.

Available from Michigan State University Press, 221 pages,  
ISBN: 9781611862232

# The Scow-Schooner *Mishicott* and the Soren Kristiansen Diary

By Edward S. Warner\*

## Introduction

The scow-schooner *Mishicott* was built by George Jorgenson and launched at Manitowoc in 1882. She was 79.2 feet in length, 21.5 feet in breadth, 6.1 feet in depth, and weighed 76.54 gross tons. Her owner and first master was B. Burmeister. The vessel was abandoned in 1912.<sup>1</sup> It seems very probable to this writer that the vessel's namesake was a village located about ten miles north of Manitowoc, now known as Mishicot, but in 1882 spelled with two "t"s.<sup>2</sup>

There is little record of the vessel's utilization until the 1891 sailing season, brought to light through detailed entries in a diary kept by the *Mishicott's* master, Soren Kristiansen, a Norwegian immigrant and former deep sea sailor.<sup>3</sup> The transcribed and published version commences, for no explained reason, with an entry for June 1 of 1891, the vessel's season having been already underway, and closes with an entry for August 2 of 1892, in the midst of a trip from Milwaukee to her home port. That port during the period encompassed by the diary was Onekema, Michigan on Portage Lake, approximately ten miles north of Manistee.



Scow schooner *Mishicott* in the Manitowoc River, circa 1884.  
[WMM Collections, P82-37-9-11AC]

The *Mishicott's* 1891 season closed quite early, with the diarist commenting "That is all that we can do for the season,"<sup>4</sup> although he sailed aboard the schooner *Vermont* for the remainder of that vessel's season. Kristiansen did not own the *Mishicott* during the 1891 sailing season, but he purchased it early in the following season by trading his half interest in the *Vermont* together with two hundred dollars.<sup>5</sup> However, he sold it after owning it just over three months, but may have continued as master for a very short time thereafter.<sup>6</sup>

Before exploring some of the particulars relating to the operation of the *Mishicott* during the period revealed by the entries in the *Diary of Captain Soren Kristiansen, Lake Michigan Schooner Captain, 1891-1893*, a caveat concerning that publication should be noted. The entire publication, consisting of eighty-two numbered pages (the diary itself) together with a number of preceding, interwoven, and succeeding unnumbered pages, is a rather amateurish production. Even the title has a redundancy in it ("Captain" and "Captain"). The *Mishicott* was spelled "Mishicoff" throughout the entire published version, indicating a significant transcription error, and this writer has discovered other errors, including the names of other vessels mentioned by the diarist, which may have been the diarist's and/or the transcriber's errors. In short, accuracy with respect to details is less than ideal. Finally, Kristiansen's command

\* My appreciation to Henry N. Barkhausen for the thoughts he shared prior to drafting this paper as well as for suggested changes upon reviewing the draft.

<sup>1</sup> Gerald C. Metzler Great Lakes Vessel Database, Wisconsin Maritime Museum; Manitowoc, Wisconsin.

<sup>2</sup> See *Johnson's New Illustrated Family Atlas* (New York: Johnson and Ward, 1864) and *Lippincott's New Gazetteer of the World* (Philadelphia: J.B. Lippincott Co., 1905). Both list the village with two "t"s.

<sup>3</sup> *Diary of Captain Soren Kristiansen, Lake Michigan Schooner Captain, 1891-1893* (Iron Mountain, Mich.: Mid-Peninsula Library Cooperative, 1981).

<sup>4</sup> *Diary*, 34-35 (entry for 27 September 1891).

<sup>5</sup> Kristiansen purchased the vessel from B. Burmeister effective April 27, 1892. *Ibid.*, 62 (entries for 27 and 28 April 1892).

<sup>6</sup> *Ibid.*, 81 (entries for 1 and 2 August 1892).

## ...The Scow-Schooner *Mishicott* and the Soren Kristiansen Diary

of the English language was not first rate, as will be seen in many of the quotations which follow herein.

Nevertheless, the diary does provide some interesting perspectives, particularly concerning the tanbark trade, sailing a scow-schooner, harbor towing, delays in loading and unloading cargo, and the like.

### The Tanbark Trade

During the recorded portion of the 1891 and 1892 sailing seasons, the *Mishicott* was engaged primarily, although not exclusively, in the tanbark trade, delivering bark cross-lake to four west shore Lake Michigan ports. This writer's analysis of the diary's 1891 entries reveals that twelve outbound trips were made from Onekema, all with bark (but two with wood, as additional cargo). In all but one case, the vessel returned to Onekema light (*i.e.*, without cargo).

During the recorded portion of the 1892 sailing season, bark constituted three of the six outgoing cargoes, wood two, and potatoes one. All six of the return trips were light.

Tanbark was essential in the manufacture of tannin, a product used to treat hides in the leather goods industry and for some other purposes. Hemlocks were the normal source of tanbark in northern Michigan, which was stripped from those trees after having been felled, with the wood sometimes being left to rot on the forest floor. The bark was flattened and baled,

then transported from the woods by wagon or rail to shipping points within harbors or along the lakeshore.<sup>7</sup> Unlike lumber and most other forest products, the nature of tanbark required that there be little elapsed time between harvesting and delivery to the tanneries. For the *Mishicott*, this sometimes meant downtime in the harbor awaiting bark to be transported from the woods to the dock and/or to be subsequently loaded onboard. Excerpts from Kristiansen's diary regarding the loading of bark and a trip to Sheboygan with it are illustrative of these points, as follows:

"In the morning we started to load with bark on Schroeder's pier [on Portage Lake] and kept on until noon. In the afternoon we filled the hold with maple wood." The owner of the bark did not have a supply adequate to fully load the vessel. "The bark is hauled out here by teams on this pier, and the men is carrying it from the pier on to the vessel and there they stow it in shape for the voyage."<sup>8</sup> The following morning "At 10 oclock it let up raining and we started to load, we cleaned up all the bark we had on the pier and at 1 oclock we towed to the R.R.[railroad] pier and got a carload of bark there.... We took that in and towed out [into the Lake] a little after 6 oclock." While out on Lake Michigan, and the vessel not making good time in a very light wind, fog and rain, Kristiansen commented that "The bark is now very wet and if we do not get it off tomorrow it will be moldy.



Schooners Charley J. Smith, Vermont, Minniehaha, and Emily and Eliza at dock in Onkema, Michigan in 1894. [WMM Collections, P82-37-11-38]



Scow schooner Milton with crew loading lumber at White Lake, Michigan in 1871. [WMM Collections, P82-37-12-67]

<sup>7</sup> A detailed description of the process can be found in Roy Oliver (1884- ) [Recollections], Frankfort, Michigan, recorded August 4 and 10, 1966 (East Lansing: Michigan State University, Archives and Historical Collections), 9-10 and 13. Copy in the Benzie County Historical Society; Benzonia, Michigan.

<sup>8</sup> The term "voyage" was seldom used with reference to sailing vessels on the Great Lakes; rather, "trip" was the preferred term, especially with respect to short haul situations.

## ...The Scow-Schooner *Mishicott* and the Soren Kristiansen Diary

When the bark is moldy then it is not in good condition, and we have always more or less trouble with the Tanners when we deliver moldy bark.” They arrived at Sheboygan on Saturday, June 20 and the deck load was taken off in the afternoon. There was no loading/unloading activity on Sunday, as was the case in many Great Lakes ports, but the remainder of the load was off by 2:30 pm on Monday, the total load measuring just over fifty-two cords of bark and twenty-one and a half cords of wood.<sup>9</sup>

### Selected Aspects of Sailing a Scow-Schooner

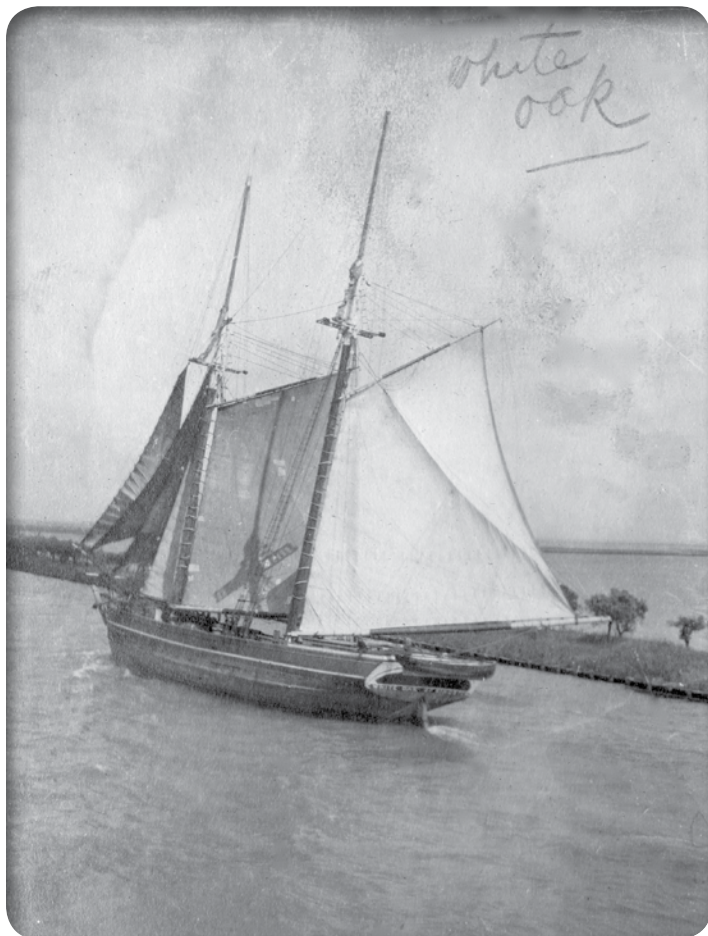
Scow-schooners – with their shallow draft box-like hulls, but with traditional schooner rigs, and in spite of centerboards – were notoriously poor performers when sailing light and against the wind. This was true in the

case of the *Mishicott*, analysis indicating that she spent a cumulative minimum of fourteen twenty-four hour days wind bound. The diarist certainly recognized the problem. For example, after having already been wind bound for a few days at Sheboygan during a strong northeasterly wind, the direction he had to sail to reach Onekema, Kristiansen wrote that “I do not see any use in going out to beat [tack close-hauled to windward] with this vessel, her draft of water is only about thirty inches<sup>10</sup> and she will not come astay [around to the other tack], so we will only be drifting to the southwest instead of gaining.”<sup>11</sup>

A few days later, after loading with bark and again heading for the west shore of the Lake, Kristiansen observed that “We stood across and was looking for Centerville, but we got Two Rivers Lighthouse bearing west, also about 22 miles further to the north than we expected. The current is generally running to the north and these shallow draught vessels is always making more leeway than a person is figuring on. On that account the vessels place is always found more to the north in crossing the lake.”<sup>12</sup>

The *Mishicott*’s complement appears to have consisted of just three persons: Soren Kristiansen as master, and two other men, referred to as “Andrew” and “Stewart.” Although that may appear to be a somewhat small complement for a two-masted schooner-rigged vessel, it should be borne in mind that it was engaged exclusively in the cross-Lake short haul trade.<sup>13</sup> Moreover, various entries in the diary reveal that Kristiansen was a very conservative master when confronted with heavy weather, so that a complement of three was apparently sufficient to handle the vessel in weather which he perceived as acceptable. In two USLSS wreck reports involving the *Mishicott* filed by the Manistee Life-Saving Station, District No. Eleven, one on September 13 of 1890 (pre-Kristiansen) and the other on October 28 of 1892 (post-Kristiansen), the “Number of crew, including captain” was given as three in each event,<sup>14</sup> thus lending credence to the complement of three in the case at hand.

A unique incident did point out one of the *Mishicott*’s positive attributes: her relatively light weight.



Scow schooner White Oak underway near unknown harbor.  
[WMM Collections, P82-37-12-127A]

<sup>9</sup> *Diary*, 10-13 (entries for 17- 22 June 1891).

<sup>10</sup> At this point the vessel was without cargo, waiting to commence a trip back to Onekema.

<sup>11</sup> *Diary*, 3 (entry for 6 June 1891).

<sup>12</sup> *Ibid.*, 6 (entry for 12 June 1891).

<sup>13</sup> For a discussion of the attributes of the short haul trade, see Fred Neuschel, *Lives and Legends of the Christmas Tree Ships* (Ann Arbor: University of Michigan Press, 2007), esp. at 21-24.

<sup>14</sup> In the Historical Collections of the Great Lakes, Bowling Green State University; Bowling Green, Ohio.

## ...The Scow-Schooner *Mishicott* and the Soren Kristiansen Diary

The vessel sailed light out of Portage Lake toward Pierport, located on Lake Michigan about five miles north of Onekema, so as to pick up a load of wood. Kristiansen wrote that “Coming abreast of Apron Bluff the wind died away and we was in the calm there, but we lowered our yawl and towed her along until we got a light breeze from [the] south....”<sup>15</sup>

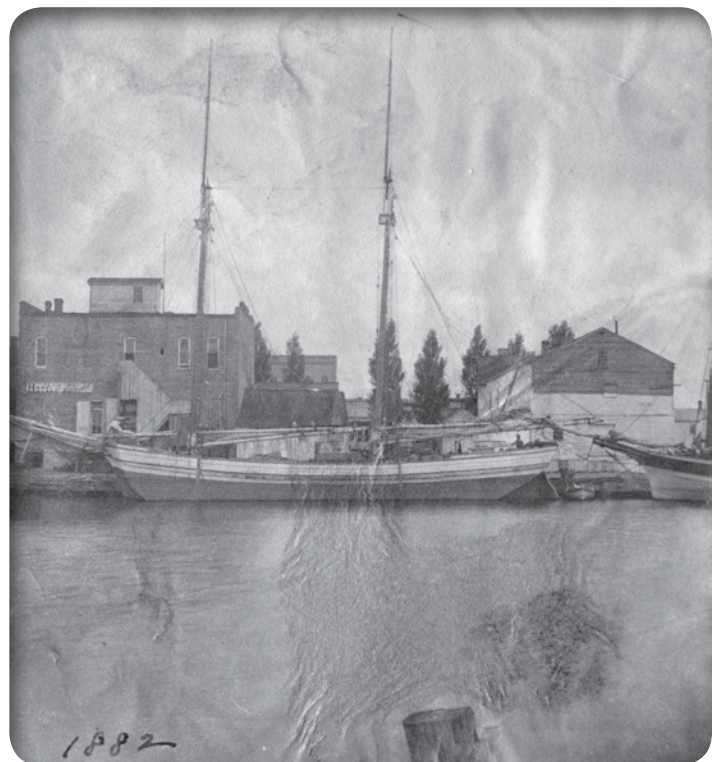
### Harbor Towing

The channel connecting Portage Lake to Lake Michigan was (and is) quite narrow, as would be expected for a rather minor port. It ran (and runs) essentially east-west, and the prevailing wind ranges southwest to northwest, so that exiting Portage Lake with a scow-schooner under sail was extremely difficult, if not impossible, in prevailing winds. Thus, the *Mishicott*, among other vessels trading at Onekema, were forced to tow out into Lake Michigan to commence their trips under sail. Analysis of those *Diary* entries which were explicit about exiting and entering Portage Lake reveal that the *Mishicott* towed out at least eight of her eleven recorded outbound trips in 1891 and six out of her seven recorded outbound trips in 1892. On the other hand, the vessel was able to sail into Portage Lake at least four times out of eight inbound trips in 1891, and at least three times out of five inbound trips in 1892.

Arrivals to and departures from west shore Lake Michigan ports also presented towing situations. Of eight arrivals during the 1891 season for which there is a sufficiently explicit record, the *Mishicott* was towed into harbors (Kenosha, Milwaukee, Sheboygan) at least six times. After unloading, she was towed out six times, sailed out once, and hauled<sup>16</sup> out once. During the 1892 season, she was towed into harbors (Chicago, Milwaukee, Sheboygan) upon all of her six arrivals for the period covered by the diary, and towed out in each case. The primary issue at these ports was not adverse winds, but rather harbor congestion, so that towing in and out was the only practical (if not the only legal) alternative – certainly true in the cases of Chicago and Milwaukee.

### Loading/Unloading Delays

Delays in loading/unloading cargo were frequent occurrences affecting the *Mishicott's* ability to complete some of her cross-Lake round trips in a timely manner. For instance, early in the 1891 sailing season the vessel tied up at the railroad pier in Portage Lake at 1:00pm upon returning from the west shore. Kristiansen wrote that “we made the vessel ready for loading. All the bark was up in the country and they would not send any down until the vessels gets into port.”<sup>17</sup> In the morning of the following day the on-shore gang started loading directly from a rail car using a slide to the *Mishicott's* deck. The next day they resumed loading at 7:00am, but had to stop after just two hours of work in that “There was no locomotive to switch in the loaded cars” until 1:00pm, after which they took in two car loads. It was two and a half days after arrival that the vessel was able to leave Portage Lake.<sup>18</sup>



Scow schooner *Mishicott* at dock in 1882. [WMM Collections, P82-37-9-100E]

<sup>15</sup> *Diary*, 79 (entry for 26 July 1892). This is the only documented case of towing a Lakes commercial sailing vessel with a ship's boat known to this writer to date.

<sup>16</sup> “In the morning about seven we hauled the vessel through the bridge at Kenosha and kept on hauling the vessel out to the end of the north pier....” *Diary*, 26 (entry for 8 September 1891). In this case, “hauling” referred to warping and/or kedging operations. On this matter, see Edward S. Warner, “Warping and Kedging, Hauling or Heaving Lakes Sailing Vessels,” *The Anchor*, 48 (Spring, 2017), 10-11.

<sup>17</sup> *Diary*, 4 (entry for 8 June 1891).

<sup>18</sup> *Ibid.*, 5-6 (entries for 9-11 June 1891).

## ...The Scow-Schooner *Mishicott* and the Soren Kristiansen Diary



Scow Schooner Tennie and Laura at dock. [Courtesy of the Historical Collections of the Great Lakes, Bowling Green State University]

In September of that same sailing season, the *Mishicott*, with a load of bark, had to wait in Kenosha's outer harbor for four full days before unloading even began on the fifth day. Apparently the issue was that an inadequate on-shore labor force was unloading a single vessel at a time in the order of their arrival at that port.<sup>19</sup>

The *Mishicott*'s second cargo of the 1892 sailing season consisted of potatoes. However, area farmers were bringing them to the vessel a wagon load at a time, requiring a span of sixteen days (!) to acquire a load of "about 2300 bushels."<sup>20</sup> Furthermore, when she arrived in Chicago, it required a span of five days to unload them.<sup>21</sup>

### A Brief Financial Retrospective

Although at this point there is no direct financial evidence available, logic coupled with indirect evidence suggests that net profits, if any, realized from the *Mishicott* by her two respective owners during the operational period encompassed by the *Diary* must have been minimal.

The number of trips completed with cargo at reasonable freight rates during any vessel's sailing season was the primary determinant of gross profits to the owner(s), so that any factors which limited the optimal number of those trips thereby limited gross profits. In the case of the *Mishicott*, the most obvious limitation to maximizing gross profits was that, with the exception of the last 1891 trip, there were no return trips to Onekema or elsewhere on the Lake's east shore with cargoes. It would seem that with some business acumen there would have been at least occasional opportunities to line up east-bound cargoes. The fact that the vessel spent a good deal of time weather bound also cumulatively reduced the number of trips, as did the numerous delays in loading and unloading. Together, these three basic factors seriously inhibited the ability to maximize gross profits.

The *Mishicott*'s 1891 sailing season was cut short because, in Kristiansen's words, "the freight [rate] is too small to make it pay and the [crew's] wages is going up all the time," so that the vessel was laid up in late September.<sup>22</sup> Freight rates tended to be volatile during much of the era of sail; and, although seamen's wages fluctuated rather widely during each year-after-year season, they normally tended to trend upward in the fall for various reasons.<sup>23</sup> Nevertheless, with a presumed crew of just two persons, wage rates could not have been a major expense unless one of the two was hired as a mate. Shore-side labor costs for loading and unloading were no doubt significant, although harbor towing may well have been the largest single expense category to have been offset against gross profits so as to determine net profits.

Taken together, apparent minimal gross profits coupled with significant expenses suggests very low net profits, if any. And, the fact that Soren Kristiansen sold the *Mishicott* -- just ninety-eight days after having purchased her -- lends some credence to that assumption.

<sup>19</sup> *Ibid.*, 32-33 (entries for 20-24 September 1891).

<sup>20</sup> *Ibid.*, 62-63 (entries for 26-30 April and 2-11 May 1892).

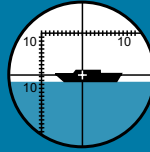
<sup>21</sup> *Ibid.*, 64-65 (entries for 14-18 May 1892).

<sup>22</sup> *Ibid.*, 34-35 (entry for 27 September 1891).

<sup>23</sup> See Edward S. Warner, *The Employment of Seamen for Service Aboard American Vessels in the Great Lakes Commercial Trade Under Sail* (Association for Great Lakes Maritime History, "Occasional Papers, Number 2," July, 2014), esp. at 28-43.



## Cobia Corner



By Karen Duvalle



Our new USS *Lagarto* exhibit features a 1940s Harley similar to the one owned by *Lagarto*'s Captain, CDR. Frank Latta. It is on loan from a local Harley Owners Group in Osman, WI and the hope is to encourage local riders and riders from around the state to visit the museum and the new exhibit this summer and to also participate in the 4th Annual SubFest coming this July.

The exhibit tells the story of USS *Lagarto*, one of the 28 Manitowoc-built submarines, and her crew. A total of 86 men went down with *Lagarto* on May 3, 1945, when the sub was depth charged by a Japanese Minelayer. The exhibit also talks about the discovery of the wreck in 2005 and the unique story of Captain Latta and his Harley. The exhibit was in place in time for our annual *Lagarto* ceremony on May 5th and it will remain in our front window area throughout the summer.



CDR. Frank Latta and his Harley. [Courtesy of Mike Latta]



Photos Courtesy of Caitlin Clyne and Lisa Pike

Karen Duvalle is the Submarine Curator at the Wisconsin Maritime Museum. She can be reached at (920) 684-0218 x 105 or [kduvalle@wisconsinmaritime.org](mailto:kduvalle@wisconsinmaritime.org).



## Collections: Out to See

### A Wide Perspective of a Winter Fleet

*By Caitlin Clyne, Registrar/Collections Manager*

The Wisconsin Maritime Museum recently received an amazing donation from Manitowoc Cranes: a panoramic photograph of Manitowoc, Wisconsin in five panels that comprise an image nearly 22 feet long by 3½ feet high.

The panorama had been displayed prominently in the headquarters of Manitowoc Cranes for many years where hundreds of employees passed it regularly. With the company's recent relocation of their headquarters to Pennsylvania, they felt the panorama should remain in Manitowoc. According to a retired employee, the panorama originally hung in the executive dining area of Manitowoc Shipbuilding Company on the peninsula.

*Continued on page 11...*

*View of the upper Manitowoc River looking northwest. The white house stood at the corner of S. 16th St. & Wollmer St. It now stands at Mero St. near S. 31st. The houses in the background are near present-day S. 18th St. and the river behind them is about where the 21st St. Bridge crosses today. One of our longtime volunteers also made a note that the rings on the ground behind the white house were left over from the circus tents that had stood there the previous season.*





Panoramic photograph in five sections showing upper river scene in Manitowoc, Wisconsin in 1898. [WMM Collections, 2017-13-1]

While the museum archives already had other smaller versions of the five photographs in this panorama, none of them have the incredible amount of detail as the oversized prints. They were likely created directly from a glass plate negative. The entire scope of our image encompasses approximately 210 degrees. There were also three additional photo panels continuing from the right side of the image that brought the total view to about 330 degrees. In total, the full panorama measured about 35 feet long. However, we determined that those three photos, which showed residential parts of the city from Westfield Park to S. 14th St., had no direct maritime connection, so they were transferred to the Manitowoc County Historical Society.

Our section of the panorama shows the upper Manitowoc River in Manitowoc, Wisconsin in early spring of 1898. The photographer stood on the roof of Manitowoc Seating Company, which was located on the northeast corner of S. 16th St. at Wollmer St. The view looks mostly north extending from what is now Schuette Park to the west and the 10th Street Bridge to the east. Central to the image are approximately 25

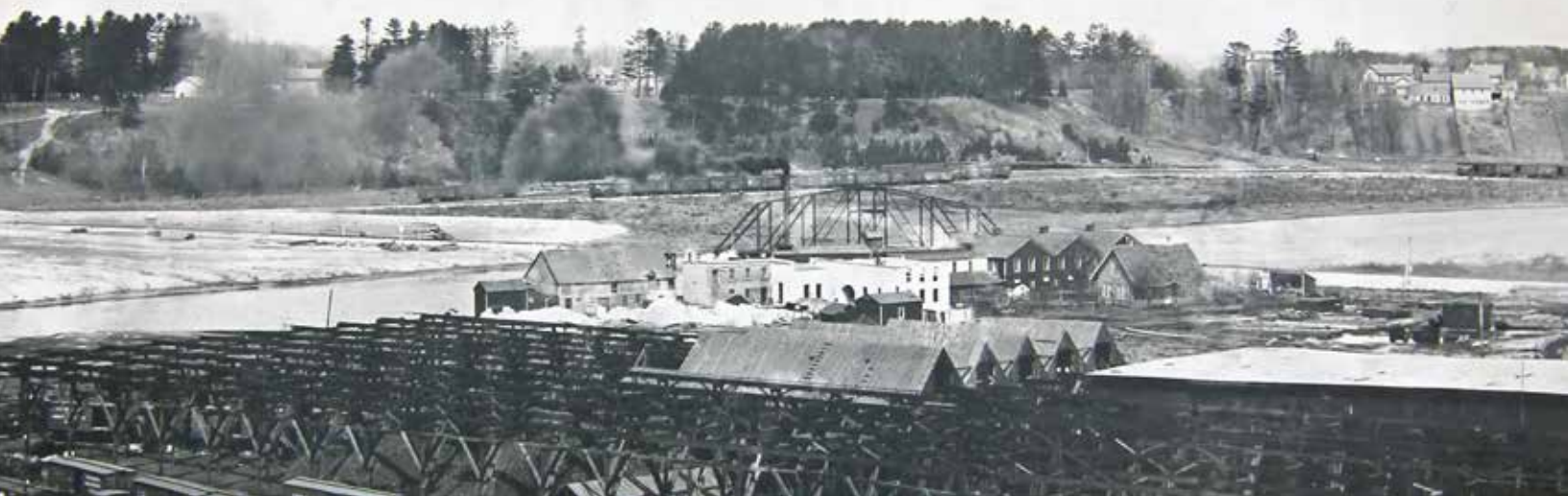


Map of Manitowoc, Wisconsin illustrating the scope of the image from the perspective of the photographer. [Created by author on Google Maps.]

freighters and schooners in winter layup in the river. Manitowoc was probably a popular winter destination because of the large graving dock at the Burger & Burger shipyard, where many ships went for repairs. Often changing every year, the “winter fleet” of vessels laid up in Manitowoc frequently consisted of 30-50 vessels. This panorama only shows half that number because it was taken in early spring and much of the fleet had already departed for the start of the shipping season. We have other photographs in our

*Continued on page 12...*

*View looking north-northwest. The empty land across the river near the top left later became the site of Burger Boat Company, where it continues to operate. The buildings in center background were part of the Manitowoc Glue Company. That area of the peninsula later became part of the shipyard. The large framework in the center was part of Manitowoc Coal Company and torn down in fall 1898.*



## ...A Wide Perspective of a Winter Fleet

archives taken in the winter of 1897-1898 that show the Manitowoc River packed with ships, nearly all the way to the piers. Using those other photographs, I was able to identify 11 vessels in the photograph.

The panorama is a good exercise in establishing dates. We confirmed the date of spring 1898 using clues in the photo. The largest building in the image is Elevator A, which was built in 1896. However, the site of Elevator B, built later in 1898, is still empty. The coal yard seen left of center was demolished in the fall of 1898. Our research volunteer Carol Gibson also found an 1897-1898 winter layup list printed in a contemporary issue of *Marine Review* magazine. All the ships I had identified were on the list and about a dozen more. Could this be fall of 1897? Possibly, but close inspection showed that the deciduous trees in the background are all completely bare, which points towards the season being spring.

I am indebted to several of our former long-time archives volunteers for teaching me so much about Manitowoc and how to date and identify photographs of the area. These volunteers included Bob Peppard, Larry Bohn, Chuck Peppard, Dale Fisher, and Max Tauschek. Every coffee break became a history lesson for me and I am grateful that this historic panorama became an opportunity for me to impart some of that knowledge they passed on to me.

*Continued on page 13...*

*View looking north. The Manitowoc Coal Company dock stands in the foreground. The buildings on the peninsula near the center of the photo were part of the Burger & Burger shipyard, which became Manitowoc Shipbuilding Company in 1902. The large white ship being worked on in center is the steamer Petoskey.*



## ...A Wide Perspective of a Winter Fleet

View looking north-northeast. The tall building is Northern Grain Elevator A, built in 1896. Its height makes it very helpful in dating photos. Behind the elevator is the new Pennsylvania & Ohio Coal yard. And behind that is my favorite part of this view. Just right of the smokestack, a Goodrich steamship almost looks like it is sitting on land in a residential neighborhood. The river bends sharply around the peninsula and becomes hidden by buildings at this angle.



View looking northeast. The land on bottom left is the future site of Elevator B, which was built later in 1898. The white houses at right still stand at the corner of S. 14th & Wollmer St. Near the top right corner, the 10th St. Bridge is just barely visible behind the masts of the ships. In the top center, if you look closely, you can faintly see the piers and the fog signal building in the harbor. This is a detail not visible in smaller versions of the image (including this one) so check out the full panorama at the museum!



Caitlin Clyne is the Registrar/Collections Manager at the Wisconsin Maritime Museum. She can be reached at (920) 684-0218 x111 or [cclyne@wisconsinmaritime.org](mailto:cclyne@wisconsinmaritime.org).

## Note from the Co-Editor:

As Rolf mentioned at the beginning of this issue, I will be leaving the Wisconsin Maritime Museum at the end of May. Seven years ago, I was asked to take on the role of editor of this publication. At the time, I had no idea how much work goes into a publication like this, especially as it has grown in size and professionalism. In those seven years it has increased from 12 pages to 20 pages and undergone a name change from *Anchor News* to *The Anchor*, reflecting the shift in focus from more of a newsletter to a magazine.

Our editorial committee has been a huge part of making this expansion possible. We are so lucky to have a group of subject matter experts on hand to review article submissions, pursue new authors or topics, and write articles themselves.

The biggest rockstar in producing *The Anchor* has been my co-editor, Lisa Pike. Lisa had been working in our archives for about a year when she joined me in editing duties in spring 2016. She had previous experience editing a newsletter in college and a strong background in writing, so she was a natural fit. Over the past two years, Lisa slowly took on the lion's share of the editing responsibilities while I managed some major projects in collections. She is a great editor: very organized and a taskmaster when she needs to be (often with our own staff!). I know I will be leaving the publication in excellent hands.

Thank you,

*Caitlin Clyne*

Registrar/  
Collections  
Manager/Co-Editor



Fall 2011 – My first issue

## Steambarge J.M. Allmendinger

By Victoria Kiefer and Tamara Thomsen

Maritime Archaeologists with Wisconsin Historical Society's  
Maritime Preservation and Archaeology Program

The steambarge *J.M. Allmendinger* was constructed in 1883 by Master Builder, Albert Burgoine at the shipyard of her namesake, John Allmendinger, in Benton Harbor, Michigan. Built for an equal partnership of Allmendinger and Samuel Hull, a wholesale and retail fruit dealer and packer in Benton Harbor. In addition to his shipyard, John Allmendinger operated a sawmill and a dredging business. Little is known of shipwright Burgoine. *J.M. Allmendinger* was his second vessel built for Samuel Hull; the first, the 70-foot two-masted schooner *Cora* (named for Hull's oldest daughter) was launched in 1879, primarily for use in his fresh produce business.

*J.M. Allmendinger* (US76411) was enrolled at the port of Grand Haven on 6 June 1883. The steambarge was described as a propeller with round stern, plain head, one deck and one mast, and measured 104 ft. x 24.4 ft. with a 10 ft. depth of hold and a capacity of 207.04 tons. Her engine and boiler were supplied by Anderson & Holman of St. Joseph.

Commanded by Captain Charles Morrison, the steambarge's first trip brought lumber from Ludington to Chicago. Many arrivals were recorded at Chicago with lumber from the ports of Pierport and Muskegon where the vessel arrived, unloaded and cleared light (without cargo) on the same day. During the final months of the 1883 season, command of *J.M. Allmendinger* alternated between Captains Morrison, Wm. Bozwell and Wm. Evans.

*J.M. Allmendinger* continued to transport cargos of lumber from Muskegon to Chicago during the 1884 season. With the exception of one trip, when the ship departed Chicago with sundries, on all other occasions, the ship arrived, unloaded and cleared light for a return to Muskegon. The steambarge overwintered at Benton Harbor and fitted out during the first week of May 1885. Her first trips of the season continued in the lumber trade carrying sundries to

Old Mission, Michigan (near Grand Traverse). In June the ship was moved into the iron ore trade, carrying a capacity of 300 tons of iron ore between Escanaba and St. Joseph, Michigan. This change corresponded to Samuel Hull's new role as manager and principal stockholder in the Benton Harbor Chilled Plow Factory. The ship returned to the lumber trade between Muskegon and Chicago in September, delivering shipments through November, arriving, unloading, and departing light on each occasion. The ship wintered over at St. Joseph and Captain W.E. Stufflebeam took command for the 1886 season. Four trips with lumber from Charlevoix to Chicago were recorded during the season, each time returning light. On 14 October the ship cleared Chicago with sundries for Garden Bay.

On 1 March 1887, *J.M. Allmendinger* left St. Joseph for Milwaukee marking the first departure from that port for the season. Upon arrival at Milwaukee, E.B. and M.L. Simpson, lumber merchants in the firm E.B. Simpson & Co. of Milwaukee, purchased the steamer, and along with the ship's new Master, Thomas Richardson, became equal 1/3-shareholders in the vessel. Milwaukee was made *J.M. Allmendinger*'s new homeport. She added a trade route for lumber products between Sturgeon Bay and Milwaukee. On 24 May 1887 the ship loaded piles bound for Milwaukee, when she grounded in Sturgeon Bay. The ship was released by a passing tug without sustaining damage or delay. On 22 August, the steambarge came through a bad storm en route from Muskegon to Milwaukee. The main boom worked loose and struck the whistle cord, which caused it to sound in distress. 40,000 board feet of lumber was lost from her deck and the two passengers aboard, Dave Sage and owner, Mark Simpson, both thought their time had come. The ship made it through the storm but was blown to Racine. The incident must have increased the Captain's level of caution because *J.M. Allmendinger* was reported windbound at Manitowoc and Milwaukee on the 25th and 30th October respectively. Trips to fetch lumber from Sturgeon Bay for the Milwaukee market continued through November.

The vessel was remeasured in Milwaukee at the opening of the 1888 season at 104 ft. x 24.6 ft. with a 9.4 ft. depth of hold and capacity of 125.04 net tons. Under command of Captain Frank Richardson, the *J.M. Allmendinger* kept a regular movement of lumber from Manistee to Milwaukee until lay up in Milwaukee in December. In 1889, lumber was brought to Milwaukee from Manistee, Frankfort and Ludington, arriving, unloading and clearing light on the same day. In late July while working her way up Milwaukee's Menomonee River, the tender of the



Steambarge J. M. Allmendinger at dock. [Courtesy of the Historical Collections of the Great Lakes, Bowling Green State University]

Continued on page 15...

## ...Steambarge J.M. Allmendinger

St. Paul Bridge swung the structure against the ship, breaking fourteen of her stanchions. Repairs were made with little time lost.

On 31 March 1890, *J.M. Allmendinger* was the first vessel of the season to arrive at Milwaukee from Manistee. The ship fetched lumber from Manistee three additional times in April. On 4 May, *J.M. Allmendinger* was bound from Ludington, MI to Milwaukee when Captain F. Richardson put in at Whitehall, MI and became stranded in White Lake. Captain Thomas Richardson brought the steamer *Hilton* from Milwaukee with a steam pump and without difficulty lighted and released the ship. When the vessel arrived back at Milwaukee, her enrollment was immediately surrendered. Frank Richardson was removed and replaced with Captain Ephraim Small, and Thomas Richardson's share was split between the Simpsons. The ship was put back in service on 26 May and departed Milwaukee for Manistee. She maintained a regular schedule through the first week in December arriving at Milwaukee three or four times each month with lumber and clearing light the same day.

During the 1891 season the steambarge continued in the lumber trade between Manistee and Milwaukee. On 16 November while bound for Milwaukee *J.M. Allmendinger* was caught in a gale and became encased in ice from stem to stern. The ship lost her deckload of 300,000 shingles and was driven south to Chicago. Following the storm the ship was brought to the Sheriffs Manufacturing Company in Milwaukee to receive a new propeller.

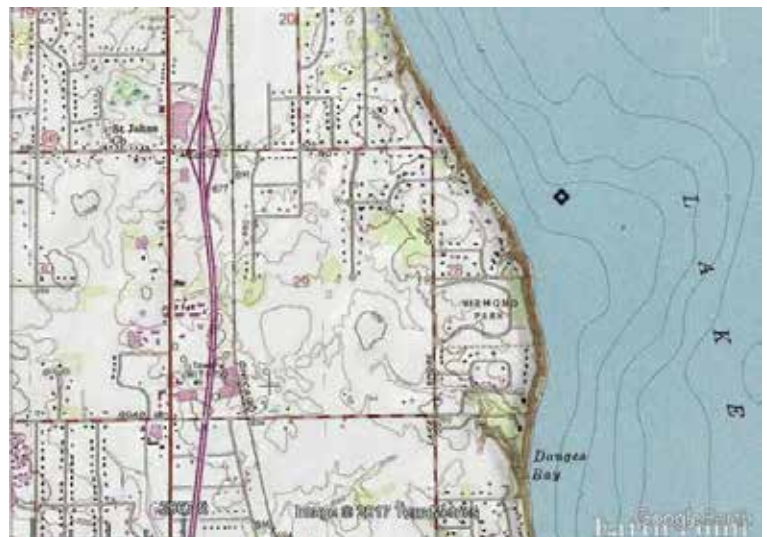
On 15 May 1892, the ship went on the rocks on North Point Reef (near Milwaukee) in a heavy fog. Initially, the captain tried backing her off, but the boat began to fill with water so he allowed her to remain on the reef. The tugs *Welcome* and *Carl*, a barge with a large pump, and the Lifesaving Station crew rendered assistance. By 16 May, the steambarge was released and taken to Milwaukee Dry Dock for repair. Cost of raising the ship and the damage caused by the accident was reported at \$1,500. By early June, the steambarge was back in service. Following the incident Captain James O'Brian replaced Captain Small. *J.M. Allmendinger* arrived at Milwaukee with lumber products three or four times each month and cleared the same day, light for either Manistee or Ludington and was kept in service through the end of November.

The steambarge departed Milwaukee on 7 April 1893 for Manistee for her first run of the year. She transported between 165,000 and 180,000 board feet of lumber each trip from Manistee to Milwaukee. On 13 September, the ship arrived with a full cargo of general merchandise. While bound for Milwaukee with lumber from Manistee, on 11 November the steamer grounded at Fox Point (twelve miles north of Milwaukee). The steamer *Hilton* came to her assistance but also stranded. The *Hilton*

eventually released herself. The tug *Welcome* and a lighter came from Milwaukee and freed the *J.M. Allmendinger* without damage.

*J.M. Allmendinger* arrived into Milwaukee on 19 May 1894 with 100,000 board feet lumber and 36 cords of wood from Ludington. The ship unloaded and cleared the same day for Manistee. Arrivals with 180,000 board feet lumber from Manistee were recorded on 24 May and 1 June; each time the vessel cleared light on the same day for Manistee. On 9 June 1894 she departed Manistee for Milwaukee when her machinery became disabled about thirteen miles out in the lake. A lookout at the lifesaving station heard her distress signals, and awoke the crew. They engaged the tug *J.L. Wheeler* to tow the ship to Manistee for repairs. The ship was repaired in short order and next arrived at Milwaukee on 20 June. Multiple trips with lumber cargos were made between Manistee and Milwaukee through the end of November 1894.

On the afternoon of 25 November 1895, *J.M. Allmendinger* departed Pankratz Mill in Sturgeon Bay with lumber bound for Milwaukee. As the vessel approached Milwaukee they steamed into a snowstorm accompanied by a strong northerly gale. The winds were so strong that Captain Peterson found it difficult to keep the vessel on course and ran up on the rocky shoal on Fox Point. The ship's distress signal was sounded and the lifesaving crew arrived at the wreck in their self-bailing lifeboat tow of the tug *Welcome*. On the trip out the crew became coated in ice, and required to be hosed down with hot water from the tug upon arrival. Within a quarter mile of the scene, the lifeboat was released from the tug and the men rowed toward the wreck. Captain Peterson and eight members of his crew were taken aboard the lifeboat and transferred safely to the tug. The men were then taken back to the Lifesaving Station in Milwaukee. Farmers near Mequon reported that as they awoke that morning, they discovered the *J.M. Allmendinger* high on the rocks, only 500 feet from shore.



Location of the J. M. Allmendinger wreck. [Courtesy of Tamara Thomsen]

## ...Steambarge J.M. Allmendinger

After days of working to free the ship, the wrecking company ultimately abandoned the vessel. Her lumber cargo was removed, but otherwise her hull was declared a total loss. No insurance was carried on the *J.M. Allmendinger*, but she was valued at \$8,000. The ship's enrollment was surrendered at the Port of Milwaukee on 7 December 1895.

The next summer, Captain H.W. Baker, a wrecker from Detroit, arrived in Milwaukee on 17 June 1896 to examine the *J.M. Allmendinger* for possible salvage. The vessel's seams had opened up over the winter and she was deemed unsalvageable. From the time of her abandonment until February 1897, the hull and upper works of the vessel remained intact and conveyed the idea to some that the vessel might be rescued at some point. In April 1897 her hull succumbed to the beating of the waves and went to pieces. According to local residents, the ship disintegrated and collapsed almost overnight. The location of the *J.M. Allmendinger* wreckage was all but forgotten until July of 1934 when three young Milwaukee men, Max Nohl, Jack Browne, and Verne Netzow began working with a raft, homemade diving helmets and oxygen tanks to recover portions of the wreckage.

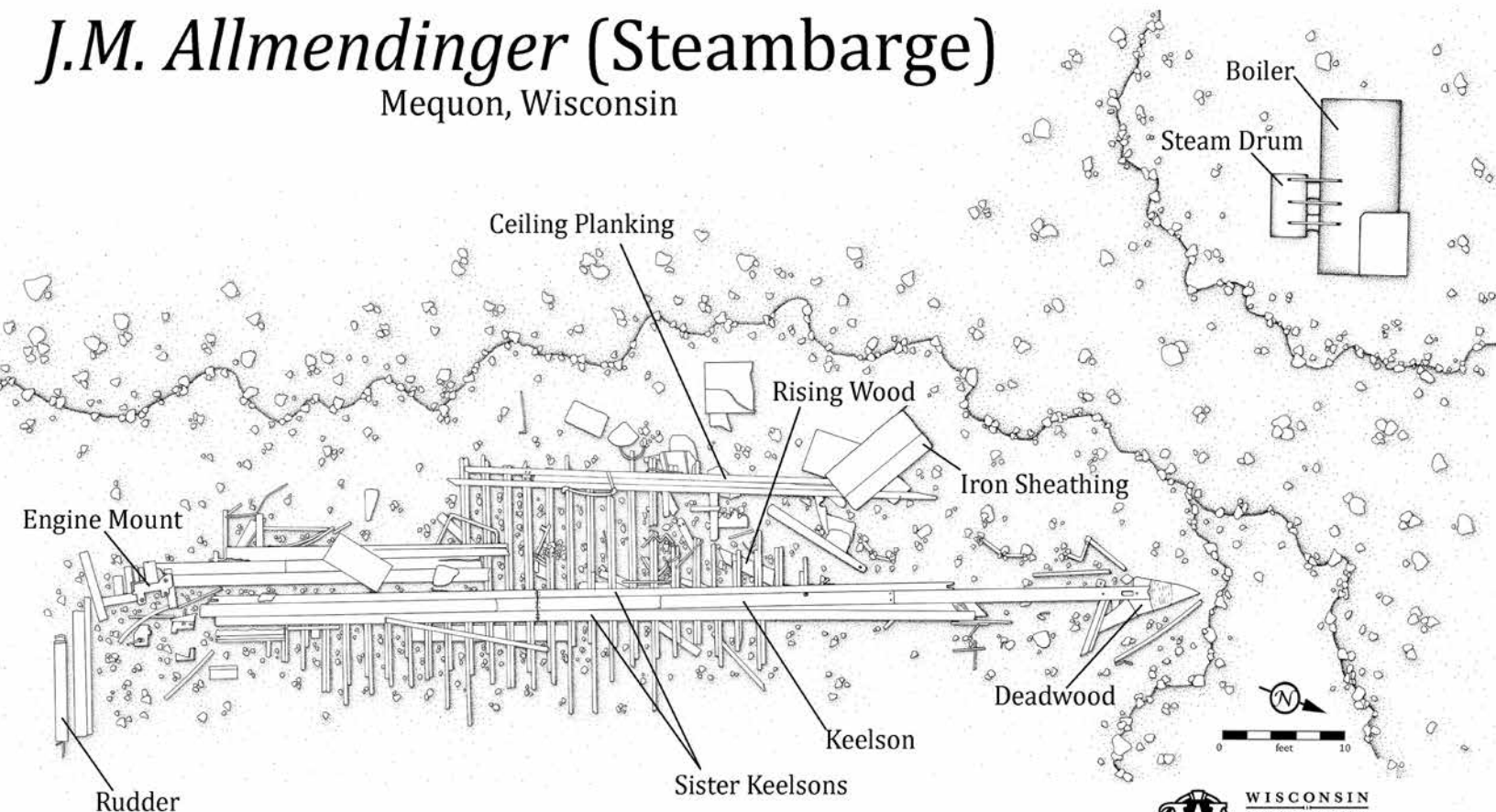
Today, the wreck of the steambarge *J.M. Allmendinger* lies broken in 12 feet of water off Virmond Park (Mequon) less than ¼ mile from shore. The wreck site consists of the vessel's lower hull including the keelsons, floors, and planking. The site also includes the boiler and rudder. Surveyed by Wisconsin Historical Society during the summer of 2017, the wreckage provides clues to the construction of lumber steambarges of that time and hints to British shipbuilding influence used by the little known shipwright Albert Burgoine.



Remnants of the J. M. Allmendinger's engine mounts. [Courtesy of Tamara Thomsen]

## *J.M. Allmendinger* (Steambarge)

Mequon, Wisconsin



Site plan of the J. M. Allmendinger wreck site. [Courtesy of Tamara Thomsen]



WISCONSIN  
HISTORICAL  
SOCIETY

Maritime Preservation and Archaeology



# The Current

## Welcome Our New Education Director!

By Abbie Diaz

Growing up in Virginia, I was surrounded by maritime history, museums and archaeology. My dad was in the Navy and some of my first memories are on-board the aircraft carrier USS *Theodore Roosevelt*. I spent weekends visiting places like Jamestown and Williamsburg, watching archaeologists meticulously unearth history. My sister and I would scour our backyard, which happened to be the York River, looking for artifacts from another era. A career in museums and history was meant to be but it was not until college that I learned how to articulate why I connected to these particular moments and how I could make a career out of creating these connections for others.

I attended Central Michigan University (Fire up, Chips!) and graduated with a degree in Anthropology and History, with a focus on archaeology and museum studies. By day, I worked at our tiny campus museum, writing and leading field trips. At night, you could find me working after hours in the osteology laboratory, cataloging and identifying remains. Somewhere in between, I was taking classes that helped me hone my skills and focus my passion for museums into a tangible career.

In the past decade, I've worked in thirteen cultural institutions across four states. My past employers have included Chicago Public Libraries, Thunder Bay National Marine Sanctuary, the Field Museum of Natural History, James Madison's Montpelier and the Michigan Science Center. Most recently, I was an Education Coordinator of Student Experiences at the Museum of Science and Industry, Chicago. My team saw over 24,000 students annually for laboratory experiences during field trips that focused on everything from chemistry and physics to health science and forensics.

In recent years, I have focused on making museum education accessible to learners of all abilities. I am the proud big sister to a young man with physically

and intellectual disabilities and one of our favorite things to do is visit museums together. But seeing museums through his eyes has opened mine to all the work I need to do in order to welcome and engage everyone that walks in the doors.

Museums have always been a refuge for me, but they have historically not been for everyone. I am a vocal advocate of making museums accessible to people with disabilities and creating educational programming that is inclusive to all people. I believe that museums are for everyone and that they should be able to create connections to the past and today through our exhibits, collection and programs. Many of us can think back and remember a museum or historic site that made an impact on us, a memory that we held on to for years to come. As I begin this exciting new chapter in my career as the Education Director at the Wisconsin Maritime Museum, I look forward to providing and enhancing those experiences to all visitors.



Abbie Diaz

Abbie Diaz is the Education Director and at the Wisconsin Maritime Museum.  
She can be reached at  
(920) 684-0218 x 115 or [adiatz@wisconsinmaritime.org](mailto:adiatz@wisconsinmaritime.org).



## Member's Locker

### Welcome New Members *As of May 4th, 2018*

Leah Gerabek  
Stuart Johnson  
Margaret Pauwels  
Connor Siemers

Shalimar Thiel  
Paul & Julie Tittl  
Joe Valenti

### Corporate Fleet, Spring 2018

#### **SCHOONER (\$2,500+)**

\*Shoreline Credit Union

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Schenck SC

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*\*Thank you to our new Corporate Fleet member!*

## NEW Donations: With Many Thanks to Our Donors

**Henry Barkhausen:** Reproductions of early Great Lakes nautical maps, *Fore N' Aft* magazines, collection of nautical books.

**Gary & Candace Daehn:** Framed underwater photograph of the wreck *St. Albans*, collection of nautical books.

**David DeZeeuw:** Four oil paintings by the donor depicting the wrecking of the following ships: brig *Major Anderson*, steamer *Niagara*, freighter *Continental*, and freighter *G.P. Heath*.

**Howard Hamann:** Blueprints and nautical books.

**Charles Peppard:** Collection of nautical books, postcards, photographs, artifacts, and newspaper clippings.

**Harry Schaefer:** Photos of shipyard work at Manitowoc Shipbuilding Company c. 1971-1972.

**Diane Schlund:** Collection of Navy-related books.

**The Manitowoc Company:** Model of the Wisconsin-built Coast Guard buoy tender *Ida Lewis*, model of the submarine *USS Peto*, model of an articulated tug and barge, model of a Wisconsin-built Coast Guard response boat, framed photos of Manitowoc Shipbuilding Company and Bay Ship.

If you have an item you'd like to donate to the Wisconsin Maritime Museum, please contact the Registrar/Collections Manager Caitlin Clyne at (920) 984-0218 x111 or [cclyne@wisconsinmaritime.org](mailto:cclyne@wisconsinmaritime.org)



# SUBFEST

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2018

MANITOWOC, WI



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## Coming Events

### ***USS Cobia Amateur Radio Club Event - June 2-3, 2018***

Local amateur radio operators will set up and operate radio equipment in the crew's mess aboard *Cobia* and talk to people around the world for the annual International Ships Afloat Weekend. Visitors can see and talk with Amateur Radio Club NB9QV members on board the submarine this weekend!

### ***\$4 on the 4th! - July 4, 2018***

\$4.00 Admission all day and self-guided tours of USS *Cobia*!

### ***4th Annual SUBFEST- July 13-15, 2018***

Music, food, sidewalk sales, self-guided submarine tours, fireworks, kid-friendly activities and so much more! Keep an eye on our Schedule of Events and join us for #SubFest2018!

### ***ROV Summer Camps - July 21-22, 2018 & July 28-29, 2018***

Build, Compete, and Explore the world of underwater robots in a weekend camp for 12-14 year-olds centered around Remotely Operated Vehicles (ROVs). Students will spend Saturday learning to apply physics and electrical engineering principles through collaborative problem solving and team ROV building. Sunday, participants will continue to refine their creations to compete in scenarios based on real ROV missions. Finally, they will get to explore Lake Michigan first hand by going out on the Lake and deploying ROVs and collecting data with scientists and maritime professionals.

Two weekend sessions are available. Students must register in advance. Registration Fee is \$50.

<http://www.wisconsinmaritime.org/learning-programs/rov-summer-camp/> Space is limited, sign up today!

Visit [www.wisconsinmaritime.org/special-events/](http://www.wisconsinmaritime.org/special-events/) for updates on all of our activities.