

An underwater photograph of a shipwreck covered in green algae. Two divers are visible, one in the foreground and one further back, both using flashlights to illuminate the scene. The water is a deep, clear blue-green.

THE ANCHOR

SUMMER 2022

WISCONSIN MARITIME MUSEUM | BIENNIAL

A GHOST AT 40 FATHOMS

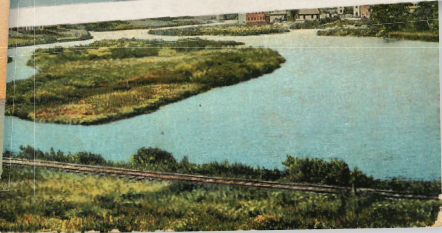
THE *LOTTIE COOPER*
FOUND AGAIN

HARBOR HISTORY
SHEBOYGAN'S MARITIME HERITAGE

THE *SHEBOYGAN*
A GOODRICH SIDEWHEELER

Stranded at Lake View,
Sheboygan, Wis.

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THE ANCHOR

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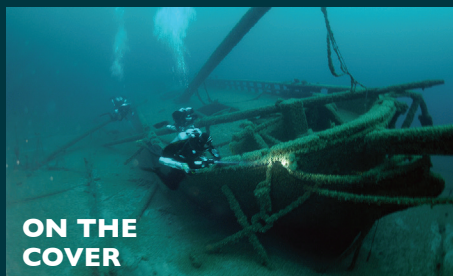
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ON THE COVER

Divers swim up toward the bow of the ship GALLINIPPER. Photo by Tamara Thomsen.

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Comments and suggestions regarding The Anchor may be directed to the editor at 920-684-0218 or e-mail: editor@wisconsinmaritime.org. The submission of articles and other material for publication is welcomed. Copyright 2022 by the Wisconsin Maritime Museum.

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

THE PILOTHOUSE



I recently had the honor to be named Manitowoc's Coolest Coast Champion for 2021.

While this is incredibly humbling and greatly appreciated, it is also indicative of how the community sees the whole Wisconsin Maritime Museum at this moment. We are champions of our community with a passion to inspire neighbors and visitors alike with stories of our past that enforce our connection to the present. With such a rich maritime history here, it's easy to be passionate about maritime stories that inspire us and we are doing our very best to communicate those stories to you.

How we communicate with you is changing to reflect the interest and economics that make up a 21st century museum. You will notice that the *Anchor*, this quarterly magazine, will be larger but only be published twice a year. This saves on production, printing and shipping costs and preserves the high quality research, writing and content we will continue to bring to you. Meanwhile, we will stay in touch with members through our monthly digital newsletter and online portals.

As we continue to feature different maritime landscapes each issue, we hope to compile a virtual travelog of Wisconsin Maritime history. There is no better place to start than Sheboygan, where the themes of immigration, industry, and shipping (and don't forget surfing) are inextricably intertwined in the past, present and future of this vibrant Lake Michigan city.

The profound gratitude I experience every day for the community in which I live, and for the people that surround me, is what inspires me even when - especially when - things are tough. Again, it is easy to be inspired and passionate about the place you live and the things you do when you have a literal treasure trove of exciting stories and experiences to share. So, please join us at the Wisconsin Maritime Museum, in the pages of the *Anchor*, in our galleries, and at our festivals. I promise, you will be inspired as well.

Cathy M. Green

Executive Director,
Wisconsin Maritime Museum



A GHOST AT 40 FATHOMS

by Brendon Bailod



This paper was originally presented at the 2006 conference of the North American Society for Oceanic History.

Somewhere in the depths of Lake Michigan between the ports of Sheboygan and Manitowoc lie the remains of a little schooner called the **GALLINIPPER**.

She would be a minor footnote in Lake Michigan history were it not for the discovery of her remains in May of 1994 by a commercial fisherman. The wreck had been kept secret to all but a few divers, including the legendary wreckhunter John Steele, who had nearly tangled himself on the net-draped wreck in 200+ feet of water in one of the last dives of his career. Within a few years, her location was leaked and despite, or perhaps because of the fact that she remained an anonymous, unidentified wreck, divers began illegally removing artifacts from her. I was consequently approached in 2003 by Steve Radovan to put together an effort to conclusively identify her remains, and with the help of Harry Zych and a team of technical divers, we sidescanned the wreck and collected detailed video of the site. Our data confirmed that the vessel's dimension were identical to those of the GALLINIPPER and the video revealed a remarkably early schooner with her masts still standing. In the year following the discovery, I made a deep dive into the history of the GALLINIPPER, which revealed this vessel's most interesting and colorful history as well as her historical importance.

The GALLINIPPER is a unique relic of Wisconsin's formative years, with ties to the War of 1812, the Great Lakes fur trading era and the early history of Wisconsin. Her remains are the oldest ever located for a commercial vessel in Wisconsin waters. The GALLINIPPER's story actually begins in Pennsylvania in 1774 with the birth of

*Detail of GALLINIPPER'S mainmast.
Photo by Tamara Thomsen*

Michael Dousman. Descended from a Dutch noble family, young Dousman quickly became bored with the pastoral farming communities of Pennsylvania and by the age of 20 he had struck out with his eldest brother John Dousman for the northwestern frontier, leaving his father John, Sr. and his mother Catherine in Pittsburgh. Sometime around 1805, the Dousmans settled on Mackinac Island where they took up a career in fur trading. They learned to speak French and quickly established relationships with the local “voyageurs” and Native Americans and began to prosper almost immediately. John married Rose LaBorde, the daughter of a prominent French trader and Michael, despite being an American, was highly respected by Native Americans, French and British alike. Michael formed a friendship with the Milwaukee fur trader and founder, Solomon Juneau and soon owned a large portion of what would later become the City of Milwaukee.

Dousman gained notoriety during the War of 1812 by saving the lives of Americans at Fort Michilimackinac from an impending British attack. Because of Dousman’s good relations with the Native Americans, French and British, he was secretly engaged to negotiate with the British and Native American flotillas sent to take the fort. Dousman was taken prisoner by the British but

was concerned that there would be needless slaughter of civilians as there had been in other recent attacks. Under duress, Dousman agreed to give the British information about the location of soldiers and reinforcements at the fort. In exchange, the British agreed to postpone their attack long enough to allow Dousman to return to the

fort and move all the civilians to safety. Thanks in part to Dousman, the fort was taken without a single life lost, but many accused Dousman of being a traitor, or at least more concerned with his fur trading profits than his country.

Despite questions about Dousman’s wartime activities, he became one of the most prosperous and influential men on the western Great Lakes, and by the end of the war, had established trading stations all over Lake Michigan. He eventually owned significant tracts of land down the Wisconsin coast and throughout the Straits of Mackinac. Dousman continued to prosper and he began to build a fleet of vessels for his fur trading empire. In 1818, he bought his first vessel, the schooner TIGER of Detroit, to transport his furs to eastern Great Lakes ports. Other vessel acquisitions followed, including

the schooners MINX, MARINER, WAVE and the brig AUSTERLITZ. Dousman even owned a significant share in the ship MILWAUKIE.

In 1832, Dousman commissioned the building of his first new vessel. He christened her NANCY DOUSMAN, after his daughter. She was built at Black River, Ohio over



Michael Dousman



Schooner *Gallinipper*

Sheboygan, Wisconsin
July 2008



the Winter of 1832/33 and was launched with two masts and a scroll stem. Her dimensions were 69.0 x 20.6 x 7.0 ft. with a carrying capacity of 85 and 56/95ths gross tons by the builders old measurement system. She was the first vessel to be built by Master Carpenter William Jones. William Jones was the son of Augustus Jones, an early and noted shipbuilder on Lake Erie. Augustus Jones' five sons all became shipbuilders and the Jones family would become a Great Lakes shipbuilding dynasty. Brothers George W., Frederick N. and Benjamin B. Jones all went on to become prolific shipbuilders, constructing over 100 vessels between them.

The NANCY DOUSMAN was launched in the Spring of 1833 and on July 1st she was enrolled at the frontier customs house of Michilimackinac under the command of Captain James Sanderson. She experienced her first difficulty in April of 1834, while delivering a cargo to Fort Mackinac. Explorer and Native American agent Henry Schoolcraft recorded the event in his memoirs as follows:

April 21st 1834. The schooner "Nancy Dousman" arrived in the morning from below. A change of weather supervened. Wind N. E., with snow. The ground is covered with it to the depth of one or two inches. Water frozen, giving a sad check to vegetation.

April 22d 1834. This morning develops a north-east storm, during which the "Nancy Dousman" is wrecked, but all the cargo saved: a proof that the harbor is no refuge from a north-easter. The wind abates in the evening.

– Henry Schoolcraft – Personal Memoirs of a Residence of Thirty Years with the Indian Tribes on the American Frontiers.

The NANCY DOUSMAN was repaired and put back in service the same season and in September of 1834,

she arrived at Buffalo, NY with a cargo of furs valued at \$265,000. She continued in the fur trade, and by May of 1835, was running under Captain James Shooks, making trips every ten days between Buffalo, Detroit, Mackinac, Chicago, Michigan City & St. Joseph. The NANCY DOUSMAN often carried merchandise to the fledgeling communities of the Lake Michigan wilderness as evidenced by the early Mackinac customs house manifests:

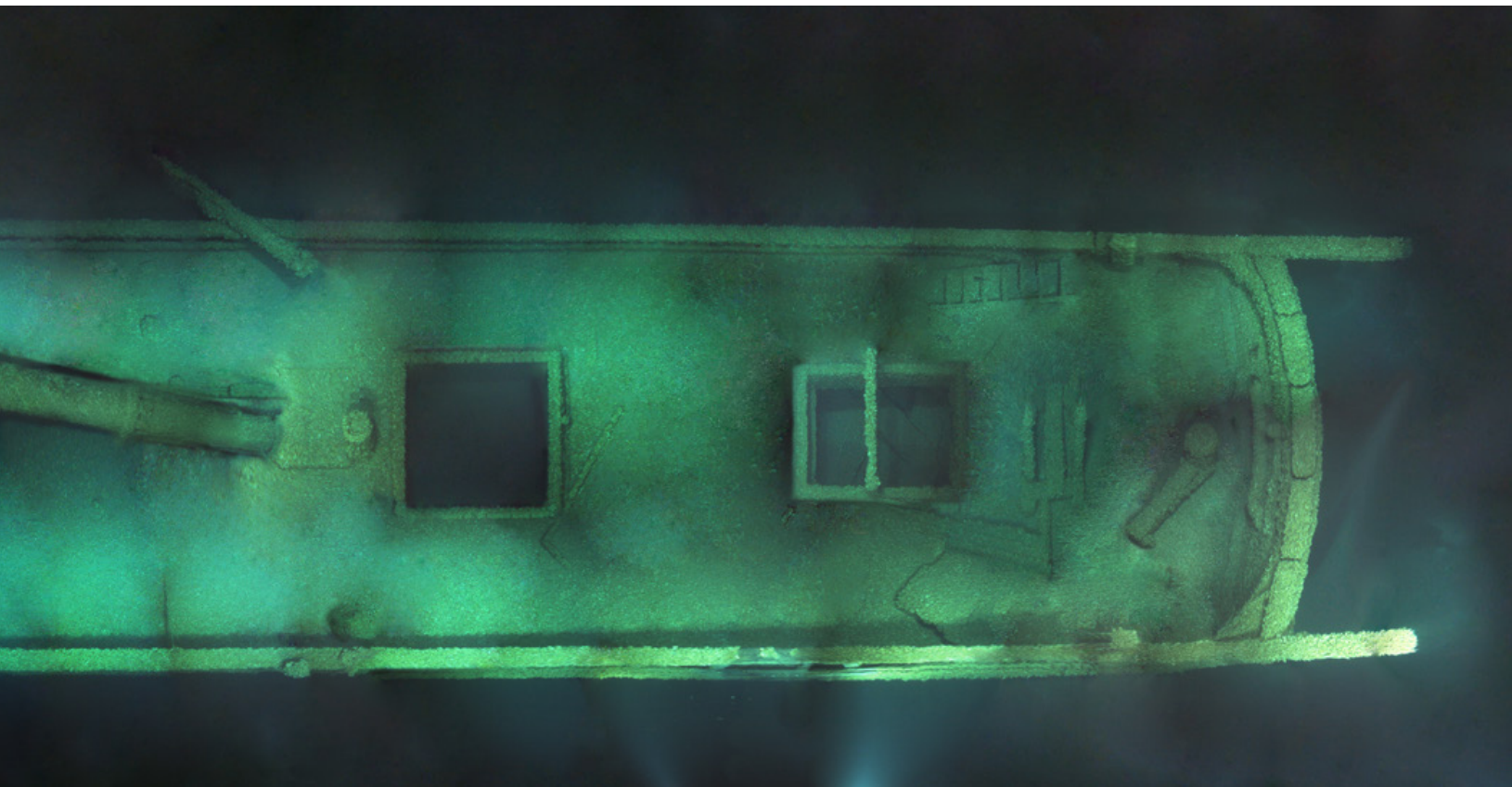
July 11, 1835, the schr. Nancy Dousman, 85 59/95, Capt. James Shook, sailed from Buffalo for Green Bay with a cargo of food stuffs, pipe and shoes.

April 28, 1836, schr. Nancy Dousman, Capt. Richard Sutliff, sailed from Detroit to Milwaukee with bulk consignments for G. D. Dousman, M. Dousman and others.

October 28, 1836, schr. Nancy Dousman, 85 59/95 tons, sailed from Detroit to Milwaukee with a cargo of sundries, articles, stoves, cows, copper boiler, iron pots, cattles [sic] (the specific articles consigned to M. Dousman at Mackinac).

In the Summer of 1835, Micheal Dousman sold a minority interest in the NANCY DOUSMAN to Detroit merchant William Brewster and to Buffalo merchants Pratt & Taylor. The group ran the vessel primarily between Buffalo, Detroit, Mackinac and Lake Michigan ports under the command of Captain Nash. In 1838, she sustained significant damage in a stranding at Mission Point on Mackinac Island, and on October 16, 1840 Dousman sold his controlling interest in the vessel to William Dickson of Black Rock, NY, who placed her under the command of Captain John Browning.

By 1840, Lake Michigan was no longer a wilderness and Dousman could see the end of the fur trading era fast approaching. The growing town of Milwaukee presented many new opportunities, prompting Dousman to relocate his operations there. Dousman would eventually have four vessels named after his family, including the schooners



NANCY DOUSMAN (qv), MICHAEL DOUSMAN (built Milwaukee, 1843), ROSE DOUSMAN (built Milwaukee, 1856) and GEORGE D. DOUSMAN (built Cleveland, 1857). Michael Dousman's son George would become a prominent grain merchant and land owner at Milwaukee, his son Talbot would found the town of Dousman, Wisconsin and his son Hercules would be one of the founding fathers of Prairie Du Chien, Wisconsin and Wisconsin's first millionaire. Michael would serve as a Delegate to the Michigan State Constitutional Convention in 1835 and his sons would do likewise for the State of Wisconsin. Daughter Jane Dousman would marry prominent Milwaukee physician and businessman Erastus B. Wolcott and daughters Nancy and Elizabeth would marry French fur traders. By the time of Michael Dousman's death in 1854, Lake Michigan had been transformed from a mysterious, unexplored wilderness into a freshwater freeway and the Dousman family had played a major role in shaping it. The importance of the Dousman family in the history of Wisconsin and Lake Michigan is consequently hard to over-estimate.

On August 11, 1843, the NANCY DOUSMAN once again came under ownership of the Dousman family when she was purchased by Captain G.C. Vail of Milwaukee for Mr. George D. Dousman. Dousman tried to run the vessel in the grain trade, but the little ship proved too old and small to compete with the larger vessels being built on Lake Erie, and in March of 1844, she was damaged in a stranding on Lake Michigan.

By 1846, the little schooner was beginning to show her age and had developed significant hull rot. Her fate appeared to be sealed when she was driven ashore at Milwaukee that March, sustaining significant damage. At that time, only a small handful of ships had been built at Milwaukee and relatively few vessels were available on Lake Michigan. Nearly all commercial grade vessels of the day were built at eastern Lakes ports. Consequently, the NANCY DOUSMAN's weathered hull was not easily discarded. Within a short time, her hull was purchased by Captain John B. Smith for Jefferson Sinclair of Milwaukee, who hired Milwaukee shipwright Henry Gibson to rebuild and lengthen the vessel:

Schooner "NANCY DOUSMAN."—This vessel we understand, has been hauled upon the ways near Sweet's warehouse, cut in two, and is to be lengthened 25 feet, and have her decks raised. This will increase her tonnage (now 80) to some 130. She is intended for the lumber trade, though when fixed up new she will be able to stow away a good cargo of wheat.

- Milwaukee Sentinel – reported in Daily National Pilot, Buffalo, Fri. Morning, March 20, 1846

Isaac Stephenson, later a prominent Wisconsin politician and businessman recorded the event in his memoirs:

"In 1846 Mr. [Jefferson] Sinclair purchased from George Dousman, the "forwarder and warehouse man" of Milwaukee, the schooner "Nancy Dousman" for use in connection with the mill at Escanaba. The vessel, which I hauled out on the ways, was cut in two and lengthened twenty-five feet, rechristened the "Gallinipper" and placed under command of Captain George W. Ford."
– Isaac Stephenson, Public Life in Wisconsin

On May 9, 1846, the new, larger schooner slid into the Milwaukee River and began service in the lumber trade:

A LAUNCH.—The new schooner which Mr. J.B. Smith has been building here during the last three months out of the skeleton of the NANCY DOUSMAN, was launched on Saturday afternoon. She is a very handsome vessel, 142 tons burthen, and looks as if she might sail and carry well. Her new name is GALLINIPPER.

- Milwaukee Sentinel, May 11. Daily National Pilot, Buffalo, Tues. Morning, May 19, 1846

She was christened GALLINIPPER, after a fast flying, Mosquito-like biting insect. She was likewise a two sticker with a scroll head, but was considerably larger at 95.0 x 21.8 x 7.9 ft. with a carrying capacity of 144 and 89/95ths gross tons by the builders old measurement system. The GALLINIPPER was brought out by Captain George W. Ford and ran primarily out of Milwaukee in the Lake Michigan lumber trade. On August 27, 1847, Captain Smith sold the GALLINIPPER to Milwaukee investors Joseph Smight, Hiram Barber, and Urick H. Persons, while he continued as her master. She ran without incident until the unlucky date of July 7, 1848 when she was blown down off Beacon Island near the Beavers by a freak July gale. She was upbound, light when the blow laid her on her beam ends, disabling her. Captain Smith was able to flag down the propeller ONEIDA, which took her in tow and pulled her into the shallows at Beaver Island. She required extensive repairs and re-rigging, with an overall bill of \$3,300, which was nearly half the vessel's value.

On October 26, 1848, the GALLINIPPER was sold to Milwaukee vesselmen Captain James Stewart and Daniel Newhall, who ran her primarily out of Chicago under the command of Captain Stewart. She had a successful season in 1849 with no noted mishaps and in early 1850, she was sold to N. Ludington & Co., agents for Jefferson Sinclair and placed under the command of Captain Badenoque. However, the Fall gales of 1850 laid her aground at Milwaukee with a \$300 salvage bill. Isaac Stephenson, who served as mate on the vessel relates the account of the storm as follows:

"The first few trips were uneventful but in the early part of September, 1850, while on our way to Escanaba, with the boat light, we ran into a storm. There were eight passengers aboard, a yawl in tow and a horse on deck all bound for Bailey's Harbor. The yawl could not be taken aboard because the schooner was very "crank" when unladen and had capsized two years before at Presque Isle on Lake Huron [sic]. A terrific gale came up and, while fighting the storm from Friday morning to Sunday afternoon, we drifted from what is now called Algoma, then known as Wolf River, twelve miles south of Sturgeon Bay, to a point ten miles south of Racine. The yawl parted its painter and went adrift to the east side of the lake; the horse died at midnight on Sunday when we were off Milwaukee harbor, and the passengers, who had despaired of ever seeing land again, were back where they had started. The storm which we had happily survived was said to be one of the most severe that ever swept Lake Michigan."

- Isaac Stephenson, Public Life in Wisconsin

1851 would bring even worse troubles for the GALLINIPPER, finding her sunk at the mouth of Milwaukee Harbor on May 10 with another \$300 repair bill. She was pumped out and promptly put back in service.

The GALLINIPPER would meet her end under very familiar circumstances. On Saturday, July 5, 1851, she cleared Milwaukee harbor in ballast under the command of Captain

Badenoque in the company of the schooner CLEOPATRA. By July 7, three years to the day from the GALLINIPPER's previous brush with death, the two vessels were off Sheboygan and making good time. Without warning another freak July storm bore down from the west and laid the GALLINIPPER on her side. The storm, described as a "white squall," seemingly appeared out of the blue and was gone just as quickly. Fortunately, the CLEOPATRA was within sight and quickly came to the GALLINIPPER's aid. Captain Badenoque and his crew were taken aboard the CLEOPATRA and brought to Sheboygan where plans were initiated to recover the vessel. Isaac Stephenson, who had purchased an interest in the vessel related the episode as follows:

"After I had made a few trips on the "Gallinipper" as mate the company commissioned me to buy horses, oxen and supplies, another ruse of Mrs. Sinclair's to divert my attention from sailing. Mrs. Sinclair, whose maternal interest in me had not diminished, also pleaded with me to give it up as a career. None the less I was still absorbed in it and during the following year, 1851, I purchased a half interest in the "Gallinipper" on July 5, when she was on her way to Escanaba. This was not a fortunate venture. On July 7, when off Sheboygan the vessel capsized and sank, a total loss although all of the crew were saved. The transaction not having been recorded with the underwriters I saved my outlay for the purchase."

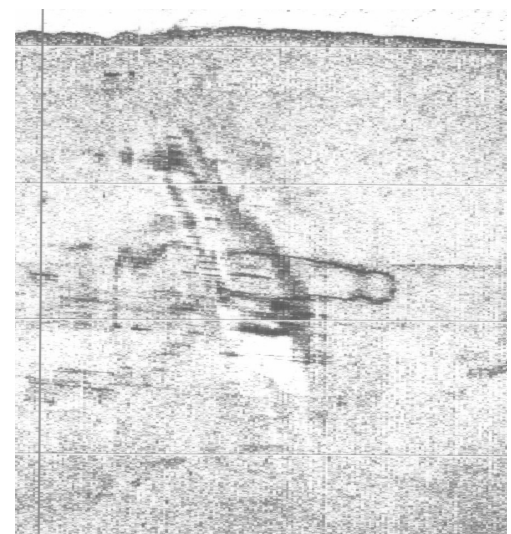
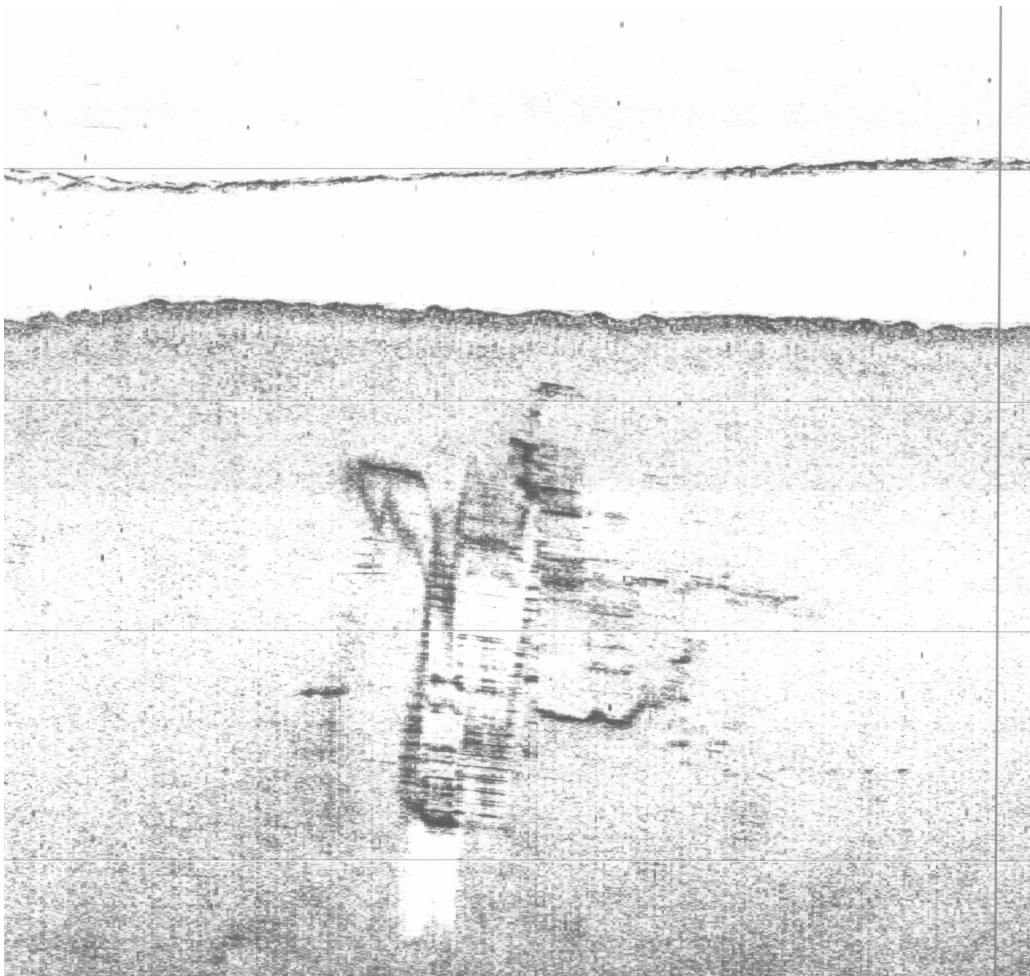
The schooner CROOK examined the vessel shortly after her capsize and found that she had righted herself but had sunk by the bow with only ten feet of her stern still above water.

The GALLINIPPER remained afloat for a few more days. On Wednesday, July 9th, Captain Joseph Edwards of the schooner Convoy came upon the GALLINIPPER and tried to tow her in. His account was related by the Manitowoc Herald:

"The schooner Convoy, Captain Joseph Edwards, from Racine, reports that on the afternoon of Wednesday, about ten miles south east by south from this place, she fell in with the capsized schooner GALLINIPPER. The Captain made use of every effort to right her, and to tow her off, but could not effect it. He succeeded in taking the mainsail, the main boom and the main gaff, which he has stored with P.P. Smith, merchant of this place. He made fast to her and was able to swing her round but not to tow her from her position. From appearances, some portion of the capsized rigging had become fastened beneath the vessel. She is in 40 fathoms of water, with her taffrail and main mast head exposed."

A few days later, Captain Badenoque went in search of the GALLINIPPER aboard the CLEOPATRA. He scoured the area of her last position, hoping to free her from her bonds, but she had gone to the bottom. She was fully insured and N. Ludington & Co. recovered their \$5000 investment in the vessel, but the GALLINIPPER was gone beyond the reach of salvage.

For over 140 years, the GALLINIPPER received little attention, until May of 1994, when commercial fisherman



2003 sidescan sonar images of GALLINIPPER shipwreck site



(above) Deck hatch with railing covered in quagga mussels.
 (right) Detail of GALLINIPPER's ornately carved bow.



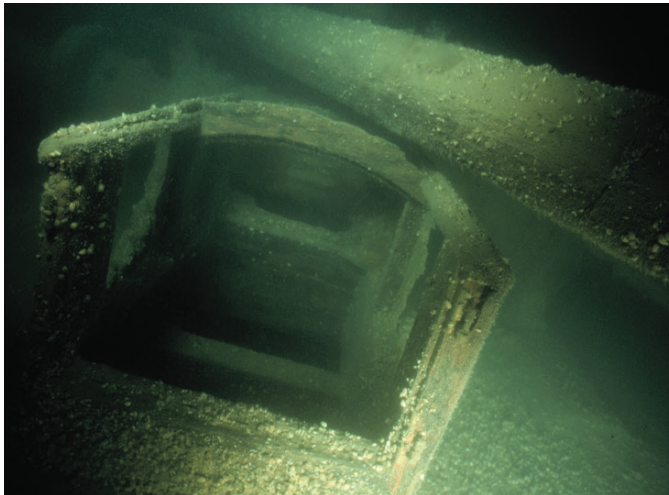
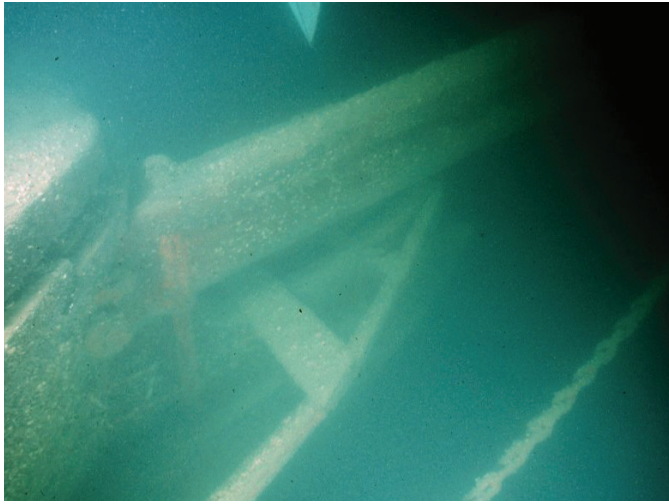
Mike LeClair fouled his nets on an unknown obstruction in deep water between Manitowoc and Sheboygan. LeClair attempted to free his nets and inadvertently brought up the mast of a 19th century sailing vessel. Intrigued, he donated the mast to the Rogers Street Fishing Village Museum at Two Rivers and called local divers to free his nets. Divers Bob Duchrow, Steve Radovan, Kent Bellrichard, Jim Brotz, John Steele and George West made trips to the wrecksite and Duchrow and Steele made the deep, treacherous dive to the wreck. The wreck appeared to be a wooden schooner of early design, showing very little wear. It appeared as though she had gone down early in her life. Unfortunately, low visibility, equipment problems and entangled fish nets described as “an underwater tennis court” prompted the divers to abort their dive early.

How do we know that this deep wreck is the historic GALLINIPPER? The historical record provides a number of clues, but the most telling are the wreck's dimensions. They match the customs house register length and beam of the GALLINIPPER almost exactly. If the reported historical depth of 40 fathoms is to be believed, one wonders how the rigging or masts could have become stuck on the bottom, as the GALLINIPPER's masts were only about 100 ft. high. Perhaps her anchor lodged beneath her and prevented her from being towed. There were certainly a number of other eligible candidates for the identity of the wreck, including the brig ABIAH, lost in the same area on September 4, 1855 and the bark SUCCESS, lost nearby in September of 1863. However, the shape of the hull, the design of the bow ornamentation and the appearance of her deck gear all pointed toward the historic GALLINIPPER. In the

following years, sport divers began visiting the wreck and in May of 2002, her wheel and figurehead were reportedly removed by trophy collecting technical divers. It was indeed sad to see this potentially historic vessel being robbed of clues that could further tell her story and provide Wisconsin with a tangible physical link to its fur trading era. Fortunately, the Wisconsin Historical Society's Maritime Archeology Program eventually surveyed the wreck and recorded her appearance in detail.

One of the major threats to the GALLINIPPER has been the rapid accumulation of quagga mussels. Between 2003 and 2005, the wreck became carpeted with them and her fragile deck structures now have substantial added weight. The GALLINIPPER has also provided us with a valuable learning experience for managing historic shipwreck discoveries. We now know that keeping the private discovery of an important historical site secret squanders the opportunity to tell the site's story and to share it with the community. Moreover, it encourages theft of artifacts. As an anonymous wreck without a history, divers had little compunction about stripping her of artifacts. Now that her premier place among Wisconsin's historic sites has been discovered and shared with the community, it seems unconscionable that her wheel should lie in someone's basement, never again to be seen by the public.

The GALLINIPPER is now one of the most important historic sites in Wisconsin and is arguably the most important historic shipwreck in the new Wisconsin Shipwreck Coast National Marine Sanctuary. Our expeditions and subsequent work to identify her and tell her story back in May of 2003 helped establish her significance in the sport diving community and helped prevent further theft and damage to this important historical artifact from Wisconsin's pioneer era.



Images taken of the shipwreck in 2003, prior to the introduction of Quagga mussels.

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 Ancestry.com – Online genealogical and historical database
 Underwater Photos courtesy of Bob Broten
 Sidescan imagery courtesy of Harry Zych
 Bow view and photo mosaic courtesy of SHSW Maritime Archeology Program



SUB PUB

**OPEN
WEDNESDAY-
SATURDAY
5-10 P.M.**

**SUNDAY
NOON-5 P.M.**

**ROOF DECK,
WISCONSIN MARITIME MUSEUM**

**DRINK LIKE
A SAILOR**

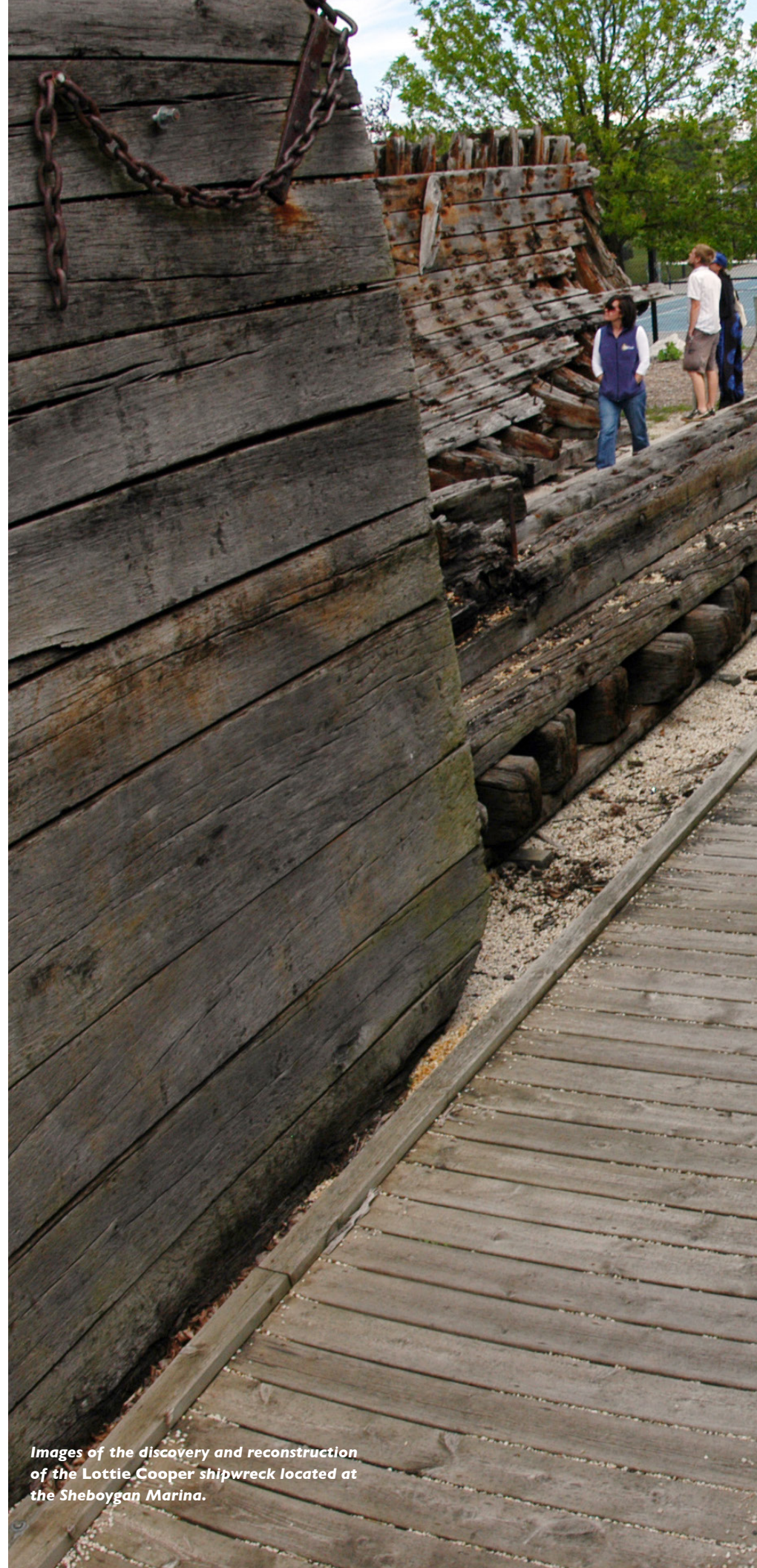
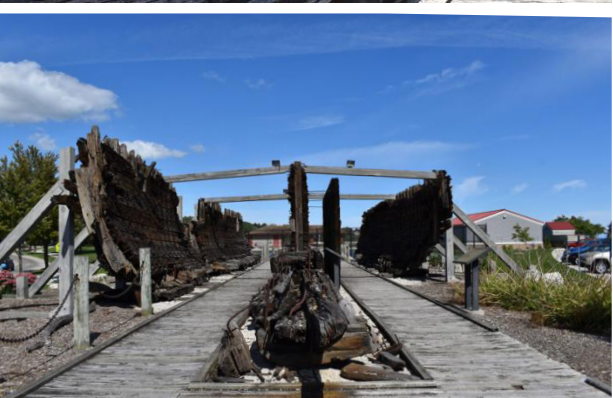


**SCAN
FOR
MORE
INFO.!**





Sheboygan Press, port hull section, '92.



Images of the discovery and reconstruction of the Lottie Cooper shipwreck located at the Sheboygan Marina.



THE LOTTIE COOPER

by Tamara Thomsen

The schooner *Lottie Cooper* (U.S. 140185) was launched in March 1876 from the Rand & Burger shipyard in

Manitowoc. It was described as having one deck, three-masts and of 265.56 gross tons (old measurement), with dimensions of 131.1 x 27.3 x 9.4 feet. On the evening of 8 April 1894, *Lottie Cooper* was bound for Sheboygan with a load of elm wood planks from Advance, Michigan. As the ship came closer to Sheboygan, the wind shifted from the northeast to the east-southeast and increased in intensity to gale force. Captain Fred Lorenz attempted to signal the tug *Sheboygan* to tow the ship into the harbor but was unsuccessful, and the crew was forced to drop anchor to wait for the storm to abate. By morning, conditions worsened, water was found rising in the vessel's hold and its anchor began to drag. The captain set his colors upside down and at half-mast, a signal for the men of the life-saving station to come to the rescue of the crew. But before they arrived, the *Lottie Cooper* was hit by a broadside wave and rolled onto her side, filling with water. Its deckload of wood drifted in the waves and became caught in the rigging hampering rescue attempts. After much effort, the life-saving crew succeeded in rescuing five of the six men on board. The sixth man, Edward Olson, drowned attempting to reach shore on a makeshift raft. As quickly as *Lottie Cooper* washed up in the breakers, the lake reclaimed it and *Lottie Cooper's* owners (Ole Groh, Captain Fred Lorenz, W.D. Crocker, George B. Matton, and E.E. Pantzra) were forced to abandon their ship.

Over time, the *Lottie Cooper's* location was forgotten. In 1992 during the construction of the Sheboygan Harbor Marina the wreckage was discovered near the present-day boat ramps. The ship's remains were removed and placed on shore in a public display at the Sheboygan waterfront in DeLand Park. Numerous signs and drawings give the visitor a view of what a 19th Century lake schooner was like. Unfortunately, the elements are taking their toll on the ship, but the display is one of its kind on the Great Lakes. It is accessible to the public year-round, outdoors and free!

DISCOVERY OF SHEBOYGAN'S IRON HULLED VESSEL REMEMBERED

by Robert Jaeck



The summer of 1991, the City of Sheboygan hired contractors to build a beautiful public marina. As the work continued into late 1992, the contractors discovered the broken remains of an old wooden three-masted schooner in eight feet of water -- that of the LOTTIE COOPER.

The contractors knew that the LOTTIE COOPER was in the dredging project zone on the lake bottom from an earlier underwater survey, but what was unexpected was the discovery of some sheets of rusty iron that had some very odd rivets, at first thought to be part of an old fuel tank. Patrick Labadie, Director of the U.S. Army Corps of Engineers Canal Park Museum, located in Duluth, Minnesota, was contacted for help to learn the identity of this recent maritime discovery.

When Mr. Labadie arrived, he looked over the dredged up broken wooden

remains of the schooner LOTTIE COOPER, now on display in nearby Deland Park, but it was the 3/8" thick sheets of rusty iron with the unusual flat head iron rivets that caught his interest. Almost at once he knew that these were the remains of the small unusual sidewheel steamer JULIA. Mr. Labadie, being a historian, was excited to see these rusty iron hull plates at this location. He immediately realized the magnitude of this significant historical discovery in the Sheboygan outer harbor. On December 18, 1992, the contractors were working in deep snow and needed to clear the work site. Using their acetylene torches, they cut the iron hull frames and plating sections into smaller pieces, then loaded almost a ton of the materials onto a truck for transport to the U.S. Army Corps of Engineers Lake Superior Maritime Visitors Center to be preserved, studied, and displayed.

What is the story of the steamer JULIA? The original vessel name was COLONEL ABERT. That is what excited Great Lakes historian Patrick Labadie so much that he made a trip to Sheboygan, Wisconsin, from Duluth, Minnesota, to investigate this maritime discovery. The story of the JULIA starts on March 31, 1841, when Congress mandated the publication of nautical charts and other navigation aids on the Great Lakes, appropriating \$15,000, for the United States Army

Corps of Topographical Engineers to make this happen, including the building of Great Lakes survey vessels. The first years were spent building mapping triangulation stations and base line work around the upper Great Lakes. Bids were taken for the design and construction of a small specialized Great Lakes survey craft.

Up to this time all vessels built on the American side of the Great Lakes were constructed of wood, but in 1843 the U.S. Navy built its first iron hulled vessel, the U.S.S. MICHIGAN, in Erie, Pennsylvania. A prefabricated iron hull was made in Pittsburgh, then hauled by oxen and boat to Erie, reassembled and launched December 5, 1843. The Army Corps of Topographical Engineers also had bids out for an iron hulled vessel to survey the Upper Great Lakes. Once a builder was selected, the vessel built was the COLONEL ABERT (later ex-SURVEYOR, ex-JULIA). It had iron hull plates and frames preconstructed at Cold Springs Iron Works in New York, then shipped to the Buffalo Engine Works, Buffalo, New York, where the iron hull was reassembled.

The survey steam vessel COLONEL ABERT was launched December 21, 1843, just after the U.S.S. MICHIGAN. The first open lake run was December 31, 1843, making the COLONEL ABERT the first operational iron hulled vessel on the American side of the Great Lakes.



Removal of the 1843 iron hull of the JULIA (COLONEL ABERT, SURVEYOR) in 1992 off Sheboygan, Wisconsin.

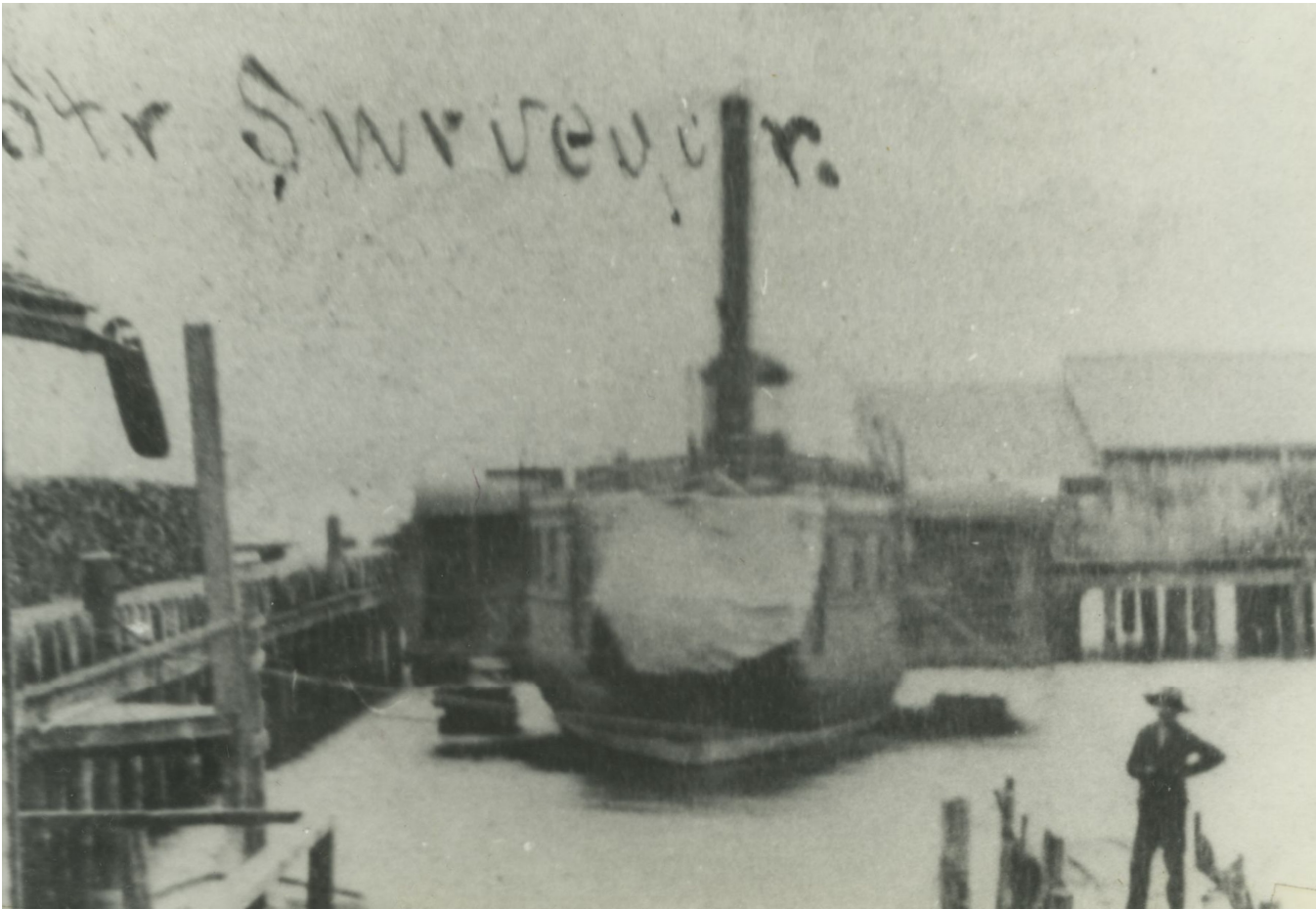


Image of the Iron hull steamer SURVEYOR (COLONEL ABERT, JULIA) at dock ca. 1850.

The COLONEL ABERT was named after John James Abert, the head of the Corps of Topographical Engineers Lake Survey Service.

The COLONEL ABERT was 97' long, 18'-3" across the beam, with a depth of 8' feet, and weighed around 100 tons. It had an HPNC boiler rated at 30 pounds per square inch, and two steam engines, 16" diameter, with a 26" stroke. Not much is known about the Hunter designed water paddle wheel or wheels. There were one or two submerged 8' diameter paddle wheels of the Hunter design, reaching up to 54 revolutions per minute, most likely placed at the stern of the vessel with an enclosure over them, the engine steam exhaust being discharged into the enclosed area making it very warm. The fuel used was coal, which had a much greater energy density than wood. The black painted hull was made with wrought iron, but the upper works was constructed of wood on a single deck.

A very powerful gale raced across Lake Erie on October 18, 1844, forcing the small COLONEL ABERT ashore at Buffalo, New York. It was

soon after pulled free of the beach. In 1845, the COLONEL ABERT was released from service, and brought in for an extensive refit. The Hunter designed submerged waterwheel experiment was a complete failure. The system was removed and two conventional horizontal side paddle wheels were added for propulsion the original copper boiler was upgraded to a sturdy iron boiler. At this time, the name was changed to SURVEYOR.

The SURVEYOR was used extensively on the upper lakes out of the Detroit Office, charting Lake Huron, Lake Michigan, and Lake Superior; including channels, rivers, and ports. In 1856, a second vessel for the charting service, the JEFFERSON DAVIS, was constructed and launched to aid in the hydrographic efforts. As the Civil War approached, the name was changed to the SEARCH.

By 1878, the Federal Service decided to retire the aging SURVEYOR at a public auction held in Detroit, Michigan. The SURVEYOR was sold to the winning bidder, that being Mr. Crockett McElroy of St. Clair, Michigan. The SURVEYOR was

reconfigured into a passenger steam sidewheel excursion vessel for service on the St. Clair River; given a new name, JULIA, and given official hull numbers: US75987. The dimensions were changed to 100' long by 18'-2" wide, depth at 8'-2", now rated at 102.59 tons. The JULIA worked in the excursion business for years; people must have enjoyed a ride on this small vessel on the hot summer days.

By 1883, the JULIA was abandoned at Sheboygan, Wisconsin, in the Sheboygan River, near the Pennsylvania Avenue Bridge. Soon it was sold to C. E. Freyberg of Sheboygan, who owned a saw mill operation on Washington Island. The JULIA was placed into dry dock; needed repairs were made to get it back into service. After the rebuild, the JULIA was placed into service towing log rafts and lumber, mostly on Green Bay. By 1888, the old iron steamer was again abandoned in the Sheboygan River; allowed to fill with water and rest on the river bottom.

In late November of 1894, the JULIA was again pumped free of water, at which time the boiler, engine, and

paddle wheel machinery was removed from the hull. The old iron hull was then towed out of the way to a near shore location of the Sheboygan outer harbor, beached and again abandoned, then soon forgotten.

The City of Sheboygan had contractors working along the lake shore in 1939, constructing an area for small boats to dock, when they came across the mangled iron remains of an old small iron hulled steamer in the mud of the lake bottom that was in their way. Some old timers remembered that this was the steamer JULIA, but they didn't know of the rich early maritime history of this noble vessel. The contractor soon removed the portions of iron hull that were in their way. What they recovered was sent to a local scrap yard and processed for a new purpose, but not all of it was removed from the lake bottom.

That brings us back to 1992 when the remaining iron hull and frame sections were removed from the Sheboygan outer harbor lake bottom and trucked to the U.S. Army Corps of Engineers Lake Superior Maritime Center, Duluth, under the care of maritime historian Patrick Labadie.

The coal fired steamer MERCHANT was the first iron hulled commercially built and operated vessel on the American side of the Great Lakes. It was not placed into service until 1861, a full 18 years after the iron hulled COLONEL ABERT left Buffalo Harbor on its first run. The COLONEL ABERT was truly a ground breaking vessel, using a new, little understood material for its hull. By the many decades of extended use in many different roles, as a survey vessel, excursion vessel, then as a log raft tug boat, the iron hull was proven to endure on these smaller vessels if cared for. In time other vessels were built with wrought iron hulls. As vessels grew in size, another new development came along, that being affordable steel. Steel soon replaced the iron and wooden hulled vessels of the Great Lakes.

Early historian, Silas Farmer, believed that the efforts of the Corps of Topographical Engineers saved thousands of lives and hundreds of thousands of dollars-worth of property. No doubt the work accomplished on the decks of the SURVEYOR was a major part of this success. The work of this noble iron vessel and its tough crews should be remembered for all they added to our early Great Lakes safety, the charts they helped create that were made available to the shipping companies and vessel Captains.

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C.P. Labadie; Director U.S. Army Corps of Engineers-Canal Park Museum, Duluth, Minnesota-1993/Fall Publication Article. (The venerable Surveyor makes one last stop)



MEMBER APPRECIATION MONTH RECAP

by Emily Shedal, Development Coordinator

During the month of May we celebrated you, our Wisconsin Maritime Museum members, for Member Appreciation Month.

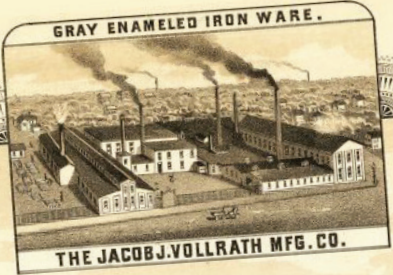
Member Appreciation Month featured a member only night at Sub Pub, as well as a Corporate Member Night in the Riverside Gallery. Both events featured a program by Deputy Director Kevin Cullen on Manitowoc brewery history and allowed for our staff to listen to your ideas for the museum.

Another highlight of Member Appreciation Month was Manitowoc County Member Swap Day. Held on May 21, the event allowed members of participating organizations to visit another participating organization for free that day by showing their membership card. Participating organizations included Farm Wisconsin, Hamilton Wood Type and Printing Museum, Manitowoc County Historical Society, Rahr West Art Museum and the Wisconsin Maritime Museum.

Also included during the month was a double discount in our museum store.

I hope you had the chance to take advantage of our Member Appreciation Month specials during the month of May. I would like to say how grateful we are that you are a member at the Wisconsin Maritime Museum. Your enthusiasm and commitment to our mission is inspiring.

As always if you have any questions regarding your membership status or benefits, please feel free to contact me at 920-684-0218, ext. 117.



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SHEBOYGAN, WIS.

COUNTY SEAT OF SHEBOYGAN CITY

1885.

BECK & PAUL, Litho. Milwaukee Wis.

- 1 County Court House.
- 2 Baptist Church.
- 3 Catholic Church.
- 4 Grace Episcopal Church.
- 5 Trinity Lutheran Church.
- 6 St. Peter's Lutheran Church.
- 7 Methodist Church.
- 8 Norwegian Methodist Church.
- 9 German Methodist Church.
- 10 German Reformed Church.
- 11 Evangelical Society Church.
- 12 Union School.
- 13 Ward School.
- 14 Post Office and Custom House.
- 15 Insane Asylum.
- 16 U. S. Life Saving Station, No. 16.
- 17 Depot.
- 18 National Democrat Office.
- 19 Sheboygan Herald Office.
- 20 Sheboygan Times Office.
- 21 Sheboygan Zettling Office.
- 22 Open House, J. M. Kohler, Manager.
- 23 Pipe House, Fred. Opp, Prop.
- 24 St. Charles Hotel, Chas. Oehlhelder, Prop.
- 25 Washington Hotel, A. F. Arnold, Prop.
- 26 Wilson House, Henry Spick, Prop.
- 27 Sheboygan Mill Co.
- 28 Plumber's Chair Co.
- 29 Crocker Chair Co.
- 30 Keller Chair Co.
- 31 The Jacob J. Vollrath Mfg. Co.
- 32 Fred's Venter Sewing Co.
- 33 Geo. B. Hanson Furniture Mfg.
- 34 Dillingham & Co. Woolen Ware Mfg.
- 35 Kohler, Haynes & Sabin, Enamel Works, Foundry & Machine Shop.
- 36 David Jackson, Industrial Works.
- 37 Meyer & Schrage, Foundry and Machine Shop.
- 38 Wm. Elwell & Son, Roller Flour Mills.

SHEBOYGAN WISCONSIN'S MARITIME HERITAGE

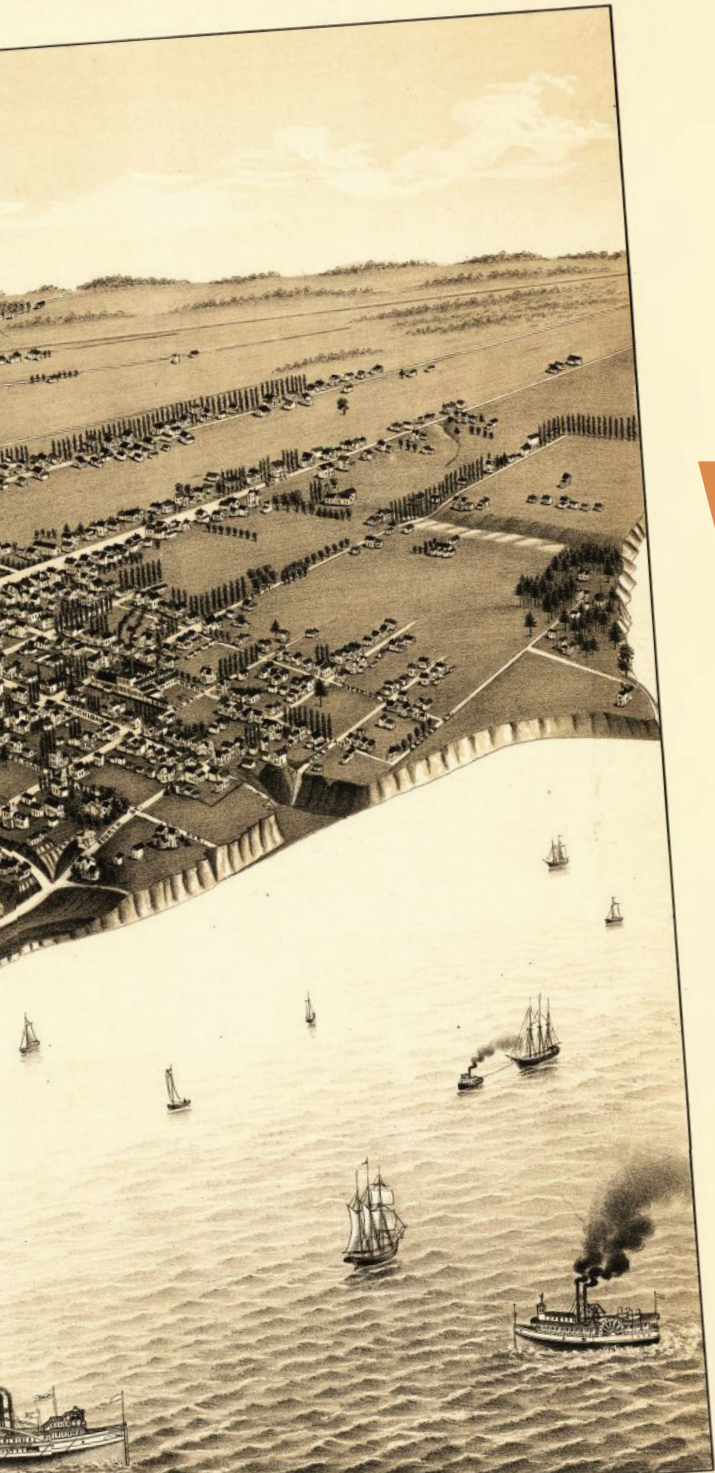
by Brendon Bailod

Sheboygan has long been one of Wisconsin's most important maritime cities with rich history of early settlement, shipbuilding, commerce and maritime culture.

Although she is sometimes eclipsed in Wisconsin maritime circles by larger ports such as Milwaukee and Manitowoc, her role in Wisconsin's history and in the maritime history of the Great Lakes in general is substantial.

Sheboygan's natural river mouth drew a community of indigenous peoples shortly after the glaciers receded 11000 years ago. Effigy mound builders inhabited the area, leaving several known sites and there is an archeological record of human habitation right up to the first European arrivals. Most of the archeology of the harbor area was done informally by the early Wisconsin Archeological Society as the town of Sheboygan grew and encompassed the old Indian villages, which once surrounded the river. These early sites were little-documented as the focus of the day was collecting artifacts. Many of the early Sheboygan artifacts were preserved in the Alphonse Gerend Collection at the Sheboygan County Historical Society and Rudolf Kuehne Collection at the Kohler Center.

When the first Europeans arrived, they found only a remnant of the significant native community that once existed at Sheboygan, as the disease and inter-tribal warfare that preceded their arrival had already dramatically impacted the area's people. We know that Father Marquette was likely the first European to set eyes on



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- 51 C. Nemmelter & Bro., General Merchandise.
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- 54 H. J. Wengand, Wines, Liqueurs and Cigars.
- 59 One & Karne, Livery.
- 59 Sheboygan Mineral Water Co.
- 59 C. A. Born's Park.
- 59 Frank Gotch, Waldbelagarten.
- 59 Knott & Heermann, Groceries and Salsan.
- 71 Galtus's Brewery.
- 72 Seiner's Brewery.

Sheboygan, having definitely traversed the west shore of Lake Michigan on his return journey from the Mississippi in 1673 and again on his return to the Illinois country in 1674. Marquette likely overnighted at Sheboygan, given its natural amenities, but his accounts don't detail his specific stopping points. We also know that the LaSalle expedition overnighted in the area on September 28, 1679. LaSalle's detailed journals relate that "a whirlwind" caused them to land "on a rocky point covered with bushes." Based on the descriptions of the previous and subsequent day, we believe this was Sheboygan's North Point.

The next European to encounter Sheboygan was the lesser-known missionary Father Jean-François Buisson de Saint-Cosme. He traveled down Lake Michigan and was wind-bound in the vicinity of Sheboygan on October 5, 1698 according to his journal. None of these men left any traces of their visit other than their narrative journals. We also know that the British were aware of the river and native villages at Sheboygan. They circumnavigated Lake Michigan in 1779 with their sloop *Felicity*, visiting the native peoples and noting the location of villages.

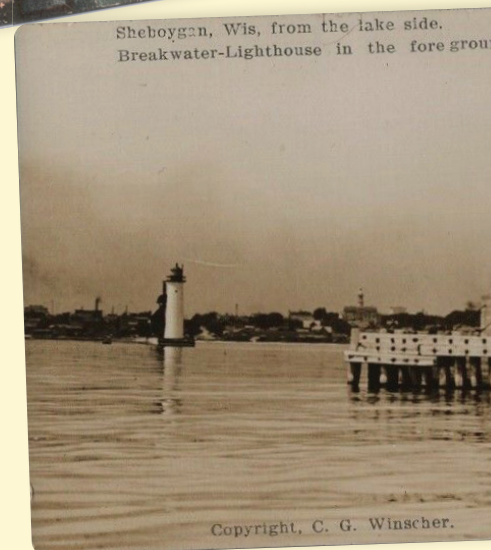
The first European to have a significant presence at Sheboygan was the fur trader and merchant Jacques Vieau. He established a permanent fur trading post at present-day Manitowoc in about 1795 and established a seasonal or "jack-knife" fur trading post at Sheboygan to which he assigned a summer clerk. Sheboygan's real founder however, can be generally identified as William Farnsworth. A Vermont businessman and explorer, he came to the Great Lakes in 1818 as an agent for the American Fur Company at Green Bay. He eventually had a falling out with his employer and became an independent trader, settling at Marinette, where he married the influential Menominee matriarch "Queen Marinette." This relationship helped him expand his trading partnerships and he eventually decided to move further south. He had first seen the river at Sheboygan in 1818 and recognized its potential. In 1833, Farnsworth moved his operation to Sheboygan and constructed a sawmill on the river. Farnsworth was an extremely colorful character, reportedly with a difficult personality. In addition to his falling

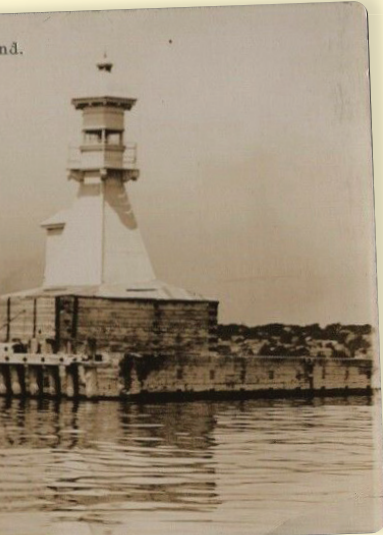
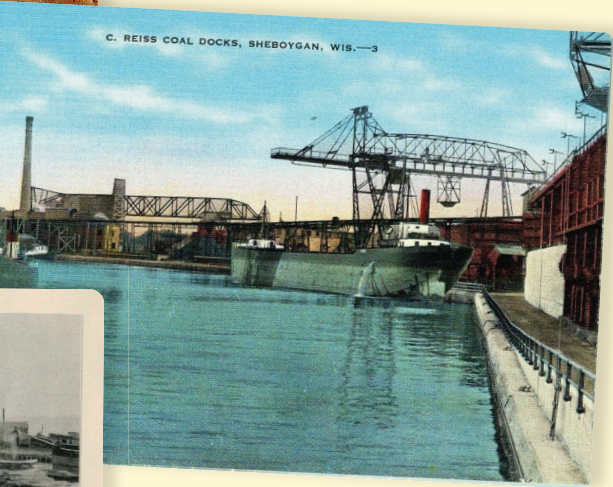
out with the American Fur Company, his divorce from his Menomonee wife was reportedly one of the first in Wisconsin, she being the initiator and the local judge granting it. Farnsworth had the misfortune of booking passage back from an 1860 Chicago business trip on the ill-fated steamer *Lady Elgin* and lost his life in one of the Great Lakes' most notable disasters.

Two main factors caused the early development of Sheboygan in the 1830s. The first were the treaties that expelled native peoples from southern and eastern Wisconsin, removing them under duress to lands west of the Mississippi. The second was the opening of Wisconsin lands under the Land Grant system. These events prompted a surge of settlers and land speculators from the east who flooded into Wisconsin. Areas that already had small settlements and natural harbors, such as Sheboygan, quickly burgeoned into small towns. As early as 1835, the Federal Government recognized Sheboygan's strategic potential as a port and commissioned a survey of the harbor. Two years later, a lighthouse was commissioned to be built on North Point and was finished in the summer of 1839. The erosion of the bluff at North Point prompted the light to be rebuilt further from the cliff in 1860, but the position proved difficult for ships to see, and in 1873, the light was moved to the pierhead.

The addition of a lighthouse opened Sheboygan for business in an era when most commerce and travel was waterborne. The shallow river mouth, however, could only be entered by smaller vessels and was treacherous to attempt in all but calm weather. October 1843 saw Sheboygan's first accidents when the small trading schooners *Liberty* and *Meme* stranded while trying to enter the harbor, spending the Winter on the beach before being released in the Spring.

Sheboygan also developed an early shipbuilding presence with the construction of the little pioneer schooner *Nekick*. She was built at Sheboygan by Caleb S. Huston and launched in 1839, receiving her first enrollment at Michilimackinac on July 13, 1839. She was a small vessel of 52 ft. built for John Veasic, her captain, and Charles Morgan. The *Nekick* lasted until October 1860 when she was lost at Sackets Harbor on Lake





Ontario. The second vessel built at Sheboygan was the 87 ft. schooner *Rainbow* built 1844 for John Thomas and David Wilson. She was first enrolled at the Detroit customs house on May 2, 1845 and had a short career, going ashore at Barcelona, New York in September of 1848.

All told, just over 150 registered commercial vessels would be built at Sheboygan between 1838 and 1969, the last being the wooden gas launch *Colleen*, christened at Sheboygan in 1969 by Eric Hansen. The most prolific early shipbuilders at Sheboygan were P.R. Beaupre, Alfred Gilson, A.P. Lyman and Amos C. Stokes. However, Sheboygan shipbuilding would become best known for the work of August Rieboldt and Joseph Wolter who were most active between 1885 and 1900. They established their yard on the south shore of the Sheboygan River and turned out over thirty major commercial vessels, employing upward of 150 laborers at their peak. The yard moved to Sturgeon Bay around 1896, but small-scale commercial vessel construction continued at Sheboygan with the launch of several fish tugs between 1900 and 1940.

Sheboygan has seen over 115 total loss shipwrecks in county waters since the year 1847, which saw the losses of the schooner *E.G. Wolcott*, *Hiram Merrill* and the burning of the steamer *Phoenix*. Sheboygan has a locally high density of shipwreck sites due not only to vessels bound to and from Sheboygan, but also because she lies along a major commerce artery between Chicago/Milwaukee and the Sturgeon Bay ship canal. Among the most famous discovered and divable wrecksites that draw divers and visitors to Sheboygan are the *Gallinipper* (1851), the *Robert C. Pringle* (1922), *Selah Chamberlain* (1886), *Hetty Taylor* (1880) and the *Walter B. Allen* (1880) and *Lottie Cooper* (1894), which is now on dry land. Sheboygan is now a major component of the Wisconsin Shipwreck Coast National Marine Sanctuary, with a number of recent significant new discoveries.

Beginning in the 1960s, sport divers began searching for shipwrecks in the Sheboygan area, making several important discoveries. Early divers such as John Steele and Steve Radovan located the majority of the area's wrecks and Radovan has played a

major role in helping tell the stories of these lost ships. Steve can still be found scouring the bottom off Sheboygan in search of new historical sites with stories to tell. Radovan, along with local Sheboygan maritime historians Rocky Groh, Bill Wangemann and Jim Brotz have continued to keep the area's maritime heritage front and center with their work promoting the community's maritime history and through model shipbuilding.

Rocky Groh is particularly well suited to tell the area's maritime history, as his family played a seminal role in its development. Rocky's grandfather, Ole Groh, came to Sheboygan in 1848 and was appointed the first captain of Sheboygan's US Life Saving Service station when it was established in 1876. Ole served in that capacity for over ten years and was involved in some of the area's most notable and harrowing rescues. Rocky himself is a sixth generation mariner and his family continues to sail on Great Lakes ore boats.

No account of Sheboygan's maritime history would be complete without a discussion of Clemens Reiss and the coal company he founded. Reiss came to Sheboygan in 1856 at the age of 21 and eventually saved enough to buy a partial interest in a coal carrying schooner. He was able to build this into the Clemens Reiss Coal Company, which he founded in 1880. The venture eventually spawned the C. Reiss Steamship Company, which owned over 40 different vessels and had facilities in 13 different lake ports over the years. The Reiss Coal Company and Reiss Steamship Company were mainstays of Sheboygan industry in the 20th century and C. Reiss Coal is still an active company today.

Like many Wisconsin port cities, Sheboygan's waterfront is being regentrified with an excellent marina facility, waterfront parks, a yacht club, waterfront eateries and an influx of people seeking lake views. The city and port have an amazing maritime history as well as a beautiful downtown waterfront. The population of port cities like Sheboygan is expected to grow in the coming decades and new residents will continue to seek out and appreciate the town's rich maritime history.

SHEBOYGAN'S POSTCARD SHIPWRECK

by Brendon Bailod



During the first decade of the 1900s, hand-colored postcards were the equivalent of today's Facebook memes.

People purchased local views and sent them to friends and family for a penny as a way of staying in touch and sharing interesting imagery. These cards are now an excellent source for local history events and can help tell stories that were culturally important to people who lived in our port cities over 100 years ago.

A good case in point is a set of Sheboygan postcards that I've collected over the years. This interesting set of hand-colored photographic postcards dates from about 1908 and shows what are clearly the remains of a shipwreck on Sheboygan's North Point, just at the mouth of the Pigeon River. The wreck is unidentified on the postcards, but the views were widely exchanged at the time and although people of that era obviously knew the name of the ship and the story of its wreck, the postcard views are something of a mystery today.

The coast around Sheboygan has seen over 40 vessel losses, many of which still have extant remains out in the depths, in the shallows and under area beaches. These wrecks occasionally become uncovered due to storms or their remains are driven ashore. Although many have been identified, several historic beach wrecks remain unidentified. The remains shown in this set of postcards are a rare example of a loss where historical postcards actually helped identify the vessel. These four different postcard views are thought to show different portions of the same vessel.

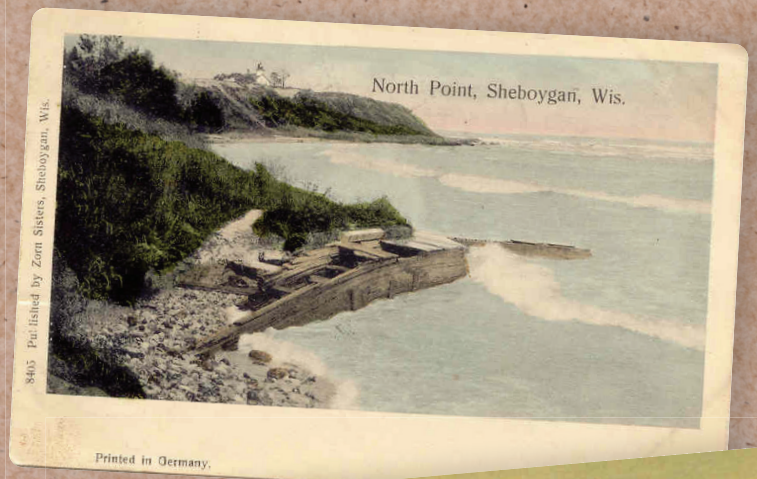
Despite the large number of vessels lost around Sheboygan, only a small number were lost by going ashore in the North Point area. The best candidate for the remains in these postcards is the scow schooner *Ahnapee*. She was launched on July 1st, 1867, the first commercial vessel ever built at Ahnapee, Wisconsin (present-day Algoma.) She was built by Chicago shipbuilder Neal McLaren for J.P. and Titus Horton for use in the lumber trade. She was a two-masted vessel with a square scow-schooner

bow and dimensions of 71 x 21 ft. She served in the lumber trade for fifteen years, running mostly between Chicago, Milwaukee and the northern Lake Michigan lumber ports. Her career was fairly uneventful with an 1875 rebuild that enlarged her tonnage and added a third mast.

She was lost on June 9, 1884 while bound from Torch Lake, Michigan to Milwaukee with load of 100 cords of wood and 300 cedar ties. It was reportedly a very rainy night with a gale blowing when her Milwaukee-based crew, led by captain Ernst Fehrenkamp went aground several hundred yards from shore about 10PM, 2.5 miles north of the Sheboygan Life Saving Station. The ship's crew were rescued by the life-saving crew using a surf boat in tow of a tug, which reached them about 1AM. The station crew assisted in removing the deckload of wood on June 11, and the tug Welcome was brought from Milwaukee to release the schooner. Sheboygan's legendary captain Ole Groh purchased the vessel and her cargo, which he was able to salvage. Unfortunately, a northeast gale swept the area on July 1st, breaking the vessel's keel and laying her on her side, preventing Groh from recovering the ship. The Ahnapee was valued at \$2-\$4,000, and the cargo (consigned to Theodore Plattner of Milwaukee) at \$700.

The Ahnapee's remains slowly migrated closer to the shore over the ensuing 20 years and by the turn of the century, they were mostly on the beach near the mouth of the Pigeon River where they served as a makeshift picnic bench for visitors. Several pieces of the Ahnapee's remains have been located over years and at least one section was surveyed and identified by marine historian Patrick Labadie in the 1980s. Today, little of this vessel remains above the sand, although pieces do occasionally uncover. The most tangible remains of this historic ship are now the yellowing postcards that still pass between collectors of Wisconsin history.

The three-masted scow Ahnapee, from Torch Lake with 100 cords of wood and 300 ties for Chicago, went hard on the rocks around the north point in the north-east gale Sunday night. The Life Saving Crew went out about midnight with a tug towing the surf boat, in which they took the scow's crew aboard the tug and brought them in. The night was cold and stormy and it was about 4 P. M. before they got in. The scow is valued at \$4,000 and the cargo at \$700. Her safety is doubtful.



from the
**WISCONSIN MARITIME
MUSEUM'S COLLECTION**



THE GOODRICH SIDEWHEELER SHEBOYGAN

by Hannah Patten, Registrar Wisconsin Maritime Museum

During the latter half of the nineteenth century and into the twentieth, the Goodrich

Transportation Company had a monopoly on the shipping of goods and people up and down the western shore of Lake Michigan. Steamship travel was preferred over railroad at this time because it was cheaper, faster, and more comfortable. Steamship was the primary way travelers, migrants, and laborers got to and around the Midwest. The Goodrich Transportation Company is named for its founder, Captain Albert Edgar Goodrich, who began the company with the purchase of the paddler *Huron* in 1856 and established service from Chicago to Milwaukee. By the 1860s, Goodrich had service up Wisconsin's coast from Racine to Milwaukee, to Manitowoc, and up to points on Green Bay.

As the company established itself as the premier shipping company on the Great Lakes, it set up offices and shipping agents in all major ports-including Sheboygan. Over the course of its 77 year history, the Goodrich line had 61 freight and passenger ships. By the 1920s Goodrich, and steamship travel in general, began to decline as rail transportation became more convenient and safe. The declining Goodrich Company couldn't survive the Great Depression and declared bankruptcy in 1933. The white tops, black hulls, and red smoke stacks that characterized Goodrich ships have now become emblematic of this bygone era of steamship travel.

This legacy is apparent in the Wisconsin Maritime Museum's collections. Our three-dimensional artifact collection includes many examples of equipment and decorative elements from Goodrich vessels. It can also be seen in the many artistic representations of Goodrich's iconic passenger ships in the collection. The Goodrich sidewheeler *Sheboygan* is no exception. The *Sheboygan* was launched in 1869. The vessel, which was built in Manitowoc, was 220 ft in length and weighed over 600 tons. Over the years, the Wisconsin Maritime Museum has acquired a number of pieces related to and inspired by the *Sheboygan*.



This model of the *Sheboygan* in its 1869 configuration was constructed by Richard Young. Young was a cofounder of the Midwestern Model Ships and Boats Contest hosted by the Wisconsin Maritime Museum. A number of his models are displayed at the museum.

A86-17-2. Wisconsin Maritime Museum Collection, Richard Young ca. 1986.



This watercolor of the *Sheboygan* was painted by Father Edward J. Dowling, who was a noted Great Lakes historian.

2001-64-3. Wisconsin Maritime Museum Collection. Edward J. Dowling 1975.



This pen and ink drawing of the *Sheboygan* was created by Charles S. Neff. The Neff family arrived in Wisconsin in 1837 and began a lumber hauling operation, the Samuel Neff & Sons Shipping Company that occurred primarily on the Fox River. The business later expanded to include larger vessels that traveled to ports across the Great Lakes. The Wisconsin Maritime Museum's collection includes a large amount of materials related to the Samuel Neff & Sons Shipping Company. The collection also includes over 100 drawings, such as this one by Charles S. Neff.

A95-10-97. Wisconsin Maritime Museum Collection. C.S. Neff 1935.

Do you have a piece of Wisconsin maritime history? If you are interested in donating any objects, letters, photographs, or memorabilia related to the maritime heritage of Wisconsin, please contact Registrar, Hannah Patten at 920-684-0218, ext. 112 or hpatten@wisconsinmaritime.org.

USS COBIA

PRESERVATION FUND

USS Cobia is a National Historic Landmark and the world's most fully-restored WWII submarine.

Since Cobia's arrival in Manitowoc in 1970, it has connected, educated, and engaged generations of visitors about the men who served on submarines and the men and women who built the twenty-eight boats in Manitowoc. It is also a technological landmark, a time capsule of 1940s technology that has been restored to working order by dedicated staff and volunteers.

Even though the sub is lovingly maintained, *Cobia* is long overdue for a full hull inspection and repair. The US Navy recommends historic vessels be dry docked every 15-20 years to properly care for their underwater hull and watertight integrity. *Cobia* was last dry docked in 1996, so we are long past that benchmark. Dry docking in a timely manner is the most responsible way to protect this historic landmark.

Dry docking *Cobia* in the next two to three years will allow us to clean and inspect the underwater hull and free flood spaces, areas that can only be accessed in dry dock and are a point of particular vulnerability. While in dry dock, we will also be able to inspect otherwise-inaccessible compartments for watertight integrity, address any needs for rust mitigation, and address a number of above water sections that are vulnerable to the elements, but are nearly impossible for staff to restore. With the boat in the water, it is impossible to do such work without contaminating the Manitowoc River and Lake Michigan

We are honored to carry out *Cobia's* preservation work but understand that this cannot be done without

community support. The estimated cost for *Cobia's* dry docking is nearly one million dollars. This cost is up nearly \$100,000 from a previous estimate in 2019.

Building the twenty-eight Manitowoc submarines took a community. It took the hard work of someone's grandfather, father, brother, grandmother, mother, and sister to build the submarines and it will take the support of a community again to help maintain and preserve our ambassador for the Manitowoc twenty-eight, USS *Cobia*.

In the words of submarine veteran Wayne Hartlich, "We must do all we can to preserve the history of these diesel boats, the men & women that worked tirelessly during the war years to build them and most importantly to continue to honor the bravery and courage of submariners everywhere."

Your support is critical to help us achieve this necessary maintenance for USS *Cobia* in the next three-five years. Make your donation today to help preserve USS *Cobia*!

Donations can be made to the USS *Cobia* dry dock fund by visiting our website, wisconsinmaritime.org/join-and-give/donate or scanning the QR code below. Once at the donation form, you have the option to direct your donation to USS *Cobia* - Dry Dock. Donations can also be made by mail or by calling Emily Shedal at 920-684-0218 ext.117.



SCAN TO DONATE TODAY!





*Gus Agustin's scratch-built Navy Board model of HMS Sussex (1693).
Measuring 5- by 1.125- by 1.625-inches high.*

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

by Scottie Dayton

Did you miss the Midwestern Model Ships & Boats Contest and Display in May? It was easy to do, as this

was the first time in two years that participants arrived in person from Arkansas, Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, Oregon, Wisconsin, and Ontario, Canada. Their entries ranged in size from 5- to 47.25-inches long and in ship types from rowboats and pleasure craft to warships and working vessels.

Over the contest's 45 years, the standard of excellence to which the scale models were built has elevated it to a world-class competition. Many entrants are qualified masters, having earned three or more gold plaques in the advanced category with different models. They research their subjects, then duplicate them with as much attention to historical accuracy as possible.

All participants build to the best of their abilities but at different skill levels, which is why the contest has novice, intermediate, and advanced divisions. The biggest factor contest judges Fred Drexler, Ed Urbanczyk, and Rick Szydelco relied on to decide bronze, silver, or gold plaque recipients was workmanship, which includes adherence to scale. Each detail should appear magically reduced, as if the ship is waiting for its Lilliputian crew.

Gold plaque models with outstanding degrees of perfection also qualified for seven special awards. To learn who won the "best of" categories, look for a feature article in the Fall/Winter issue. Meanwhile, don't forget to mark your calendars for the 46th annual Model Ships & Boats Contest and Display on May 20-21, 2023.



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