



THE ANCHOR

WINTER 2022

WISCONSIN MARITIME MUSEUM | BIENNIAL

PADDLING OVER HISTORY
KAYAKING DOOR COUNTY

CURATOR'S CORNER
FROZEN IN TIME

DOOR COUNTY POSTCARDS
THE RAREST OF THE BUNCH

**FERRY
TRANSPORTATION
ACROSS
DEATH'S DOOR**

**NATIONALLY
SIGNIFICANT
SHIPWRECKS OF
DOOR COUNTY**

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Watercolor painting of Oak Leaf, double topsail schooner. Smaller schooner in background. By C.L. Peterson, 1977, Wisconsin Maritime Museum Collection.

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The Wisconsin Maritime Museum is a private non-profit organization in Manitowoc, Wis., 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*

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, reciprocal membership with hundreds of museums across North America that participate in CAMM or ROAM, 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.

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ON THE COVER
 Shipyard workers attach chain hoists beneath Arni J Richter hull in dry dock. This is the smallest of all the Bay Ship dry docks, and was utilized in the early days of the original Bay Shipbuilding - Drydock company.

THE PILOTHOUSE

GratITUDE: While that word is thrown around quite a bit lately, it is particularly relevant to 2022 here at the Wisconsin

Maritime Museum. We are grateful for having weathered the uncertainties of the past few years. We could not have done it without the support of our community of members and timely and much needed support from both our local community and the government agencies that did their utmost to preserve the cultural institutions that keep our communities vital and will help us all return stronger than ever.

Strength: The Wisconsin Maritime Museum is, in fact, stronger now than it has ever been. We have worked hard to define the direction the museum will be taking in the coming years and have taken many of the steps that will assure our clarity of purpose and direction with the updating of our strategic plan and other core documents as part of American Alliance of Museums reaccreditation. The whole team here at the museum, staff, board, and volunteers all contributed to a successful recertification of the museum, a process that takes place every 10 years. This is a significant milestone, as only about 3% of the estimated 35,000 museums in the US reach this gold standard of museum excellence.

We are also grateful for partnerships that help us achieve our mission. You will see in this issue that the folks at the Washington Island Ferry along with a host of Door County partners and friends highlight some incredible maritime stories from our state. Exhibits, research, shipwrecks, and even kayaking are some ways to explore our shared maritime heritage.

That contemporary tie to Door County will come into clear focus in the next few years as USS *Cobia* heads to dry dock in Sturgeon Bay



(the same one on the cover!), for hull maintenance, a necessary step in the long-term care of this National Landmark vessel. Which makes us particularly grateful for a \$500,000 grant recently received from the National Park Service to help with this cost. \$100,000 from the City of Manitowoc, along with significant contributions from Bank First and Nicolet Bank compounded by existing dry-dock specific donations mean we have nearly \$750,000 toward the million dollar + price tag for this important task. There is much more to do, and be sure that we will celebrate *Cobia's* first voyage in over 25 years with all the pomp and circumstance she deserves.

For now, we are grateful - for you, our members, our partners, and our community here on the shores of Lake Michigan. And we are stronger and more focused on the future than ever.

We could not even begin this exciting task without your engagement and support.

Thank you.

Cathy M. Green

Executive Director,
 Wisconsin Maritime Museum

START OF ISLAND FERRY SERVICE

Ferry service to and from Washington Island began in fits and starts, around 1915, with small, motorized freight boats whose owners saw an opportunity for extra income hauling autos and passengers, in addition to freight. Wooden hulled vessels with names *Navarre*, *Marion*, *H. J. Davis*, *Wisconsin* and *Diana* vied for a new, but limited, market of customers.

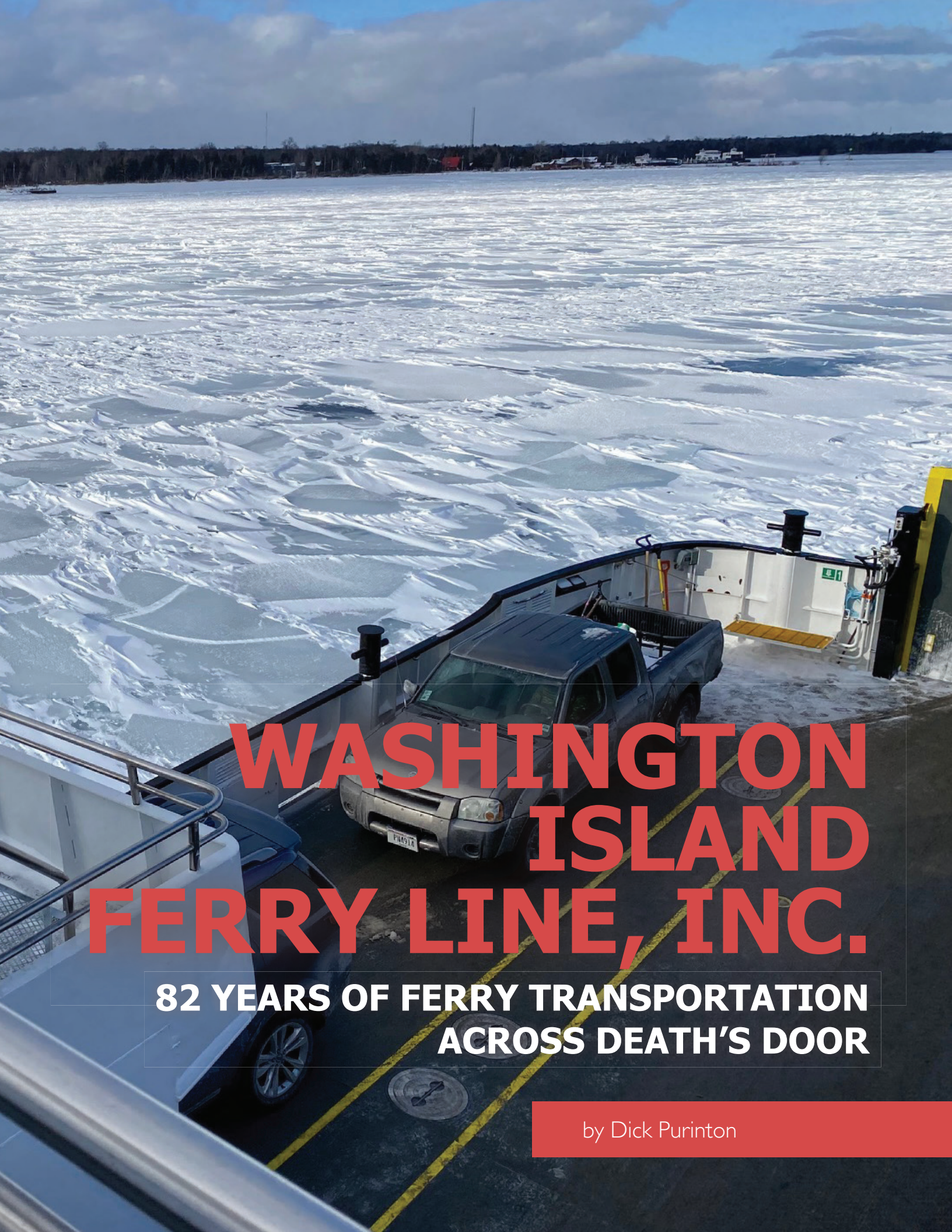
By 1920, William Jepson, owner of the *Wisconsin*, emerged as the one true ferry operator that regularly crossed Death's Door to the Door Peninsula, during non-ice months. Jepson's schedule of departures expanded gradually as more vehicles and passengers found his service dependable.

It was Jepson, too, who also realized that time and distance could be saved by landing in Gills Rock, versus points farther away on the peninsula. He established a landing point at the Voight dock in Gills Rock. But a major challenge to dependable ferry service remained: the exposure and vulnerability of peninsula landings to seas from the north and the west. In addition, there remained the hurdle of safely operating a wooden hull in winter. When Jepson attempted ferry service in ice, the result was a bent rudder and propeller shaft. Only open waters, maybe with a few remnant ice cakes floating here and there, allowed safe transit with wooden hulls. This would remain the case until a steel ferry could serve Island transportation needs.

Jepson expanded his ferry service by building the *Welcome* (1929 – 65 ft. x 24 ft. x 7 ft.) at the Sturgeon Bay Shipbuilding and Dry Dock facility. The *Welcome* became the first Island ferry specifically designed and built for hauling cars and passengers, with capacity of seven autos and 100 passengers. In 1936, Jepson expanded his fleet again with the purchase of the *North Shore* (1931 – 65 x 20 x 6 ft.; 7 autos, 100 passengers). *North Shore* was a Burger-built vessel that had seen prior service in the Milwaukee excursion trade, and in the transport of fruit from Michigan. The augmentation of *North Shore* and *Welcome* increased Jepson's capacity to serve the public, and his published summer schedule responded to the gradually increasing travel activity to Washington Island.

Madonna en route Detroit Harbor, Washington Island, completing afternoon round trip, February 2021.





WASHINGTON ISLAND FERRY LINE, INC.

82 YEARS OF FERRY TRANSPORTATION
ACROSS DEATH'S DOOR

by Dick Purinton

RICHTERS INITIATE FREIGHT SERVICE

In the winter of 1932, Arni and Carl Richter sawed through the ice to free their commercial fishing tug *Welcome* from the harbor ice near the West Channel of Detroit Harbor. They slid it over the ice to the open East Channel, and began transporting boxes of fish to the Door Peninsula. Arni Richter, then 21, was a fish wholesaler, while his father, Carl, 60, had been a commercial fisherman. At that time during winter, Island fishermen took turns transporting their collective catch of fresh fish (packed in wooden boxes, on ice) to the mainland. However, that obligation meant that the “volunteer” fisherman lost out on one or more days’ fishing.

The question posed to Arni and Carl was: Would they be interested in transporting boxes of fish to the mainland? They responded, “Yes,” and a new service began. Carl’s fish tug, also named *Welcome* (1926 – built on Washington Island by Rasmus Hansen – 40 x 10 x 4 - powered by a 40hp Straubel) made somewhat irregular trips that winter, dependent upon winter weather and ice conditions as well as the volume of fish boxes that

needed to be transported. Theirs was not a scheduled public service. Their freighting service operated at first just in winter, and from the partially-protected East Channel, navigating around the southern tip of Detroit Island, past Pilot and Plum Islands, and into semi-protected Europe Bay. Because no accessible mainland pier was available to them, at least not in winter, the little *Welcome* instead approached a stable ice shelf, or an ice bank. An anchor was set, and a small skiff loaded with fish boxes was rowed ashore. Sometimes more than one trip by skiff was required. Their fish shipment was then met by a trucking service out of Ellison Bay.

Occasionally, a passenger needing to travel back and forth sat on the stacked fish boxes. (In this era, it should be noted, most Island residents stayed put in winter. Travel was minimal and of absolute necessity due to the difficulty of winter transportation, and also because of occupational and economic constraints of farming, fishing, and logging.

After operating a few years, Arni and Carl applied for and received the U.S. Mail contract. This added a new commitment for daily crossing of the

Door. When ice or sea conditions prevented operation of the freight boat *Welcome*, then a sleigh was pulled by hand, or a heavy bobsled pulled by a model-A with snow tracks, to complete the crossing. Whatever means worked best. On occasion ice ridges were encountered. At other times flat ice rippled from lake swells that worked into the Door from the lake. Improvement and certainty in winter ferry transportation would remain an Island transportation goal.

FERRY COMPANY PURCHASED FROM JEPSON

Approaching the close of the 1930s, the Richters had considered building a larger and more capable vessel to better meet their needs. Plans had been drawn for its construction by Sturgeon Bay naval architect Walter Haertel. At the same time, and at the onset of WWII, Capt. Jepson had considered the start-up of a new water route, between Sturgeon Bay and Marinette.

While Jepson soon dropped his idea for a new transportation route, he nevertheless sold his existing Island ferry business to Carl and Arni Richter. In early April of 1940, when the *North*



Arni (shown) and Carl Richter cut the fish tug *Welcome* out of the ice, and then skidded it across the ice to the open East Channel of Detroit Harbor. From there, they initiated a freighting service, for Island fish prima.

Washington Island Ferry Line

OPERATING THE BOATS

"Welcome" and "North Shore"

1940 DAILY SCHEDULE 1940

BEGINNING MAY 1st — ENDING JUNE 30th

LV.—Washington Island 9:15 AM; 5:00 PM

LV.—Gills Rock 10:30 AM; 6:40 PM

Early Boat on Friday, Saturday and Sunday.

LV.—Washington Island 6:15 AM

LV.—Gills Rock 7:15 AM

BEGINNING JULY 1st — ENDING SEPT. 7th

LV.—Washington Island:

6:15 AM; 9:15 AM; 1:00 PM; 5:00 PM

LV.—Gills Rock:

7:15 AM; 10:30 AM; 2:00 PM; 6:40 PM

BEGINNING SEPT. 8th — ENDING OCT. 31st

LV.—Washington Island 9:15 AM; 4:30 PM

LV.—Gills Rock 10:30 AM; 5:30 PM

No advance in Rates

Automobiles (not including driver) \$3 to \$5 round trip

Passenges: —Adults, 75c one way; \$1.00 round trip.

For further information phone 1-5 or 22-4, or write

CARL RICHTER & SON

Washington Island, Wisconsin

Write for our Winter Schedule.

All schedules subject to change without notice.

Shore and Welcome came out of winter layup, they sailed under Richter ownership. Carl, who began sailing at a young age on Island schooners, and his son Arni, who had developed business experience as a fish wholesaler, operated Jepson's wooden-hulled ferries.

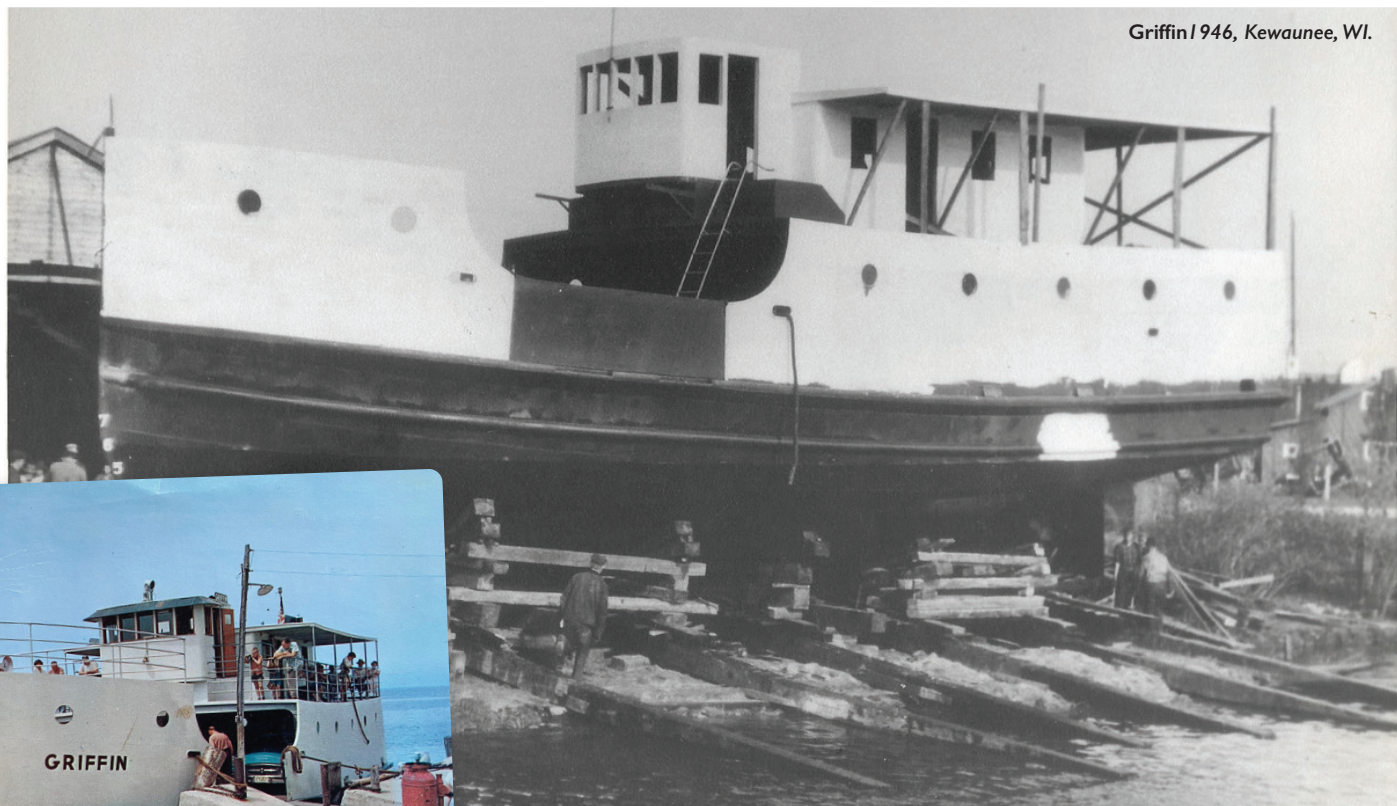
LOCAL NAVAL ARCHITECTS AND SHIPBUILDERS

In examination of what helped build the Washington Island Ferry Line service into a strong and reliable business—not overlooking, of course, public need and a supportive customer base—naval architects and ship builders must rank high on this list.

Arni Richter sought the expertise of naval architect Walter Haertel in 1946 to design the *Griffin*, the first welded, steel ferry for Washington Island. Haertel worked from a small green trailer parked in a stone quarry on Sturgeon Bay's West Side, but from his desk in that modest trailer he not only designed Washington Island's original *Welcome* of 1929, and the *North Shore* (1931), but also the *Griffin* (1946), *C. G. Richter* (1950) and *Voyageur* (1960). His drawings and marine engineering led to production of other, similar vessels that at one time served Drummond Island, Beaver Island, South Bass Island, the Arnold Line fleet of Mackinac Island, and two Madeline Island ferries, *Nichevo II* and *Island Queen* that still operate today. Haertel's was mostly a one-man shop, but one with a considerable product output, especially when one considers the utilization of pencil drawings, and only telephone or postal service for communications.

Blueprints developed for a new vessel must obtain approvals from the U. S. Coast Guard. Vendors and shipyard craftsmen need detailed drawings to follow

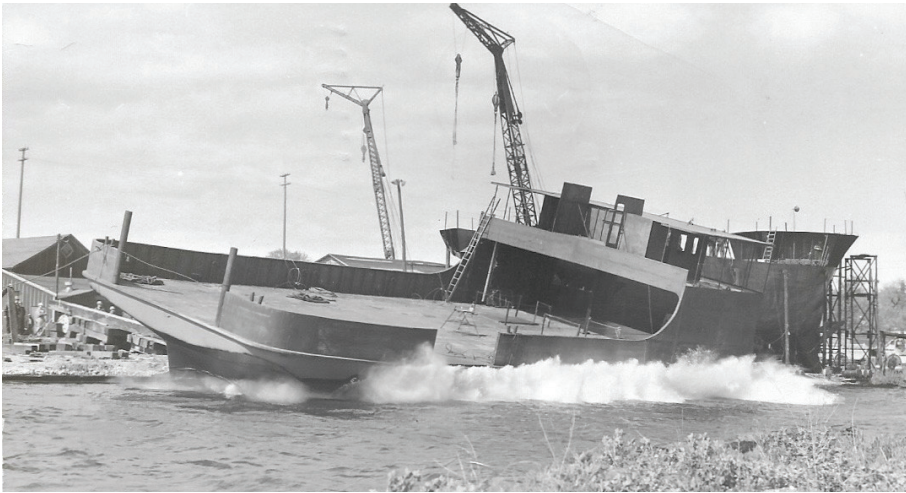
First Richter ferry schedule.



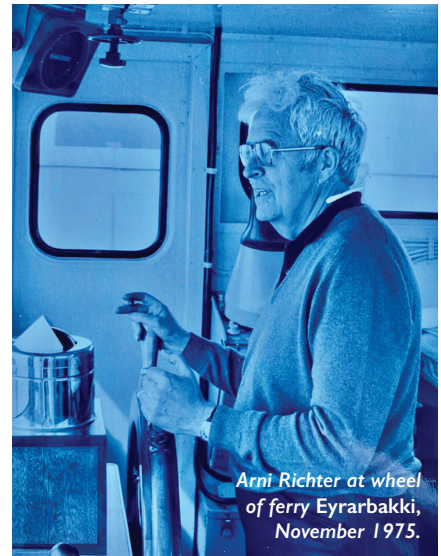
Griffin 1946, Kewaunee, WI.



Left: Griffin ready for departure in Gills Rock taken from a 1950s postcard.



Launch of the ferry Eyrarbakki at Bay Shipbuilding in Sturgeon Bay in 1970, during the first year of the new facility after the company moved from Manitowoc. With capacity of 18 autos and 150 passengers.



Arni Richter at wheel of ferry Eyrarbakki, November 1975.

during construction. It's a superior situation when owner, designer and builder can meet and communicate frequently with one another to create the best and most useful product.

Following Haertel's career of design service, our company's good fortune continued with the assistance of R. A. Stearn, Inc., Naval Architects, also of Sturgeon Bay, where lines for several Washington Island ferries were drawn. The ferry *Robert Noble* (1979 - Peterson Builders, Inc.) was one such product. Harry Purinton, my father, worked in the Stearn office for over 40 years, then following his retirement he was called on by NA Tim Graul to assist with hull and structure for the *Washington* (1989 - Peterson Builders, Inc.). Graul provided design construction details while employed at PBI to complete the *Robert Noble*, but soon afterward he organized his own marine design office. It was the Tim Graul Marine Design team that ten years later designed the *Washington*, and 14 years after that, *Arni J. Richter* (2003 - Bay Shipbuilding).

Naval architect Mark Pudlo was a Webb Institute grad who worked in the Graul Marine Design office, and had a hand in several of our new ferry designs. He then opened his own office, SeaCraft Design, upon Tim's retirement. The availability of quality, professional expertise in our back yard, specifically in the expertise of small passenger/vehicle ferries, continues to this day.

Similarly, Washington Island Ferry Line was fortunate to be geographically a short sail from excellent shipyards. Whether looking to construct a new ferry or in need of a 5-year dry docking to allow for Coast Guard hull inspection, or for any other major

maintenance, the shipyards of Sturgeon Bay were within a five-hour run.

Shipyards proximity also proved an advantage, we believe, in excellence in production by local workmen who invested their skills in creating superior vessels, ones that were meant to sail in nearby Door County waters for many decades. It is a unique situation, and one that brings pride to owner and the builder.

ISLAND FERRIES - LOCAL PRODUCTS EMPLOYED LOCALLY

Following are the ferries designed and built for Washington Island Ferry Line over the years:

Griffin (1946) was constructed on a river bank in Kewaunee, Wisconsin, by Krauss Kraft. The end of World War II led to the availability of steel and shipbuilding materials. Financing from the Manitowoc Bank was key to helping launch this first ice breaker hull, one that became the only modern ferry built beyond Sturgeon Bay's waters.

C. G. Richter (1950), named for Carl Godfrey Richter, initially had twin Kahlenberg diesels. It became a slightly expanded version of the *Griffin*, and was built by the Sturgeon Bay Shipbuilding and Dry Dock Company.

Voyageur (1960 - 65 x 35 x 9) - The first "open deck" design, with capacity for loading larger trucks and trailers, was another Sturgeon Bay Shipbuilding and Dry Dock Company product. It was powered by twin Murphy diesels, and had capacity for 12 autos, 150 passengers.

Eyrarbakki (1970 - 87 x 35 x 9) - This was the fifth hull built by Bay

Shipbuilding after Manitowoc moved its shipbuilding operation to Sturgeon Bay. An expanded version of the successful *Voyageur* design, this ferry featured both bow and a stern ramp for ease in loading/unloading. Powered by twin Murphys.

During the late 1970s the Bay Shipbuilding (Manitowoc Company) yard was extremely busy building new bulk carriers in the 800 -1,000-ft. range. No interest existed just then, or for the next 15 years or so, in a small ferry contract. However, during that same time the Peterson yard was ending decades-long naval contracts for gun boats and mine sweepers. A new direction for the shipyard was expansion into the commercial vessel market. Our new ferry project fit into this vision. (We then also brought several ferries to PBI during those years for dry docking and maintenance. By 1996 the Peterson yard had closed its doors and auctioned its equipment.)

Robert Noble (1979 - 90 x 36 x 9) This ferry, with capacity of 19 autos and 175 passengers, expanded on the *Voyageur* and *Eyrarbakki* designs with slightly greater dimensions, increased passenger seating, powered by a pair of Cummins engines with Capitol gears. (Other than this example, Twin Disc marine transmissions were utilized in each of the other ferries.)

Washington (1989 - 100 x 36 x 10) - Continued Door County traffic growth, especially the further blossoming of tourism, and the need to carry more vehicles of considerable size (semis, motor homes, boat trailers) led to this contract with the Peterson Builders yard. The design by Graul Marine Design departed from earlier

Winter crossing with the Arni J. Richter.



Robert Noble, constructed 1979, carries a gasoline tanker to the Island in the early morning, 2022.



The ferry Arni J. Richter was constructed by Bay Shipbuilding in 2003 and designed by Tim Gaul Marine Design as a four-season ferry. Here the AJR departs with a moderate snow falling and ice en route.

ferries and featured a center support pedestal that encompassed stairways to the passenger deck, toilets and engine room access, and ample upper deck cabin and seating. Although not intended as a winter ferry, *Washington* proved a great advantage in late fall and early spring weather.

Arni J. Richter (2003 – 103 x 36 x 11) – Bay Shipbuilding faced a production pause with layoffs between contracts for tank barges and large vessel construction. Their most senior craftsmen remained, however, for construction of this Tim Gaul Marine Design product. Built for ice work as a four-season ferry, the *AJR* with its twin, 1,000 hp CAT 3508 diesels had the size, strength and horsepower to contend with rugged ice conditions found in Door waters in winter. It's characteristics excelled in newly appreciated ease of operation for both crew and passengers. This ferry also represented a major, renewed commitment by the Ferry Line company for expanded and more dependable winter service.

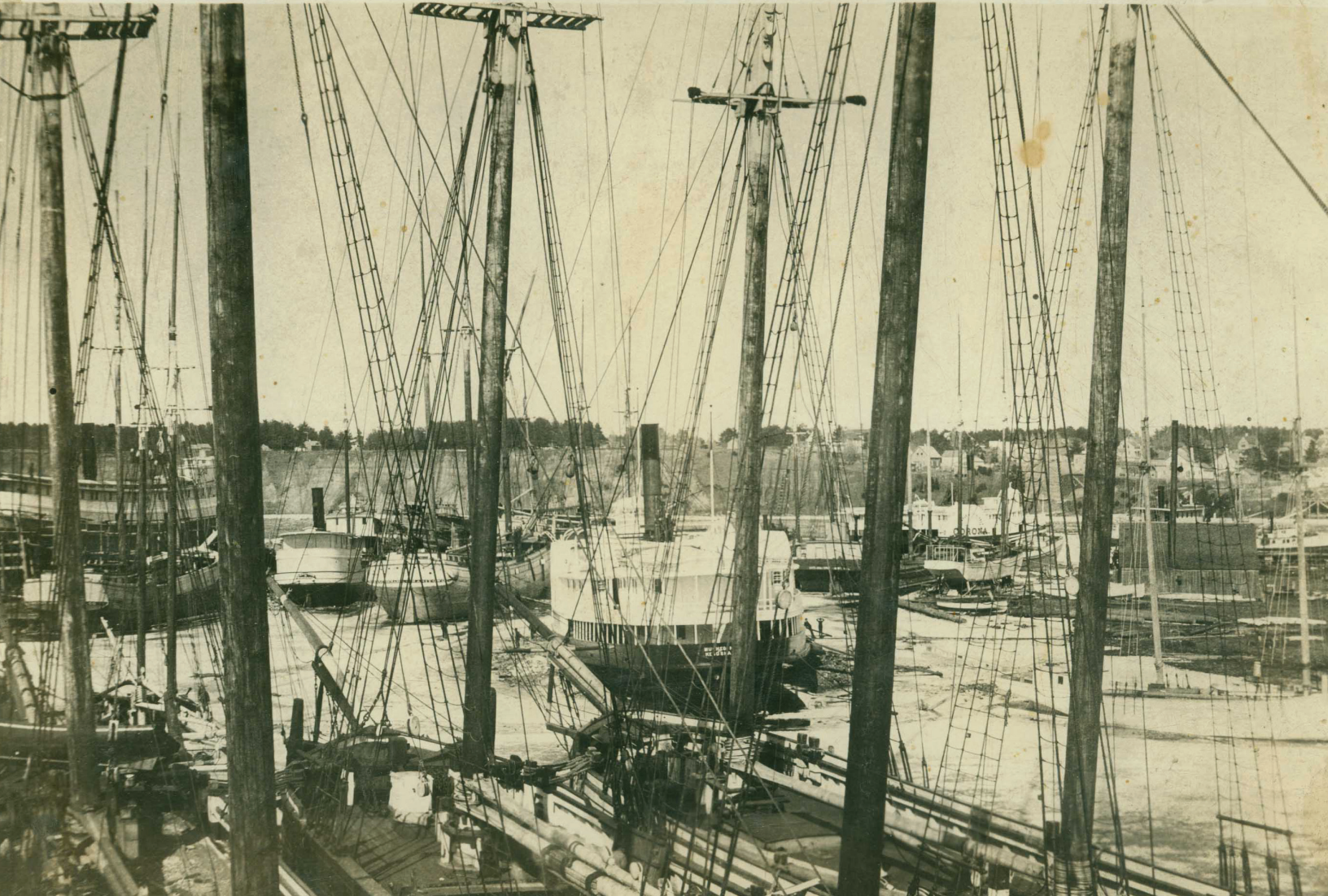
Madonna (2020 - 140 x 38 x 10) – Now in its third year of operation, this ferry is still considered “new” as of this writing, and its characteristics have exceeded all expectations in terms of its year-round usefulness by crew and customers. With a capacity of 28 autos, 150 passengers, and considerable horsepower for winter (twin CAT C-32 diesels), it has proven excellent in all but the most demanding ice situations. Then, *AJR* takes over the ferry route. The Covid pandemic curtailed travel and vessel delivery, but we only briefly questioned our decision to whether to build *Madonna*. The addition of this ferry has proven to be a great step forward.

More than any other recent ferry project, this vessel received more forethought and care in design (SeaCraft) and construction (Fincantieri Bay Shipbuilding), and this planning resulted in a ferry placed into service at the height of summer (mid-July 2020), but requiring only minor tweaks since its inception. *Madonna* has become our primary winter vessel, with temporary layup only during the most demanding of winter ice conditions. Then, the *AJR* with its tug-like power continues the uninterrupted service.

FUTURE FERRY SERVICE

Washington Island Ferry Line is committed to year-around ferry service, in addition to the more profitable summer months, because it is essential for this Island community. Such commitment requires continual investment, not only in vessels but also in docks, piers, loading ramps, and supporting shore facilities, all of which augment public transportation. Our company remains a privately-held corporation, one begun in 1940 by Arni and Carl Richter, and today Hoyt Purinton, grandson of Arni Richter, is company head. Many of our company ferry captains are now in their second, third or fourth decade of serving this community's maritime needs.

Ferry transportation in northern Door County waters is a constant challenge. We continue with the support of excellent, nearby design professionals and yard facilities. This has not changed over the years!



NATIONALLY SIGNIFICANT SHIPWRECKS OF DOOR COUNTY

by Caitlin N. Zant

Waterborne transportation has played a vital role in the exploration, settlement, and development of commerce in Wisconsin, especially in the northern regions of the state, where waterways remained the only reliable transportation routes until the late 19th and early 20th centuries:

places such as Door County. Door County's maritime heritage is intimately tied to its development, as a source of lumber, shipbuilding, and later, tourism. Because of this, numerous ships plied Door County's waterways for hundreds of years. Many of Door County's ties to its maritime heritage can still be seen above the water, but many more lie beneath the waves. The shipwrecks of this region not only tell the local story of Door County's maritime history, but many have ties to the development of the entire Great Lakes region, and therefore the rest of the nation, with historical significance on a national level. This is true for many of Wisconsin's shipwrecks, as the state has the most individually shipwrecks listed on the National Register of Historic Places (NRHP) in the country - many of which are in Door County.

Door County has long been known as a treacherous region for shipping due to the rocky shorelines and shallow shoals. The county is probably most well-known for “Death’s Door” or “Portes des Mortes”. While the origin of this name is debated, many attribute the name to the number of shipwrecks lost in the passage between the tip of the Door Peninsula and Washington Island. However, the region known as Death’s Door actually only holds seven known shipwreck sites and another twenty-four probable shipwreck losses, and due to the broken and scattered nature of many of these wrecks, positive wreck identification of many sites has proven difficult.

Despite this misnomer, Door County has played a major role in Wisconsin’s maritime history and, overall, boasts the largest number of known and probable wreck sites in Wisconsin. Likewise, Door County contains the largest concentration of wreck sites listed on the NRHP compared to each of Wisconsin’s other coastal counties. The county also has more shoreline mileage than any other county in Wisconsin.

While many of the wreck sites in Door County lie broken and scattered on the lake bottom, their historical and archaeological significance cannot be overlooked. The Door County region encompasses much of the Wisconsin waters of Green Bay and northern Lake Michigan and includes major shipping routes to the ports of Escanaba, Menominee/Marinette, Green Bay, and

Sturgeon Bay, as well as shipping lanes that pass through the region to ports in southern Wisconsin and Illinois. The larger ports within the region served the iron ore, lumber, and shipbuilding industries. Smaller ports located along the shoreline primarily serviced the lumber and fishing industries, but also provided a link between hinterland communities and the larger commercial markets to the south.

The Door County/Green Bay region is the largest of Wisconsin’s Maritime Trails regions, and possesses the largest number of recorded losses and abandonments. Twenty-one wreck sites are listed on the NRHP. Known wreck sites within this region represent vessels constructed in Michigan, New York, Ohio, Wisconsin, and Ontario. The NRHP sites in the region run the gamut of Great Lakes cargo trades and represent the adaptive reuse of many aging vessels, which were converted into barges or repurposed as docks and wharfs within Sturgeon Bay. While this is certainly not a comprehensive overview of all of the wrecks within Door County, it highlights some of the most well known and significant shipwrecks listed on the NRHP in the county, and shows a representative example of the vast range of ship types located in the county’s waters.

STEAM SCREW LAKELAND

Lakeland was built in 1886 by Globe Iron Works in Cleveland, Ohio as the bulk freighter *Cambria*, and operated in the grain, iron ore, and passenger

trades for most of its career. Later in its career, the vessel was equipped with a car elevator, and was employed transporting automobiles throughout the Great Lakes region. *Lakeland* remains a significant example of historic steel-hull ship construction, and gives insight into how these vessels were used in the bulk cargo, passenger, and package freight trades. The vessel sank December 3, 1924, just after leaving the Sturgeon Bay Ship Canal, having overnighted there to wait out a storm and dealing with “persistent leaks”. About six miles offshore, *Lakeland* began turning in circles, and appeared to be searching for something. Other vessels began to stand by, asking the vessel if it needed assistance. Lifeboats carrying the small crew and their luggage were taken to nearby vessels, and after two hours, *Lakeland* abruptly sank, stern first. Throughout the process, the vessel’s captain had refused to be towed into shallower water, where salvage and potential vessel recovery could occur. Subsequent investigations into the sinking were completed to investigate if the vessel was intentionally scuttled for insurance purposes, and marked the first time helium was used with human subjects by a team of “off-duty” US Navy divers. *Lakeland* is not only significant to local and regional Great Lakes maritime history, but to the development of modern technical SCUBA diving as well. Today the site sits in 210 feet of water, and is a popular technical diving site.

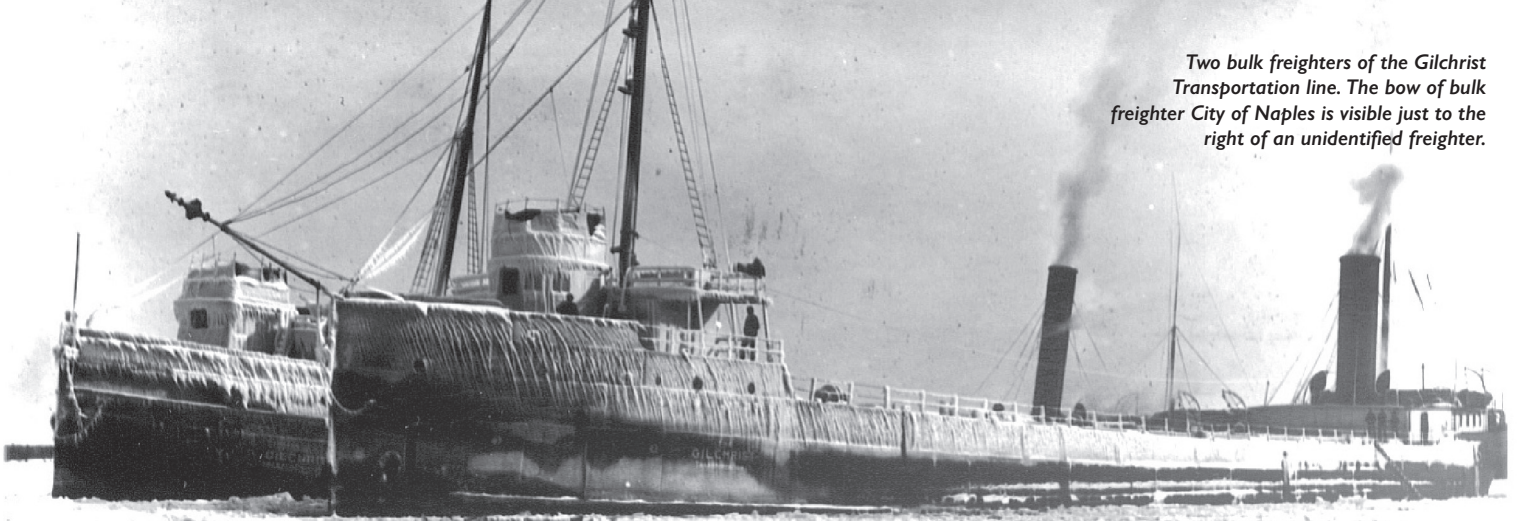


Steamer *Lakeland*, ca. 1920

Left page: View of inner harbor of Manitowoc, Wisconsin in 1887. Steamers at dock are *Petoskey* (built 1888), *Muskegon* (built 1871), *Corona* (built 1870), A.D. Hayward, *City of St. Joe* (built 1883), *Lotus* (built 1874), J.F. Dayan, *Grace Williams* (built 1885). Tug *George Pankratz* (built 1882). Schooners at dock are *Henry C. Richards* (built 1873), *Industry* (built 1870), *C.H. Hackley* (built 1868), *Belle Brown* (built 1873), *Cuyhoga* (built 1855), *C.D. Dousman* (built 1857), *W.C. Kimball* (built 1888). Scows at dock are *City of Manitowoc* (built 1883) and *Success* (built 1875).

All images courtesy Wisconsin Maritime Museum Collection.

Two bulk freighters of the Gilchrist Transportation line. The bow of bulk freighter *City of Naples* is visible just to the right of an unidentified freighter.



BULK CARRIER FRANK O' CONNER

The wooden bulk carrier *Frank O'Conner* was built as the *City of Naples* in 1892 by master shipbuilder James Davidson in West Bay City, Michigan. *Frank O'Conner* was one of the largest wooden vessels ever built on the Great Lakes, measuring 301 feet in length, with a beam of 42.5 feet. This was the first vessel in the Great Lakes constructed over 300 feet in length. The vessel operated in the coal and iron ore trades throughout its career, however, the vessel's significance also derives from its unique design and construction, by James Davidson. Captain James Davidson is well known as a master Great Lakes wooden shipbuilder, who was able to build the largest wooden vessels seen on the Great Lakes. Regularly using massive wooden timbers, Davidson also used iron and steel to strengthen his vessels even more. His wooden fleet not only had iron hogging trusses and cross bracing, but also keelsons that measured 1.2 feet square, and were lined with 0.1-foot-thick iron plating. Additionally, the entire keelson structure was through bolted with 0.1 diameter bolts, holding everything together. Davidson's large steamers were also designed with floor keelsons. Instead of large central keelson assemblies, Davidson's vessels were designed with flat bottoms and used multiple smaller longitudinal timbers spaced evenly between the ship's centerline and the vessel's sharp turn of the bilge, sitting atop the floors, and beneath the ship's ceiling planking. This allowed the vessels to maintain longitudinal strength without losing internal cargo space. This unique design can readily be seen within the *Frank O'Conner* wreck site. On October 2, 1919, *Frank O'Conner* caught fire and burned, sinking in 60 feet of water. While some of the cargo was salvaged, today, the vessel's massive boilers, engine, and hull bottom – including floor keelsons – can be seen. Only seven other Davidson vessels lie in Wisconsin waters.

SCOW SCHOONER SUCCESS

Success was built in 1875 in Manitowoc, Wisconsin as a scow schooner, and operated in the lumber trade for most of its career. Scow schooners are a vessel type that are relatively unique to the Great Lakes region. There was an old adage saying "if you can build a barn, you can build a scow", and with flat bottoms, flat sides, and a square turn of the bilge, scow schooners were simple to construct. They did not require large, traditional shipyards, so many small coastal farmers, largely Norwegian immigrants who settled on Wisconsin's Lake Michigan shoreline, were able to construct them, and use them to get their goods to larger markets in Milwaukee and Chicago. Many of these early Norwegian sailors went on to become Masters of much larger Great Lakes vessels later in their careers. As one of these unique vessels, *Success* operated until 1896, when it ran aground in Whitefish Bay, Door County during a storm, and its pumps broke and stopped working. The vessel remained in shallow water; however, its lower hull remained well preserved beneath the moving sands of the bay. Sitting close to the shoreline, locals have reported swimming out to the site as children, and having the ship as part of their collective memory. Despite how shallow the site is, its hull remains remarkably intact, demonstrating the unique characteristics of scow schooner construction. In addition, some well preserved artifacts remain within the hull, including the vessel's capstan, and the broken bilge pump.

BULLHEAD POINT ARCHAEOLOGICAL DISTRICT

The Bullhead Point Archaeological District is one of two underwater historic districts nominated to the NRHP in Wisconsin. The site consists of three abandoned vessels (*Ida Corning*, *Oak Leaf*, and *Empire State*) located at the end of a historic pier. The vessels are historically significant themselves, each having been important vessels in the passenger, freight, grain, iron ore, and lumber trades throughout their careers. Each vessel ended its career owned by the Sturgeon Bay Stone Company, employed as stone barges. Beyond this, the Bullhead Point site is a significant example of the adaptive reuse of old vessels as tow barges, and the abandonment of vessels within Sturgeon Bay. This was a common practice within Sturgeon Bay, and many historic vessels now lie abandoned on the silt- and weed-covered bottom of the bay. Likewise, many of the piers and docks within the bay (historic and newer) were built upon the remains of old, abandoned wooden vessels filled with rocks and other fill. For many years in the Great Lakes, vessels were unceremoniously sunk and abandoned underwater as a method of disposal when they were no longer of use. Within Sturgeon Bay, many of these vessels continued their usefulness to maritime commerce as converted barges, or as piers and docks. The three shipwrecks within the Bullhead Point District are unique icons of the forgotten stone industry, inspiring historical consideration of the common laborer, sailor and significance of the city's stone business.

To learn more about these shipwrecks, Door County's maritime history, or other National Register nominated shipwrecks, visit, wisconsinshipwrecks.org

PADDLING OVER HISTORY



KAYAKING DOOR COUNTY

Door County has long been a popular destination for tourists in the Midwest. Besides an extensive infrastructure related to general tourism, it's also a mecca for visitors who enjoy camping, hiking, birding and other activities (*oh, and shopping & dining too.*)

In the 1960s and 1970s, with the growth in recreational scuba diving and snorkeling, a corresponding interest grew in the county's maritime history, in particular, the abundance of shallow shipwrecks surrounding the peninsula. As a result, the area became a Midwestern "mecca" for sport divers, and early wreck researchers-hunters. It remains a popular diving destination today.

by Greg Kent, Bob Jaeck, and Janet Defnet



For both visiting divers and general tourists, a definite “must-see” destination is the Door County Maritime Museum in Sturgeon Bay which focuses on the county’s prolific and interesting maritime history ... and, not far to the south, our own Wisconsin Maritime Museum in Manitowoc also highlights this history as it relates to the early and continuing significance of Wisconsin and Great Lakes maritime trade and history.

In recent years another popular activity has evolved that presents an opportunity to visit and explore these shallow-water shipwreck sites ... kayaking (and other personal watercraft activities such as canoeing, paddleboarding and jet-skiing). With their relatively low cost, ease of transport and launch, they offer a clear advantage for on-water recreation. These watercraft also provide relatively safe access to the interesting and historically significant shipwrecks of Door County’s shallow bays and harbors. Popular “sit-on-top” models (vs. “sit-in”) easily meld with other activities such as fishing, snorkeling, and even scuba diving. Most sites of interest offer ample parking, launching access, some level of “creature comforts,” and many have beach/swimming access as well. Many sites are also part of Wisconsin’s Maritime Trails system, which provides adjacent on-shore interpretive plaques that tell the story of the shipwreck or maritime-related feature (submerged commercial piers, etc.), including related maps, graphics and photos.

Kayaking has steadily increased in popularity over the last 12 years, realizing a growth in participation of over 87%! With the COVID-19 epidemic demanding social distancing, people began looking for less populated areas to reside and/or escape to safe, away-from-home, outdoor activities. From February 2020 to February

2021, kayak sales increased 51% ... to the point inventory was scarce, and used kayak prices soared!

An important, recently added resource is Wisconsin’s portion of the Lake Michigan State Water Trail, a collaboration between the states of Wisconsin, Illinois, Indiana, and Michigan. The publication:

Wisconsin’s Lake Michigan Water Trail Project PDF (available at dnr.wi.gov) describes the trail as “a scattering of public parks, beaches, and road ends that connect the public with the lake. Wisconsin’s Lake Michigan Water Trail Project has taken inventory of these existing access points, and proposes to unify them with signs and maps, provide way-finding via maps, and expand the quality and quantity of legal access points where needed.”





Visit the following links for a number of references related to kayaking and activities, including visiting shallow shipwreck sites in Door County!

Wisconsin's Lake Michigan Water Trails

- dnr.wisconsin.gov

Wisconsin and Door County known shipwreck sites and locations:

- wisconsinshipwrecks.org
- doorcounty.com/experience/shipwrecks

Door County shipwrecks suggested for kayakers:

Schooner Fleetwing, Schooner Boaz, Schooner Churubusco, Schooner Christina Nilsson, Schooner Perry Hannah, Barge Empire State, Barge Oak Leaf:

- wisconsinshipwrecks.org/vessel/UpprLakeMichigan

Door County Byway Coastal marker locations:

- doorcountycoastalbyway.org/explore-our-byway

Wisconsin State Maritime Trails Markers, including Door County:

- hmdb.org/results.asp?Search=Series&SeriesID=163

Door County commercial kayak tour companies and equipment suppliers:

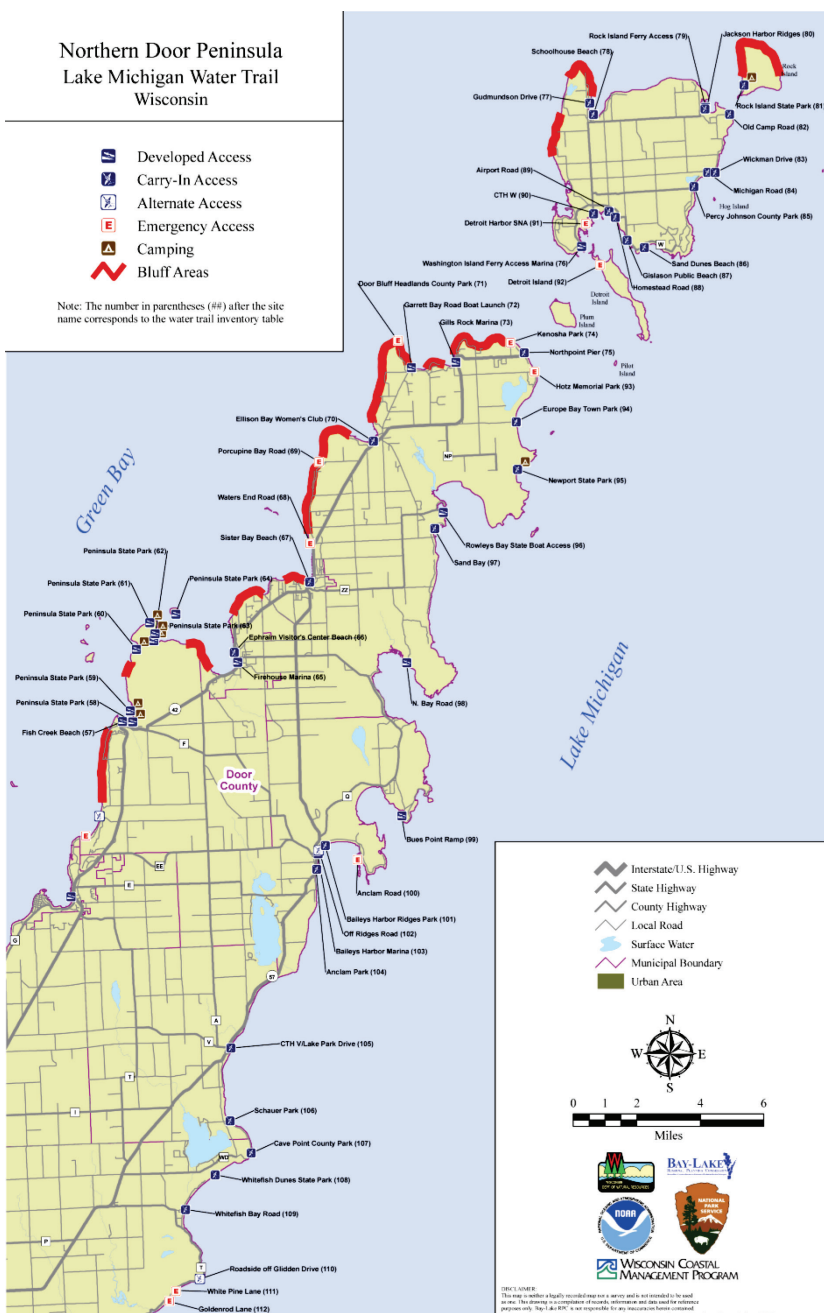
- doorcountykayaking.com
- doorcountykayak.com
- doorcountykayaktours.com
- seakayakexplorer.com/kayaking-door-county-wi
- kayakdoorcounty.com

When out on the water, be sure to follow accepted paddle sports safety procedures, i.e., check the weather and wave conditions for your area, wear a life jacket, have a compass with you in case of fog, let someone know where you will be, etc. In other words, **BE SAFE & ENJOY** paddling over our maritime history!

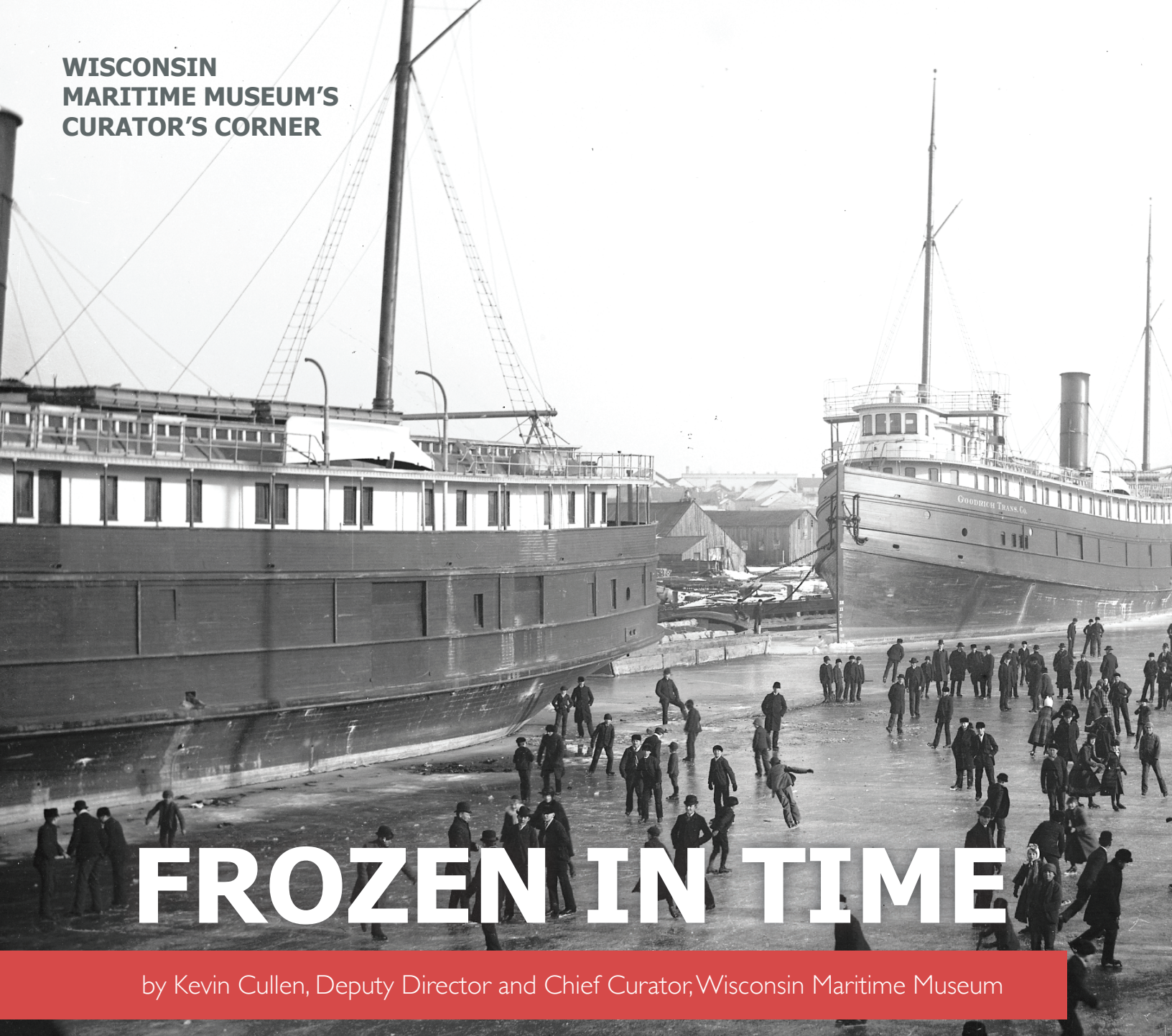
Northern Door Peninsula Lake Michigan Water Trail Wisconsin

- Developed Access
- Carry-In Access
- Alternate Access
- Emergency Access
- Camping
- Bluff Areas

Note: The number in parentheses ((#)) after the site name corresponds to the water trail inventory table



THIS IS UNOFFICIAL. The map and/or symbols displayed here are a service mark and are intended to be used as a guide. The drawing is a compilation of maps, information and data used for reference purposes only. The user of this map is responsible for any inaccuracies herein contained. Source: WDOT, 2009; WDNM, 2010; Bay-Lake Regional Planning Commission, 2011.



FROZEN IN TIME

by Kevin Cullen, Deputy Director and Chief Curator, Wisconsin Maritime Museum

Dozens of ice skaters glide past wooden steamships locked in ice on this winter day in 1890 at Manitowoc, Wisconsin.

Although this black and white photograph appears motionless and silent, the scene is nevertheless a captivating moment of suspended animation. One can almost hear the scraping of metal blades on ice, while shouts of laughter punctuate the soundscape of a bustling Lake Michigan port town. Docked in the background, as if giant bystanders on stage, are four wooden vessels of the Goodrich Transit Company fleet. Depicted from left to right are the steamers *Indiana*, *City of Racine*, *De Pere*, and *Menominee*, in winter layup at the company's terminal on the north bank of the Manitowoc River. The newest of these vessels was *Indiana*, built by Burger & Burger in Manitowoc. At 220 feet in length with mahogany interior, she was launched on Saturday

April 5th, 1890 to much fanfare as the "prettiest launch ever witnessed in the city." While each vessel in this image has its own colorful history to tell, it is the photographer that deserves the spotlight.

His name was Captain Edward Carus and this photograph is one of nearly 3,000 in the Carus Collection at the Wisconsin Maritime Museum. Born in 1860 in Manitowoc Wisconsin, Carus began his career on the Great Lakes sailing aboard schooners and spent many years as a captain for the Goodrich Line where he was regarded as "sincere, outspoken, frank, jovial and cordial." During his career, he also researched and recorded the maritime heritage of the areas where he sailed, particularly the western shore of Lake Michigan. However, by the 1930s Captain Carus was in financial distress which required him to sell his maritime collection to Henry Barkhausen, who eventually donated it to the Wisconsin Maritime Museum. Captain Carus passed away



Captain Edward Carus at age 43 inside a steamship air funnel in 1903.



following a stroke in August 1947 while sitting outside his home at 1209 Franklin Street in Manitowoc. The Carus house was eventually torn down to make way for a Chevrolet dealership parking lot in the 1950s. Today that former dealership and the site of the captain's former residence are part of the museum's off-site collections storage facility. This facility and associated grounds will undergo major renovations in 2023 with photographs taken by Captain Carus incorporated into a maritime mural on the exterior of the building. This mural and interpretive signage at the site will pay tribute to the legacy of the captain as an invaluable maritime chronicler during an era when Great Lakes transportation was rapidly modernizing.

WASHINGTON ISLAND "OVER & BACK" 80 YEARS BUILDING A MODERN FERRY SYSTEM



2022 was a busy year of exhibits at the Wisconsin Maritime Museum, with five exhibits that came and went inside and outside the museum. Our summer exhibition in the Riverside Gallery was *Washington Island "Over & Back": 80 years Building a Modern Ferry System*. Co-curated by the Wisconsin Maritime Museum and photographer Jim Legault, this exhibit visually documents the history of the Washington Island Ferry Line (WIFL), with particular focus on the construction of the newest ice breaking carferry *Madonna*. The exhibit followed the birth of the carferry *Madonna*, built at Fincantieri Bay Shipbuilding in Sturgeon Bay. From the first cut of steel on August 12th, 2019, to her maiden voyages across Death's Door in the summer of 2020, over 60 large-format images and two digital presentations brought the viewer into the shipyard and onto the open water of northern Door County. Since 1940, transportation to Washington Island evolved from two small wooden vessels limited to winter crossings only in light ice conditions. Today, the Washington Island ice breaking ferries are seldom prevented from crossing "over and back" to mainland Wisconsin.

If you happened to miss the exhibit while it was in Manitowoc, do not worry. I'm pleased to share the news that the Door County Maritime Museum (DCMM) purchased the exhibit for future display in Door County! Thank you to the Wisconsin Maritime Museum staff, the Washington Island Ferry Line, Jim Legault, Dick Purinton, Steve Propsom, Rich Elefson, and DCMM for supporting this exhibit and by extension the enduring shipbuilding tradition that remains a vital part of Wisconsin's maritime landscape. Stay tuned for these exciting exhibits opening the first half of 2023!

TOWERS OF POWER – A CENTURY OF OUTBOARD MOTORS Exhibit Run dates: January 2023 - January 2024

This exhibit will feature more than 30 outboard boat motors that will be displayed in the museum's concourse. Mimicking holiday trees, these motors will be placed on triangle tower structures for observation and discussion.

BRINGING SHIPWRECKS TO LIFE Exhibit Run dates: March 18, 2023 - Nov. 6, 2023

Bringing Shipwrecks to Life features state-of-the-art underwater photography by internationally renowned photographer, Becky Kagan Schott of Liquid Productions. The exhibit will include 3D printed models of these shipwrecks, along with authentic shipwreck artifacts from the museum's collection.

ADRIATIC AND THE BIRTH OF SELF-UNLOADING SHIPS Exhibit Run dates: July 4, 2023 - Indefinitely

Located on the museum's lower level, this exhibit will include a permanent installation of self-unloading bucket technology that was salvaged from the shipwreck *Adriatic* in Sturgeon Bay. This exhibit will also feature an interactive element demonstrating how the technology worked using gears and a bucket conveyor system.

*Built - 1885 - 100 tons
Capt. C. J. Christiansen
Chas. P. " mate
Traded between Menistee
& Menitowoc
lost Saginaw Bay - 1919-*

Figure 2. Schooner James H. Hall, 1895



SHOPPING AFLOAT DURING THE AGE OF SAIL: MARITIME TRADING SCHOONERS

by Richard Boyd, Ph.D.

During nineteenth-century Wisconsin, procuring basic supplies was not always a simple or convenient matter. Along the coast of Lake Michigan and Green Bay, many small settlements sprang up around sawmills, fisheries and shipyards, often in quite remote places. A few of these shoreline hamlets had improved harbors with small general stores or ship-chandleries located near their docks, where farm or domestic supplies could be purchased (Fig. 1). However, many tiny communities had shallow, restricted harbors with no local shopping facilities whatsoever; many provisions had to come from distant sources.

Back in the day, numerous sail and steam vessels plied Wisconsin waters carrying common cargoes like lumber, salt, coal, and grain. Some of these workaday craft were small schooners or scows, under 50-feet in length, that transported whatever material would yield a profit. On occasion, a vessel was dedicated to carrying a specific material, like lumber or salt, although fresh fruit, vegetables and ice were notable “special cargoes” on Lake Michigan. Rarely would any transporter ever sell bulk cargo or other merchandise directly off its decks, but a few did, and were actually small, floating emporiums, often referred to as “trading-, coasting- or lakeshoring” schooners.

One such trading schooner on Green Bay was the *May Queen*, home-based at Fish Creek in Door County. It belonged to the Graham family, who also owned a sawmill there. A quite succinct description of how the Grahams used the craft was given in 1975 by Harry Schuyler, grandson of one of the earliest settlers at Clay Banks in Door County:

They had a vessel that was a floating store, and they would go over to Marinette to Lauerman Brothers. They'd get clothing over there, and go to Green Bay to Morley Murphy Hardware and get some hardware and things that would be considered hardware nowadays, and had them all in the boat. Displays around the hull of the boat were made with shelving, just like a store. They went into each town and conducted trade for three or four days until they had sold out all that people wanted to buy; then they moved to another town. It was one way of making a living.

This description is no doubt quite representative of how many trading schooners operated. A feature common to these vessels was a shallow-draft. This allowed them to enter undeveloped harbors that larger craft could not, and consequently directly service small shoreline settlements with supplies and essentials that otherwise would require a long overland trip to procure. Trading schooners carried a myriad of different wares, including clothing, footwear, assorted hardware and repair parts, selected sweets, paint, kitchen paraphernalia, and seasonally perish-resistant edibles, like apples, onions or potatoes. Interestingly, coasting vessels in Wisconsin waters (Fig. 2) seem to have been largely confined to Lake Michigan / Green Bay itself; they rarely ventured into other

lakes, but rather concentrated on local areas and their economic demands. It's likely that each Great Lake had trading craft operating thereabouts, but usually they did not wander far and wide outside their “home territories.”

Over seven-hundred shipwrecks are documented to have occurred in Wisconsin waters, and some of them were probably trading schooners at one time or another during their careers. Three “traders” have been discovered by shipwreck hunters, two of which have been studied by maritime archeologists. Those lost vessels are: the *Byron*, sunk in Lake Michigan south of Sheboygan, the aforementioned *May Queen*, lost in north Green Bay, and

of lumber, fish, and potatoes. By 1880, ownership of the *May Queen* had passed to John O. Lindquist of Marinette, who operated a general store there as well as a prodigious salted-fish business, estimated to be about 27-tons per month.

Acquisition of the craft was a good fit that allowed Lindquist to expand his service area along Green Bay shores. However, only two years later, the *May Queen* met a sudden end about ten miles north of Marinette. She was being towed from Cedar River down to Menekaunee by the tug *J.F. Dayan*, making a nighttime passage in December 1882. The schooner suddenly sprang an enormous leak, flooding so rapidly that she plunged to the bottom before the lifeboat could be launched. Fortunately, the castaway crewmen were rescued by the tug, so no one perished. The cause of this fast demise was never determined, but apparently the craft, overloaded with packaged fish, was badly in need of a seam-caulking job, which had been postponed. Because the craft foundered at night, its exact location remained uncertain, evidenced only by packets of fish floating aimlessly in the vicinity of Chambers Island.

Since the vessel was thought to rest in less than 50-feet of water, several attempts to salvage her were planned, and her enrollment papers were retained until 1888, which preserved the current ownership of the derelict. All salvage schemes proved fruitless, largely because the wreck actually lay in 80-feet of water, far deeper than thought. The *May Queen* remained undisturbed until the Ruleau Brothers Fishery first snagged their nets on her in 1962. The fishermen reported this “snagging incident” to sport divers, and several unsuccessful searches for the “obstruction” were made over the years. Several decades later, the Ruleaus accidentally netted the wreck again, but this time employed an underwater drop-camera to confirm the snag as a shipwreck.

They relayed the GPS location to Bob Berg, owner of M&M Dive Shop in Menominee, whose friend, Ken Mortinson, located the derelict in 2004. Exploration of the wreck disclosed a myriad of artifacts scattered about the site, including dishware, lanterns, clothing, fish barrels, and ship's hardware (Fig. 4). The undisturbed site offered a singular chance to study and inventory the wherewithal of a coasting schooner. In 2005, Wayne Lusardi,



Figure 1: Advertisement for a Door County pier store in Clay Banks. D.C. Expositor, April 12, 1874.

credibly, the *Rouse Simmons*, the famous Christmas Tree Ship, lost with all hands, off Kewaunee, Wisconsin. Several other known Wisconsin shipwrecks, small sloops, were probably also shoreliners, but so little is known about their activities that any discussion of them would be mostly speculation.

Up on Green Bay, the coasting-schooner *May Queen* was constructed for Captain Ezra Graham in 1875 at the old Philbrooks Brothers Island Shipyard at Menekaunee, once a thriving commercial fishing port near Marinette (Fig. 3). The little vessel, registry no. 110087, was 39-feet long, with a 12-foot beam, sported two masts, and a net tonnage of thirteen. As described, Graham carried out a coasting business for about five years, while also taking on occasional cargoes

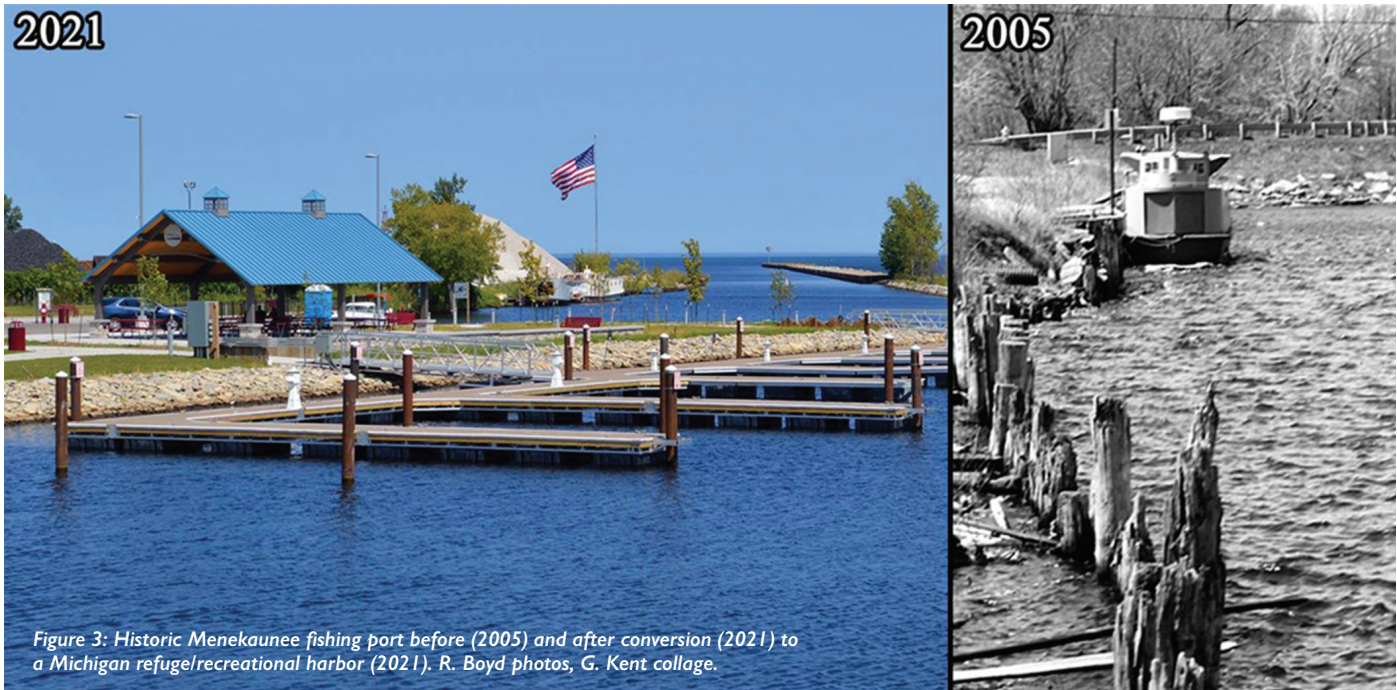


Figure 3: Historic Menekaunee fishing port before (2005) and after conversion (2021) to a Michigan refuge/recreational harbor (2021). R. Boyd photos, G. Kent collage.

maritime archeologist with NOAA and Michigan DNR, acknowledged the uniqueness of the site, and the possibility for a thorough archeological survey, but that has never happened.

The *Byron*, resting off Oostburg, Wisconsin in Lake Michigan, is probably the best known of the small trading schooners, having been visited by divers for over forty years. Not much information is available about the early days of this craft. It's believed to have been built in 1849 for William Burmeister of Manitowoc, who belonged to a family of sailors and vessel owners. The *Byron*, possibly named after Burmeister's eldest son, reportedly spent her first years in the lumber trade. It was a small vessel: 36-feet in length by 12-feet, with two masts, centerboard trunk, and a rudder with tiller arm. Apparently, she was never officially enrolled, probably not an unusual circumstance with some of these rather humble vessels.

The *Byron's* sailing days ended on an evening in May 1867, while headed to Manitowoc from Milwaukee; aboard was Captain William Burmeister, his son Byron, and a friend, W.G. Luvell. They carried a consignment cargo of general merchandise for two vendors in Manitowoc; neither that cargo nor the boat were insured. Then occurred one of those classic "ships passing in the night" accidents, where the large, southbound schooner, *Canton*, suddenly veered off course, and ran down the little *Byron*, rolling her over. Misinterpretations of the red (left)

and green (right) running lights were a common cause of nighttime collisions during the Age of Sail, and was the likely culprit here. The three voyagers on the *Byron* saved themselves by leaping onto the [platforms] of the *Canton*, and then climbing aboard, as their little vessel sank from under them. The *Byron* submerged slowly, and surprisingly, the *Canton's* crew refused any action to save the vessel by righting it; they unceremoniously put the castaways ashore in the middle of nowhere, ten miles south of Sheboygan.

Like many other Great Lakes shipwrecks, the *Byron* was discovered by commercial fishermen, who snagged their nets on her in 135-feet of water in 1977. Over the next decade, her location became known to many sport divers, who readily collected souvenirs from her copious cargo, back in the day when "finders-keepers" was still the accepted norm. From all reports, the craft was loaded with a wide variety of merchandise. Many artifacts were salvaged by a diver from Port Washington, and this collection is now archived at the Wisconsin Maritime Museum.

Sparse documentation exists about the *Byron's* trading career, but much can be surmised from the sunken wreck itself, and from the activities of the Burmeister family, wherein William and his sons practiced trading businesses for many years. William promptly replaced the *Byron*, and over time, father and sons developed a flotilla of small craft, including the *Alice*,

Eliza, *Ellen B. Cochrane*, *Gertie Wing*, *W.B. Sloan*, and the *Mishicot*. With stores in Frankfort, Michigan and Manitowoc, they became important players in the cross-lake trading business, as well as in the coasting trade. Their vessels carted supplies to and from these stores, as well as taking on private consignment cargoes. In season, fruit was clearly a highly valuable product in their business, but salt, lumber, potatoes, tanning bark, and cordwood were also steady commodities.

When the *Byron* was first explored, zebra mussels were not yet prevalent in Lake Michigan, but visibility was still poor at that site. Most of the ship's hardware remained in place, and it was still loaded with the consigned general merchandise; it included clothing, shoes, porcelain dinnerware, Mochaware bowls, barrels of nails and salt, lanterns, and assorted kitchenware. Unprotected by any legislation, these artifacts were readily taken by sport divers. By the time maritime archeologists studied the wreck in 2008, the craft had been stripped clean of these items, and was encrusted with invasive mussels. Thus, any opportunity to inventory the cargo of a typical Wisconsin lakeshoring craft was lost. However, archeologists were able to study the vessel itself, helped by a short underwater movie that had been made at the time of discovery, which provided a pristine view of the little schooner, including its fittings and abundant cargo. The *Byron* was surveyed (Fig. 5), and subsequently placed on the National Register of Historic Places in 2009.

While not a conventional trading vessel, the schooner *Rouse Simmons* played that role at Christmas time. This famous “Christmas Tree Ship,” about which volumes have been written, was a typical three-masted schooner, 124-feet long, with a gross tonnage of 205. She was primarily a lumber carrier, but when November rolled around, and many sailing craft vacated stormy Lake Michigan, the *Simmons* still braved the elements. As the holidays approached, Capt. Herman Schuenemann would make at least one last run to bring Christmas trees to Chicago from Michigan’s Upper Peninsula (UP), where he owned land that was forested with evergreen trees, which he harvested annually for holiday sales. At Chicago, Schuenemann would dock the *Simmons* conveniently near the Clark Street Bridge, put up entry ramps to the vessel, and illuminate her decks with electric lights strung from mast to mast. Once the inventory was arranged, his floating, walk-in Christmas tree lot opened for business. Unlike other vendors, Schuenemann supplied his own trees and sold directly to the public, thereby avoiding most middleman expenses, while peddling about five-thousand units annually; truly, a specialized “coasting operation.”

The *Rouse Simmons* and her crew met a terrible fate on November 12, 1912 on her way to Chicago, when she was caught in a howling ice storm. The vessel and her entire crew perished somewhere south of Kewaunee. Her exact gravesite remained unknown for decades, although commercial fishermen occasionally reported netting trees in Kewaunee waters. In the 1970s, the sunken schooner was finally located, resting in 175-feet of deep water off the Two Creeks Nuclear Power Plant. Divers were astonished to find some intact Christmas trees in

the hold that still retained their brown, bristled needles. Wisconsin underwater archeologists studied the wreck in detail in 2007.

The *Simmons* was not the only transporter of Christmas trees on Lake Michigan; over fifty vessels have been documented as participants in that holiday enterprise. Why did these intrepid seamen make these very risky, late-season trips? The answer was simple: A load or two of Christmas trees would yield more profit than the sum total for the entire sailing season!



Figure 4: Assorted artifacts from the *May Queen* litter a bottom covered by mussel husks. Photo courtesy Kim Brungraber.

Schooner *Byron* Oostburg, Wisc. August 2008

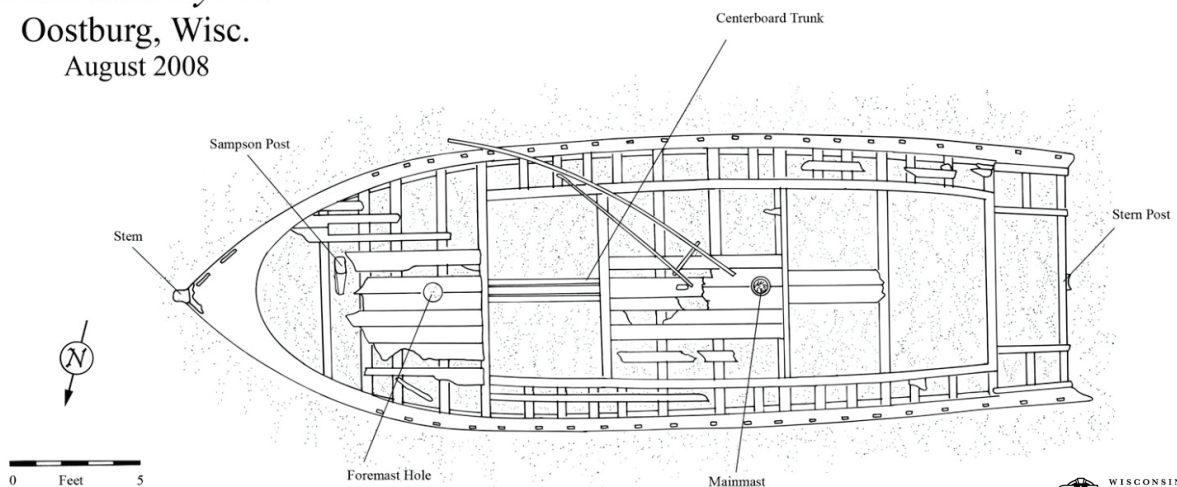


Figure 5: Map of the trading vessel *Byron*. Wisconsin Historical Society, Maritime Archaeology reports..



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Meverden, Keith N. and Tamara L. Thomsen. “The Schooner *Byron*,” in *Small Boats on a Big Lake: Underwater Archaeological Investigations of Wisconsin’s Trading Fleet*. State Archaeology and Maritime Preservation Technical Report Series #10-00, (Madison: Wisconsin Historical Society, 2009): 84-100.

....., *Myths and Mysteries: Underwater Archaeological Investigations of the Lumber Schooner Rouse Simmons, Christmas Tree Ship*. State Archaeology and Maritime Preservation Program Technical Report Series #08-001 (Madison: Wisconsin Historical Society, 2008): 65 pp.

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EARLY DOOR COUNTY IN POSTCARDS

by Jim Baye and Brendon Bailod

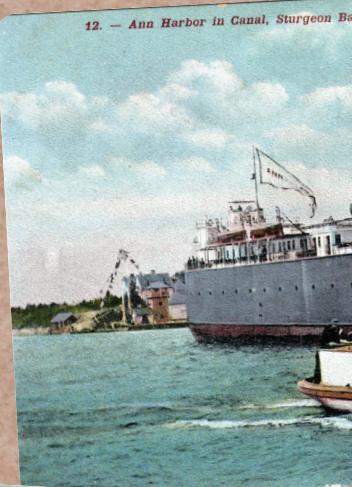
Just after the turn of the 20th century colorized postcards became a hot new medium for people to communicate and keep in touch. For a penny, people could send a quick note to family and friends bearing interesting local scenery in vibrant color.

These postcards were all made from black and white photos which were then painstakingly hand colored by postcard colorists. These postcard artists were amazingly skilled, working in miniature, sometimes with a single-hair brush, to add billowing clouds, reflective water and lifelike people to otherwise sterile gray photos. The results were impressive, with each postcard being something of a work of art.

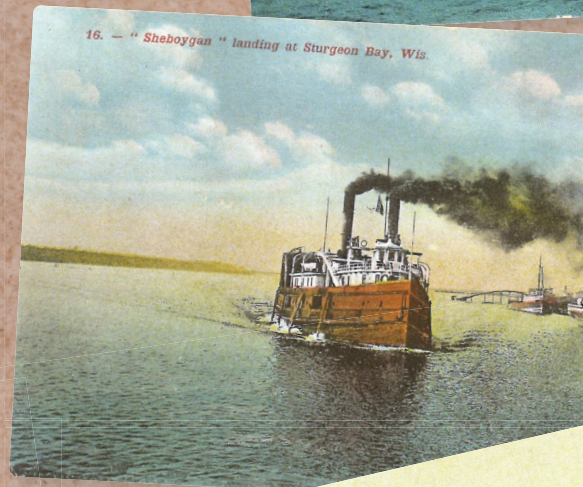
Many postcards were mass-produced and sold by the thousands, while others were retired after only a few weeks, making them quite rare. Shown here are some of the rarest and more visually stunning examples of hand-colored Door County postcards from the period 1905 to 1915.

Card 0

12. — Ann Harbor in Canal, Sturgeon Bay

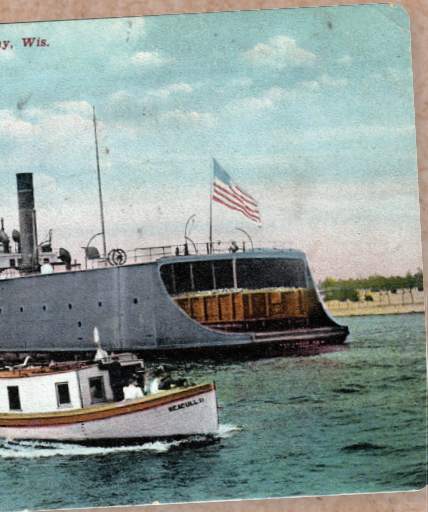


16. — "Sheboygan" landing at Sturgeon Bay, Wis.



Washington



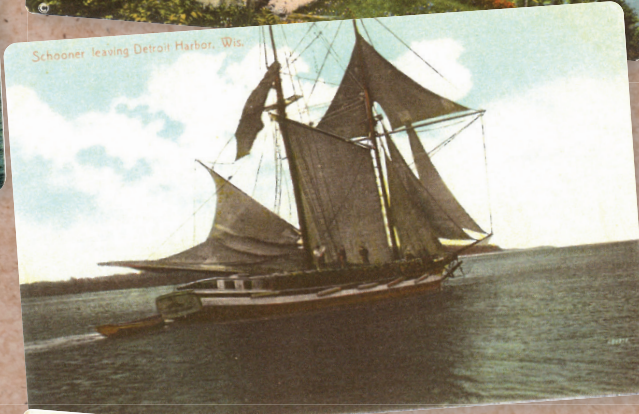


y, Wis.



4411. Peninsula State Park, Wisconsin. Eagle Bluff Lighthouse.

Card 2



Schooner leaving Detroit Harbor, Wis.

Card 5



3412. TOLL BRIDGE, STURGEON BAY, WIS.

Card 6



Str. Georgia at Anderson's Dock, Ephraim, Wis.

Card 7



STRANDED AT DEATH DOOR.

GREETING FROM STURGEON BAY WIS.

*Ship
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and the
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too all
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rough
shells for
and call
again
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Lander*

Card 8



Card 12



Card 9

CARD 0: The big railroad carferry Ann Arbor No. 4 enters the Sturgeon Bay Ship Canal while the local fish tug Seagull II heads out on an excursion. Used postally in 1910. Brendon Baillo Collection

CARD 2: Wisconsin State Park Series postcard dated February 17, 1916, showing the Eagle Bluff Lighthouse in Peninsula State Park (Fish Creek, Wis.). This light was built in 1868 to guide ships through the Strawberry Island area reefs.

CARD 5: December 2, 1910 postcard scene showing the schooner Madonna at Detroit Harbor. The newest Washington Island ferry boat was named after this schooner.

CARD 6: Tourists paying their tolls to cross the Sturgeon Bay toll bridge in a model T car (circa 1911). The toll bridge was replaced in 1931 by the new Michigan St. bridge. Brass token coins used to cross the Sturgeon Bay toll bridge.

CARD 7: The Goodrich Transportation Company Steamer SS Georgia makes a stop at the Anderson Dock (September 8, 1910 postmark) in Ephraim, Wisconsin. She was a regular on the Chicago to Mackinac Island run.

CARD 8: 1906 postcard showing the schooner James E. Gilmore wreck of 1892 off Pilot Island. This passage between the waters of Green Bay and Lake Michigan was called "Death's Door." Photo by O.R. Moore.

CARD 9: Washington Harbor dock postcard (postmarked August 20, 1908) shows the Goodrich steamer Atlanta. She caught fire and sank off Cedar Grove, Wisconsin on March 18, 1906.

CARD 12: Goodrich Transit Company steamer Sheboygan heading into Sturgeon Bay. The remains of the steamer Fountain City (lost May 5, 1896) can be seen sticking out of the water in the distance.

All cards are from the Jim Baye Collection unless otherwise noted.

A NEW PERSPECTIVE ON THE MYSTERY SHIP AT 19 FATHOMS DEEP: DIGITIZING FOOTAGE OF THE *ALVIN CLARK*

by Hannah Patten, Collections Manager, Wisconsin Maritime Museum



The story of the discovery, raising, salvage, ensuing legal battle, and eventual destruction of the ‘Mystery Ship’ *Alvin Clark* is well known to Green Bay locals, sport divers and Great Lakes maritime history enthusiasts alike, but the digitization of a collection of long-forgotten film footage promises to shed new light on the episode. The collection of 16mm film came to the Wisconsin Maritime Museum from Fred Wessel, a filmmaker who worked with Frank Hoffmann, the man who initially discovered the *Alvin Clark* and was a driving force behind the salvage, on a documentary that was never finished.

Alvin Clark was a two-masted sailing vessel built in 1846. In 1864, while en route to Oconto, the ship encountered a storm near Chambers Island, capsized and sank in 115 feet of water. Just one of thousands of shipwrecks on the bottom of the Great Lakes, the *Alvin Clark* was soon forgotten until over 100 years later when in 1967 it was inadvertently discovered by a local diver named Frank Hoffmann. Hoffmann and a team of volunteer divers were able to raise the amazingly fully-intact ship and tow it to shore in Marinette where it became a public exhibit.

The salvage of the ship captured public attention and was featured heavily both in local news and national news outlets. However,

the long-term preservation of the *Alvin Clark* soon became an issue. For 100 years, the ship was preserved by the cold, oxygen-starved environment at the bottom of Green Bay. Once it was brought to the surface, it began to dry out and to deteriorate, irreversibly.

Years after the discovery, public attention waned and tourist traffic slowed as funds for preserving the ship ran out. The press also turned on Frank, blaming him for being unable to fund the continued preservation of the ship and eventually for raising it in the first place. Hoffmann eventually sold the ship and it was left to deteriorate further. The *Alvin Clark* was eventually declared a public nuisance and bulldozed. The *Alvin Clark* then became a cautionary tale in the field of cultural resource management and an example to point to when explaining why it is better to leave shipwrecks undisturbed.

Filmmaker Dave Drzewiecki was seven years old when the ‘mystery ship’ was discovered in 1967. Growing up in Green Bay, he remembers being fascinated by the story of the “mystery ship at 19 fathoms deep”. Dave went on to have a career in the film industry and when looking to start his own documentary project, he sought to explore this episode in Green Bay history.

The film collection was given to the Wisconsin Maritime Museum in 2012. The collection includes original film of the raising of the *Alvin Clark* from Frank Hoffmann and footage shot in 1981 by Fred Wessel when he was working with Frank to make a documentary about the *Alvin Clark* and the raising of the *Erie L. Hackley*. When the raising of the *Erie L. Hackley* proved unsuccessful, the documentary was scrapped. Fred Wessel saved the film for decades and eventually sought a repository to preserve it.



Right: Frank Hoffmann with the *Alvin Clark* in the background. Photo courtesy of Dave Drzewiecki.

Below: The *Alvin Clark* afloat. Photo courtesy of Dave Drzewiecki



When Dave discovered that the Wisconsin Maritime Museum was now in possession of the film he knew he had to see it. Dave decided to undertake the meticulous and labor-intensive process of converting the 16mm film to a digital format. The film must first be cleaned and any bad splices repaired before each individual frame is scanned. The scanned images are then transformed into a motion picture using video editing software. Digitizing this film is essential to ensure its future preservation. The base for 16mm film, cellulose acetate, will naturally degrade over time. Ideal storage conditions, a cool and dry climate, can delay deterioration but the process is inevitable and irreversible.

While Dave was digitizing the film, he also began his own research; compiling newspaper articles, photographs, maps and charts, and conducting his own interviews with those close to the story. However, it was the film footage of Frank that changed his perspective. Much of the news coverage in the years after the discovery showed Frank Hoffmann in a negative light; focusing on his debt, his inability to preserve the *Alvin Clark*, his alcoholism, and his run-ins with the law. After combing through the film footage and hearing Frank describe the events in his own words, Dave was struck by what a monumental achievement raising the *Alvin Clark* was, despite its tragic conclusion. Dave described the *Alvin Clark* affair as a “cautionary tale about following your dreams”. With his film, he hopes to show Frank Hoffmann in a new light.

Crowds viewing the *Alvin Clark*. Photo courtesy of Dave Drzewiecki



The *Alvin Clark* film collection has been digitized thanks to Dave Drzewiecki. The collection will soon be fully cataloged by the Wisconsin Maritime Museum and available to the public in the Museum's Reading Room via appointment. Dave Drzewiecki's documentary film is now in editing and hopefully soon to be released.

TOGETHER AGAIN

A 45-YEAR-OLD ANNUAL TRADITION RETURNS TO THE WISCONSIN MARITIME MUSEUM

by Scottie Dayton



Left to right: Special award winners were Gus Agustin, Paul Wilson, John Pocius, Tom Swille, Elizabeth Simon, Alex Derry, and Ralph Buckwalter. Photo by Sam Parent.

After a two-year absence, the Riverview Room at the Wisconsin Maritime Museum was once again home to the Midwestern Model Ships & Boats Contest and Display in May 2022. A total of 44 participants arrived from Arkansas, Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, Oregon, Wisconsin, and Ontario, Canada. Entries were separated into categories for scratch built, wood or plastic kits, operational, dioramas, and nautical crafts. Fred Drexler, Ed Urbanczyk, and Rick Szydelco used a point system to judge the ship models based on their individual merits. Modelers were ranked novice, intermediate, or advanced according to their skill level.

At the Saturday night banquet, Kurt Van Dahm, Nautical Research Guild director, and Cathy Green, the museum's Executive Director, awarded 19 gold, 17 silver, and two bronze plaques. Gold plaque recipients also qualified for seven special awards and some received more than one. Such was the case for the scratch-built entry from Alex Derry of Mono, Ontario. Rarely do builders have the luxury of measuring and photographing the vessel they wish to model. Derry's subject, the steam yacht *Wanda III* (1915), is preserved at the Muskoka Steamship and Discovery Centre in Gravenhurst, Ontario. She was built by Polson Iron Works in Toronto for Timothy Eaton, Canada's department store king, and used by his wife to travel from the Gravenhurst train station to their summer home on Lake Rosseau in a record two hours.

The 94-foot-long hull had a 12-foot beam and 6-foot draft, enabling her to cut through the water like a torpedo. *Wanda*

III was the fastest boat on the Muskoka Lakes and the largest private steam yacht in Canada, carrying 24 passengers in her elegant mahogany and brass salons. Despite her fame and pioneering technology, no lines or body plan of the hull survived. The yacht also was afloat, making the hull inaccessible. Therefore, Derry took the lines off dry-docked *Mildred*, built by Polson and with a similar hull style. He made innumerable measurements and photographs of *Wanda III*. Two years and some 2,000 hours later, the 47.25-inch-long (1:24) model received the Badger Air Brush Best Paint Finish award and the Modelers' Choice award.

After earning a gold in the Wood Kit Model category, the judges selected the Lowell Grand Banks dory (c. 1900) by John Pocius of Hillsboro, Ore., for the F.K. Bemis Best of Show award. Dories, used on the East Coast for fishing and lobstering, were often stacked eight high on the decks of fishing schooners. "The thwarts were removable, enabling the craft to fit inside each other," says Pocius. "Lowell's Boat Shop of Amesbury, Massachusetts, was the first to build these dories in large numbers, and it is the oldest continuously operating boat shop in the U.S."

Sailing in from Hessel, Michigan, Paul Wilson's model of a Bosley rowboat (1900) at 1.50 inches equals 1 foot scale (1:8) earned the Roger Jaekel Best Great Lakes award. The 15-foot 4-inch-long original was built by Moses Bosley to service the Detour (Mich.) Lighthouse. His great grandson now owns the boat, and Oliver Birge took off her lines in 1986.

Gus Agustin of Arlington Heights, Ill., built his Navy Board style *HMS Sussex* (1693) at 1/32 inch equals 1 foot scale (1:384) and won the Dana McCalip Best Miniature award. The figurehead, two dolphin pedestals, and stern decorations were carved from boxwood using a Mini-Craft drill and various burrs. The carvings and quarter gallery wire window mullions were painted gold. The project took some 600 hour and more than four months to complete.

Master modeler Joe Simon from Jackson, Wis., taught his 17-year-old daughter well. At age 11, Elizabeth won her first gold at Manitowoc. Dad also primed the pump. In 2017, he presented her with Hasegawa's 1:350 scale plastic kit of *Soya* (1936), the first Japanese icebreaker used for Antarctic expeditions. The model won a gold in the Plastic Model Kit category and the Steve Wheeler Best Novice Builder award. Simon spent more than four years building the 9.50-inch-long model with 1.50-inch beam. Achieving the proper finish on styrene parts was meticulous, labor-intensive work.

The scratch-built 1/2 inch equals 1 foot scale *Morning Star* PD 234 (1952), received the People's Choice award for Tom Swille of Green Bay, Wisconsin. The fishing trawler, a drifter/seiner, still sails out of Peterhead in the far northeast of Scotland and one of the busiest fishing ports in Europe. Because the model is operational, he built the 38-inch-long plank-on-frame hull using 1/4-inch-thick plywood frames reinforced with basswood stringers (fore and aft members). With batteries and receiver onboard, the model weighs 40 pounds.

The Midwestern Model Ships & Boats Contest and Display is supported by the Nautical Research and Model Ship Society of Chicago, Rocky Mountain Shipwrights, Midwest Model Shipwrights, Wisconsin Scale Boating Association, North Shore Deadeyes, Nautical Research Guild, Badger Air Brush, and the F.K. Bemis family. The longest running museum-affiliated and juried ship model competition in the nation returns the weekend after Mother's Day 2023. For details, visit wisconsinmaritime.org



Inspire.
Curiosity.
Creativity.
Possibilities.



Who will
you **inspire?**

The Wisconsin Maritime Museum welcomed our "Mission Fishin'" summer campers to a full day of activities here at the museum. The day included working on casting techniques, learning about different species of fish in the area, a walk out to (and surprise tour of) the Manitowoc Breakwater Lighthouse, and, of course, a little bit of fishing as the weather permitted. Your donate will help WMM's future summer camps and more!

As we near the end of 2022, our staff is looking forward to the many events, programs and exhibit openings happening at the museum in 2023.

These events, programs and exhibits are tailored to the interests of you, our dedicated members and supporters. You inspire us with your messages and phone calls to offer engaging and interactive exhibits that spark curiosity and conversation among our community and guests.

This is evident in the upcoming great slate of programs and exhibits we have lined up for 2023. Our new Think & Drink Series will feature topics such as Disney's role in World War II, How World War II Saved America's Beer & the discovery of the USS *Robalo's* final resting place. Curiosity will be sparked through new exhibits such as *Adriatic & the Birth of Self-Unloading Ships & Bringing Shipwrecks to Life.*

It is important to remember that all of the engaging and inspiring exhibits, programs and events we offer are not possible without the support of you, our dedicated museum members and donors. Through your donations, we are able to spark curiosity and creativity in generations of guests. Please join me in supporting our efforts to inspire generations of waterway caretakers, maritime historians and advocates with your gift to the museum.

Donate today by visiting our website wisconsinmaritime.org/join-and-give/donate/.

Sincerely,

Emily Shedal

Development Coordinator

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Thank you

for your support!

Wishing you joy, peace,
and good health
this holiday season.



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