Great Ways to Experience Great Lakes Shipwrecks

There are many ways to explore the maritime history of the Great Lakes. Dive charters offer scuba diving as a way to visit the Great Lakes shipwrecks. Beyond submerging yourself beneath the great freshwater seas of the Midwest, the non-diver also has many opportunities to experience the Great Lakes maritime history. The following information was taken from numerous websites. WUAA does not endorse any of these organizations.

By Snorkeling
Example Snorkel Tour: Lakeshore Adventures, Baileys Harbor, Door County, Wisconsin – “Fun for the whole family! When looking for what to do in Door County, you can dive, swim, & snorkel your way into the rich maritime history of Baileys Harbor & its surrounding waters. Explore several shallow 1800’s shipwrecks in this one of a kind underwater adventure. Pontoon boat with captain and crew, masks, snorkels, fins, and life jackets. Approximately a 2 hr trip.”


By Kayak
Example Kayak Tour: Gravity Trails, Door County Kayak Tours – “You use clear bottom kayaks to explore The North Bay Shipwrecks. This shipwreck and wildlife tour is the ideal tour for nature lovers and shipwreck enthusiasts alike. Explore the bay with our new and amazing Clear Bottom Kayaks!...Many ships were no match for the powerful storms and gales that the area produces....Today the bay is scattered with shipwrecks, many that are still visible in the shallow waters. The most famous shipwrecks include the Cherubusco that sank in 1872, the G.J. Tracy 1881, and the A. Bronson 1875....Your kayak tour will last about 2-3 hours.”

More information is at: http://www.gravitytrails.com/door-county-wi/baileys-harbor-wi-activities/door-county-kayak-tours/ or email: Info@GravityTrails.com

Example Kayak Tour: Lakeshore Adventures, Baileys Harbor, Door County, Wisconsin – “Clear Bottom Kayak Tours: These fully guided and narrated clear bottom kayak tours, travel through the waters of Baileys Harbor and Cave Point. These one of a kind tours all offer something exciting and different by giving you an incredible underwater view of the area. From 1800’s shipwrecks, to various fish species, to amazing rock formations and historical landmarks, there is something for everyone….2 to 3 hrs.”

More information is at: http://lakeshore-adventures.com/door-county-kayak-tours or email: http://lakeshore-adventures.com/contact-us
Ways to Experience Great Lakes Shipwrecks  continued from page 1

By Sail: Experience Sail and Maritime history on board!  
Example Tours: Appledore Tall-ships, Saginaw, Michigan – “These tours operate from late April through October. The Appledore Schooners sail the waters of the Saginaw River and Saginaw Bay on Lake Huron. They can accommodate groups of up to 48 with space enough for everyone to have a cushioned seat. They offer a wide variety of meal options, from a simple boxed lunch, to custom ordered gourmet menus with on-board chef’s action stations. “More information is at:  
http://www.baysailbaycity.org/

Example Tours: The S/V Denis Sullivan – “The S/V Denis Sullivan schooner is a modern educational sailing vessel with two diesel engines, a scientific laboratory, two computer workstations, and modern communication and navigation equipment. She maintains single bunks in co-ed areas, shared toilets (heads) and showers, and limited storage. The vessel can carry up to 50 passengers on day sails and 21 participants overnight. She is complemented by a professional crew of ten. The S/V Denis Sullivan provides an array of genuine maritime experiences, from two-hour Lake Watches for families to multi-day educational sails for teens and adults.”  
More information is at:  
http://www.discoveryworld.org/exhibits/sailing-vessel-denis-sullivan/

By Motorized Boat: Experience Maritime history by a motorized vessel!  
Example Shipwreck Tour: Shoreline Charters, Door County, Wisconsin – “This tour offers scenic cruises and see the Door County Peninsula and Great Lakes Lighthouses as they should be seen, from the water. Their knowledgeable Captains and crew show cliffs, caves, lighthouses, shipwreck locations, waterfront estates and share local history and nautical folklore. They have three boats departing from Sister Bay, Gills Rock, or Washington Island. Travelers can choose from either one of their daily tours or charter a boat privately and create their own adventure.”  
More information is at:  
http://shorelinecharters.net/  or email:  
goboating@shorelinecharters.net

Example Shipwreck Tour: Glass Bottom Shipwreck Tours, Munising, Michigan – “This glass-bottom boat tour takes approximately two hours and visits three different shipwreck sites, a historic lighthouse, Grand Island, and Munising Bay. Grand Island is an interesting place all on its own with its’ rich history, sandy beaches and colorful sandstone cliffs and caves. North American Bald Eagles are often spotted all throughout the trip as they nest along the shoreline. Trips are scheduled daily from Memorial weekend until the second week of October.”  
More information is at:  
http://shipwrecktours.com/  or email:  
http://shipwrecktours.com/contact/

By Land:  
Example Lighthouse Tours: Copper Harbor Lighthouse Tours, Keweenaw, Michigan – “These tours operate from the middle of May to the middle of October. The tour of the Copper Harbor Lighthouse encompasses a total lighthouse experience, including a ride in a boat similar to an early 20th century lighthouse launch. Because lighthouses are built in treacherous waters, it took a versatile boat to ferry supplies to light keepers and their families. Our navy motorwhale combines shallow draft, maneuverability, and the capacity to run in heavy seas. The time-proven ‘double-ender’ hull design and dimensions of our launch are identical to the early wooden boats of the United States Lighthouse Service which tended to the needs of the light keepers of the Keweenaw Peninsula. You will arrive at Hayes Point just as the light keepers did over 150 years before you.”  
More information is at:  
http://www.copperharborlighthoustours.com/

On Maritime–Related Trails:  
Example Maritime Trail: Wisconsin’s Maritime Trails – “The Wisconsin Maritime Trails program is more than just a traditional ‘trail.’ Through Web sites, interpretive signage, public presentations, and shipwreck moorings, the Maritime Trails initiative encourages divers, snorkelers, boaters, maritime enthusiasts, and tourists to visit and enjoy Wisconsin’s diverse collection of maritime resources.

continued on page 3
Ways to Experience Great Lakes Shipwrecks  

A collaborative effort between the Wisconsin Historical Society and the University of Wisconsin Sea Grant Institute, the Maritime Trails initiative also seeks to document, preserve, and protect the state’s submerged archaeological sites. “

More information is at:  
http://www.maritimetrails.org/

Example Maritime Trail:  
Mariner’s Trail – “Mariners Trail is a 5.5 mile recreational trail along the shore of Lake Michigan between Manitowoc and Two Rivers in east central Wisconsin. The paved surface accommodates walkers, joggers, bikers, and in-line skaters.”

More information is at:  
http://marinerstrail.net/aboutus.htm

Example Maritime Trail:  
Great Lakes Maritime Heritage Trail, Alpena, Michigan – NOAA and the National Marine Sanctuary established the Great Lakes Maritime Heritage Trail to promote and interpret “Northeast Michigan’s rich maritime heritage. By providing innovative interpretation that enhances individuals’ experiences while accessing maritime resources, the trail fosters an appreciation for the Great Lakes and their rich history. The sanctuary has established segments of the trail along the Thunder Bay River, Great Lakes Lore Maritime Museum – Rogers City, Michigan. More information is at:  
http://gllmm.com/  
Michigan Maritime Museum, South Haven, Michigan. More information is at:  
http://www.michiganmaritimemuseum.org/  
Dossin Great Lakes Museum, Detroit, Michigan. More information is at:  

Thunder Bay National Marine Sanctuary, Alpena, Michigan. More information is at:  
http://thunderbay.noaa.gov/education/trail/welcome.html

From Museums:  
Examples in Wisconsin -  
Manitowoc Maritime Museum, Manitowoc, Wisconsin. More information is at:  
http://www.wisconsinmaritime.org/index.php  
Door County Maritime Museum, Sturgeon Bay, Wisconsin. More information is at:  
http://www.dcmm.org/  
Gils Rock Museum, Gils Rock, Wisconsin. More information is at:  
http://www.dcmmm.org/gills-rock-museum/  
Discovery World, Milwaukee, Wisconsin. More information is at:  
http://www.discoveryworld.org/  
Neville Museum, Green Bay, Wisconsin. More information is at:  
http://www.nevillepublicmuseum.org/

Examples in Michigan -  
Great Lakes Shipwreck Museum and Whitefish Point Light Station, Whitefish Point, Paradise, Michigan. More information is at:  
http://www.shipwreckmuseum.com/  
Great Lakes Lore Maritime Museum – Rogers City, Michigan. More information is at:  
http://gllmm.com/  
Michigan Maritime Museum, South Haven, Michigan. More information is at:  
http://www.michiganmaritimemuseum.org/  
Dossin Great Lakes Museum, Detroit, Michigan. More information is at:  

Thunder Bay National Marine Sanctuary, Alpena, Michigan. More information is at:  
http://thunderbay.noaa.gov/education/trail/welcome.html

Great Lakes Maritime Center, Port Huron, Michigan. More information is at:  
http://www.achesonventures.com/MaritimeCenter.aspx

West Shore Fishing Museum, Menominee, Michigan. More information is at:  
https://www.facebook.com/WestShoreMuseum?ref=ts  
Icebreaker Mackinaw Maritime Museum, Mackinaw City, Michigan. More information is at:  
http://themackinaw.org/

Example in Indiana -  
Michigan City Old Lighthouse Museum, Michigan City, Indiana. More information is at:  
http://oldlighthousemuseum.org/
Great Lakes Vessel Photography

I receive many requests for photos of Great Lakes vessels. In some cases, I can easily locate an original photo of the vessel an individual is looking for, particularly if the vessel sailed in the 20th century.

However, significant problems arise in locating 19th century vessel photos and few people are aware of the scarcity of early Great Lakes vessel photos. This article is designed to help people determine if a particular vessel image is likely to exist and where they might locate it.

To begin the discussion, a short history of photography is helpful. The first successful photographic image was made in 1827, but photography didn’t become available outside the laboratory until about 1840 with the Daguerreotype. These photos cost nearly a week’s wages for the average worker. It wasn’t until about 1851 that the Collodion process made photography of moving objects possible, and photographers didn’t take much interest in Great Lakes vessel photography until after 1860. As such, there are no known photos of Great Lakes vessels prior to 1851.

The earliest known photo of a Great Lakes vessel is a Daguerreotype of the steamer Mayflower as she lay on the beach near Conneaut, Ohio, in the winter of 1852/53. Very few other photos of Great Lakes vessels are known from the 1850s. A shot of the Lady Elgin at Northport, Michigan, from about 1858 exists along with a handful (perhaps 4 or 5) other vessel photos believed to be from the 1850s. Very few schooners were photographed until the late 19th century. They were considered unglamorous work vessels and few people would pay to have a schooner photographed. Nearly all photos taken before 1880 are consequently of steamers, often with unidentifiable schooners in the background. One exception is an 1864 photo of the schooner George W. Ford, taken at Ontonagon, Michigan.

The Civil War was one of the major impetuses for the growth of field photography and as such, more Great Lakes vessels began to be photographed. Still, less than 100 photos of Great Lakes vessels are believed to exist prior to 1865. After the Civil War, photography became less expensive and many Great Lakes steamers were photographed. However, the vast majority of steamers on the Lakes weren’t photographed until the 1880s.

Many early steamers, however, were drawn by noted artists. Among the most important early Lake artists was Captain James Van Cleve. Van Cleve served on Lake vessels in the 1820s – 1850s and was an accomplished artist. He prepared a series of hand drawn manuscripts depicting the earliest Great Lakes vessels from the 1820s – 1850s, drawn from his memory of them. Only a few original Van Cleve manuscripts still exist, but they are excellent sources for accurate views of important, early Lake vessels.

Another good source for early vessel drawings is Samuel Ward Stanton’s epic work American Steam Vessels. Published in 1895, the work includes both ocean and Lake vessels from the 1820s to the 1890s. Stanton’s drawings are done mostly from original lithographs. Stanton was one of the most prominent marine artists of his day and ironically was lost in the sinking of the Titanic.

Many early paintings and lithographs exist of Great Lakes vessels at various collections around the Lakes. The most important repositories for early Lake vessel paintings and lithographs are:

- The Great Lakes Historical Society – Vermilion, Ohio
- The Dossin Maritime Museum – Detroit, Michigan
- The Thunder Bay National Marine Sanctuary – Alpena, Michigan
- The Milwaukee Public Library – Milwaukee, Wisconsin
- The Historical Collections of the Great Lakes – Perrysburg, Ohio

Many other small collections hold early Lake vessel lithos and paintings as well, but they can be difficult to locate. Most of the important early Lake vessel lithos and paintings have been reproduced in books and periodicals at some point and can be located through their citation in the literature.

Great Lakes divers and historians will be disappointed to learn that the vast majority of Great Lakes vessels were never photographed. It wasn’t until after 1890 that even half of the registered vessels on the Lakes were photographed. There are numerous instances of Lake schooners that sailed well into the 20th century, for which no known photograph exists. Prior to 1890, the odds of finding a photo of a given Lake vessel are not good, unless the vessel was a passenger steamer or had some notoriety.

continued on page 5
Great Lakes Vessel Photography by Brendon Baillod

continued from page 4

The table below reflects the estimated odds of finding an image of any known vessel from a given period of time. It is estimated using the number of commercial vessels known on the Lakes during any period divided by the number of vessel images known from that period. Percentages between 0% and 1% are shown as 0.1%, but are generally much lower.

As an example, the table indicates that 3 of every 100 schooners on the Lakes in the 1870s were photographed during that period. Likewise, 10 of every 100 steamers on the Lakes during the 1870s were photographed during that period. Conversely, 3/4ths of the steamers on the Lakes in the 1890s were photographed during that period, but less than half of the schooners on the Lakes in the 1890s were photographed during that period.

The odds of finding Lake vessel photos and images are estimated as follows in the table below:

<table>
<thead>
<tr>
<th>Period</th>
<th>Steamer Photos</th>
<th>Steamers Litho</th>
<th>Photogr. Photos</th>
<th>Photogr. Litho</th>
</tr>
</thead>
<tbody>
<tr>
<td>1840s</td>
<td>0%</td>
<td>0.1%</td>
<td>0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>1850s</td>
<td>0.1%</td>
<td>0.1%</td>
<td>0%</td>
<td>0.1%</td>
</tr>
<tr>
<td>1860s</td>
<td>1%</td>
<td>5%</td>
<td>0.5%</td>
<td>0.1%</td>
</tr>
<tr>
<td>1870s</td>
<td>10%</td>
<td>35%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>1880s</td>
<td>40%</td>
<td>40%</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>1890s</td>
<td>75%</td>
<td>70%</td>
<td>40%</td>
<td>25%</td>
</tr>
<tr>
<td>1900s</td>
<td>90%</td>
<td>90%</td>
<td>75%</td>
<td>35%</td>
</tr>
</tbody>
</table>

It should be noted that certain subtypes within steamers and schooners are over or under represented in images. Work tugs and freight steamers are obviously far less common in images than passenger steamers. Likewise, scow schooners are also far less common in images.

In the 1900s, vessel photography became far more common and nearly all substantial commercial vessels were photographed. The only commercial vessels that sometimes escaped photography after 1900 were scow schooners, fish tugs and some work tugs. Photographers such as Andrew Young and Louis Pesha amassed huge collections of Great Lakes vessel images in the late 1890s and early 1900s. Young’s collection contains several thousand images and is now at the Canadian National Archives at Ottawa.

In addition to these collections, those noted above for lithographs also have substantial photo collections. Several private individuals have amassed substantial Great Lakes vessel photo collections as well. Among these collectors are C. Patrick Labadie, Ralph Roberts and Ken Thro.

Some problems have arisen concerning the provenance of Great Lakes vessel images. A small handful of photographers and original collectors created and/or assembled nearly all known photo collections around the Lakes. The collections of the late Rick Wright, Ralph Roberts, Herman Runge, Louis Pesha, Pat Labadie, Andrew Young and Ken Thro probably account for 90% of the known historic photos of Great Lakes vessels. All of these photographers/collectors traded images and it is consequently difficult to determine which collection to credit a given image to. As a general rule, I credit an image to the collection that made the print I am using.
Sea of Darkness: Book Review
by Robert Lijewski

I thought I had written my last book report fifty years ago, give or take a year or two. That was before I read the book SEA OF DARKNESS by Brian Hicks and published by SPRY Publishing.

If you like American Civil War history, underwater archeology and restoration of artifacts, then this book is a must read. SEA OF DARKNESS tells the history of the Confederate submarine Hunley from the drawing board of Horace Hunley, its sinking of the USS Housatonic and its disappearance after the sea battle.

The book also goes into detail regarding the search for the missing sub, its ultimate discovery and the red tape Clive Cussler and his group had to cut through to raise the sub. After the raising of the sub, Brian Hicks details the removal and restoration of the artifacts that were found. There are also a series of pictures showing the raising of the sub, its restoration and some of the artifacts that were aboard the Hunley.

I felt the book was well written. One chapter would deal with the history of the Hunley and the next chapter covered the 20th century search for the sub and so forth. The price of the book ranges from about $15 to $27, from book stores or online.

Grape Shot Shipwreck Field School 2015 by Kevin Cullen

Several WUAA members recently participated in an underwater archaeology field school (August 23-30, 2015) to assist with the documentation of the shipwreck Grape Shot, located near Plum Island, off the northern Door County peninsula. The field school was organized by the Wisconsin Historical Society’s Maritime Preservation and Archaeology Program, with the participation of other volunteers. The program was funded through a generous grant from the Wisconsin Coastal Management Program.

Eight students and four instructors participated in the eight day survey to train divers in underwater archaeology methods. An additional goal of the program was to create a site plan that would provide supporting documentation for a National Register of Historic Places nomination for the shipwreck site. This opportunity also met the level I certification for the Nautical Archaeology Society training program.

The schooner Grape Shot was built in 1855 at the yard of B.B. Jones in Buffalo, New York. She carried two masts, and measured 129.67 ft. long, 23.35 ft. in breadth, with a 10.3 ft. depth of hold. For much of her career, she hauled grain from Chicago or Milwaukee to the eastern Great Lakes and returned to Lake Michigan with coal. During a storm over the first few days of November 1867, the Grape Shot grounded on Plum Island (Northern Door Co., WI) with a cargo of lumber. No lives were lost.

Stay tuned for more information on the fieldwork results, as well as a rendering of the final site plan.

Figure 1. Gretchen Dominowski and Sam Schnibben mapping the shipwreck Grape Shot August 2015

Figure 2. WUAA members Bob Lijewski and Zac Stencil goofing off after a sucessful dive
WUAA Annual Conference

The 2015 Annual meeting and Conference will be held on October 10, 2015, at the Neville Museum, 210 Musem Place, Green Bay, WI 54303-2760 (920) 448-4460 Website is http://www.nevillepublicmuseum.org/

Agenda and Speakers To Be Announced

New T-Shirts

New WUAA T-shirts have been designed and are on display at the website. They can be ordered in the following sizes: S, M, L, XL. Short-sleeved shirts are $20 ($22 for 2XL) and long-sleeved shirts are $25 ($27 for 2XL). For mail orders, there is a $7 shipping charge. To order, go online: www.wuaa.org.

WUAA Welcome

WUAA would like to welcome Richard Laiacona as the new webmaster. Richard has a degree in Journalism and Graphic Design. His career has been split between technical writing and illustrating heavy equipment manuals and building websites since he graduated in 1992. Currently, he works as a web developer for Carroll University, IT & Communications, and Marketing departments. Richard can read and write many computer languages. He has been diving since 2002, has his Advanced Open Water, Nitrox and DrySuit certifications, and likes to dive everywhere.

Wisconsin's Underwater Heritage

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

In addition to publishing this newsletter, the association also holds an annual meeting and provides support for members' research and publication projects. Annual membership dues are $20. For membership information write to the postal address or visit the website.

President: Kevin Cullen
Green Bay

Directors:
Russel Leitz
Waupaca

Vice-President: Brendon Baillod
Marshall

Rick Hake
Milwaukee

Treasurer: Lee Hintz
Mequon

Robert Lijewski
Muskego

website: www.wuaa.org

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PO Box 510173
Milwaukee, WI 53203-0031
Wisconsin Underwater Archeology Association
P.O. Box 510173
Milwaukee, WI 53203-0031

For those interested in the study and preservation of Wisconsin’s underwater history and cultural resources

### Coming Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>September 10, 2015</td>
<td>Association for Great Lakes Maritime Annual Meeting and Maritime History Conference</td>
<td>Manitowoc Maritime Museum, Manitowoc, Wisconsin</td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="http://www.aglmh.net/">http://www.aglmh.net/</a></td>
</tr>
<tr>
<td>October 10, 2015</td>
<td>WUAA Annual Meeting</td>
<td>Neville Museum, Green Bay, Wisconsin</td>
</tr>
<tr>
<td>October 14-15, 2015</td>
<td>Maritime Cultural Landscape Symposium</td>
<td>Pyle Center, University of Wisconsin-Madison, Madison, Wisconsin</td>
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