THE ANCHOR

WISCONSIN MARITIME MUSEUM | BIANNUAL

WISCONSIN'S MISSISSIPPI RIVER MARITIME TRANSPORTATION

WAR EAGLE
Commemorated Each May by the City of La Crosse

PHILLIP SCHECKEL
Captain of the Wild Chippewa River

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Wisconsin is home to five native lamprey species, of which only the chestnut lamprey and silver lamprey are parasitic.

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Left: In 1907, some crew members aboard the steamer George Burnham use suspended chains to cinch debarked and squared logs from the partially visible raft at right and deposit them on deck. Other men holding axes fit the logs into place. Captain Edward Carus, who is holding a book, sits on the deckhouse roof. Carus Collection: P82-37-4-51.

THE ANCHOR

WISCONSIN MARITIME MUSEUM AT MANITOWOC

ON THE COVER: *1901 postcard of the KIT CARSON near La Crosse pushing the largest lumber raft ever recorded on the Mississippi River - WMM Collection 2007-34-8670.*

THE PILOTHOUSE

Ever since coming to the Wisconsin Maritime Museum in January 2018, I keep waiting for that elusive off-season to arrive – the time when things slow down after a hectic summer. This season has been busier than ever. Even with the carferry SS *Badger* suspending operations on 21 July, the museum still had an unprecedented number of visitors. Yet for us, the off-season means shifting from hosting thousands of out-of-town visitors to reconnecting with our local and longtime supporters.

Of course, we're open Thursdays through Mondays 10-4 in winter and welcome new visitors, but we also host field trips, overnight programs, and business meetings. One major event coming next year is celebrating USS *Cobia's* 80th birthday. It's special because we're prepping the submarine for her first trip away from home port in nearly 30 years – a voyage to Sturgeon Bay and a stint in dry dock for routine hull maintenance in 2025.

This preservation facelift is a community effort and will be a lot of fun for those who choose to participate. Individuals, families, businesses, veterans, and marine professionals can all provide support, lend expertise, and generate media attention. We have already raised more than $750,000 for the project, but will need that much again to fully fund the maintenance needs of our premier exhibit. Interested in helping on the vessel, in the office, or from your armchair? Call me at 920-684-0218, ext. 120. I would love to chat.

Rest assured that museum exhibits, programming, and research are continuing at full speed ahead. I encourage you to see the new *Adriatic* exhibit showcasing the impressive conveyor system from one of the Great Lakes' first self-unloading vessels. This technology transformed our region's commerce and economy, so adding such a scale model to our collection is a boat nerd's dream come true.

Our popular Think and Drink program on the first Thursday of every month has something to interest people of every historical or maritime persuasion. Our thinkers and drinkers surpassed every attendance goal this year and the program will return in 2024 with more exciting speakers.

If original research is your wheelhouse, significant acquisitions of artifacts and archives are driving projects that will expand our storage space and increase accessibility to the collections. Stay tuned, or better yet, become involved. My number is above.

Meanwhile, enjoy our Winter issue, which features maritime stories from Wisconsin's western shore along the Mississippi River and her inland waterways. This oft-overlooked aspect of our maritime heritage illustrates the importance of waterborne trade to Wisconsin's development and our continued reliance on it as a commercial and aquatic resource. Dive deeper into these topics and more at wisconsinmaritime.org … and don't forget to stop by and see us – and Santa – for Christmas Tree Ship Day sails in on December 2nd.

Cathy M. Green

Executive Director,
Wisconsin Maritime Museum

WAR EAGLE (1854)

COMMEMORATED EACH MAY BY THE CITY OF LA CROSSE

by Tamara Thomsen and Victoria Kiefer
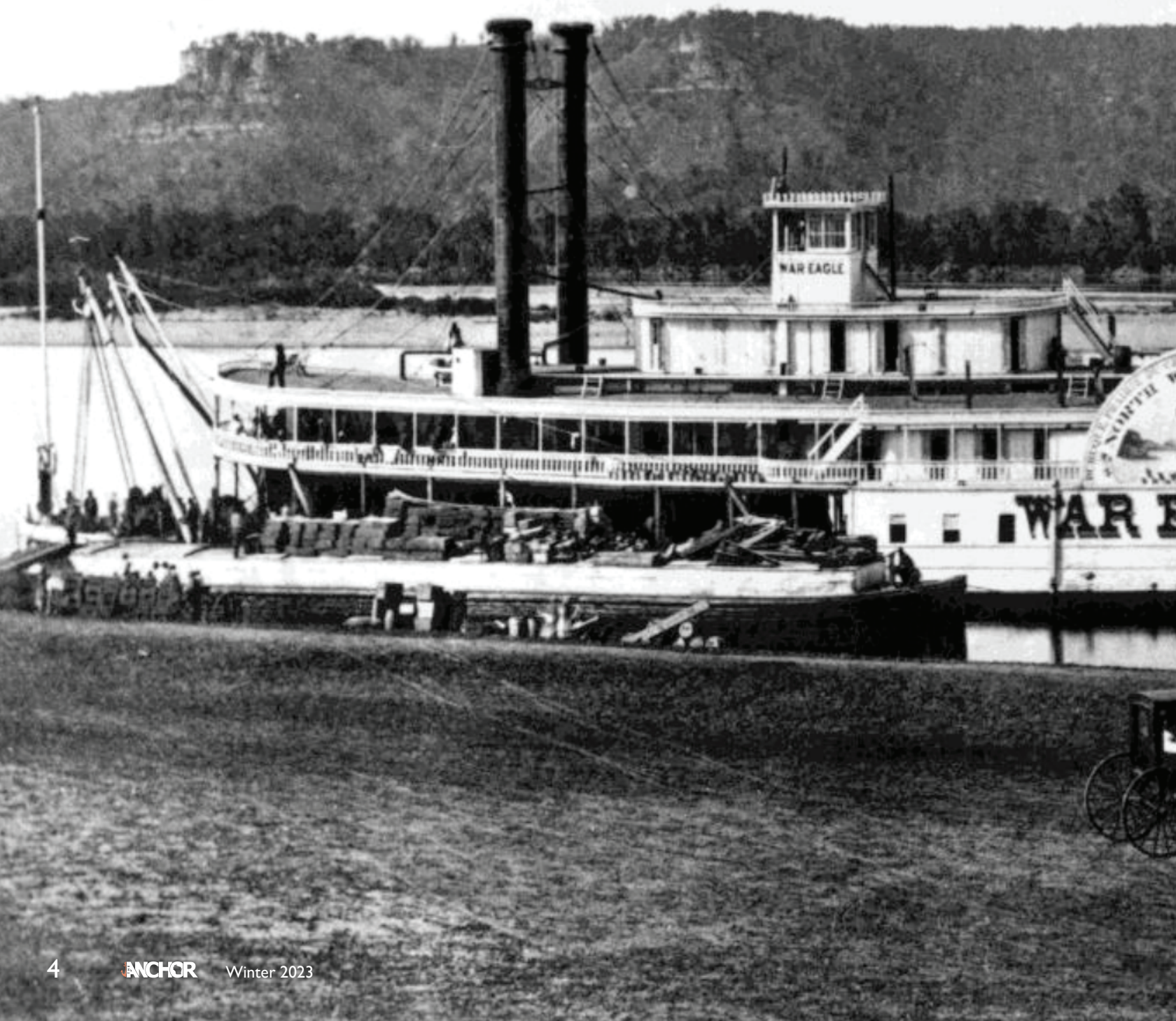
War Eagle working on the Mississippi River for the North Western Line, circa 1863-64. Neg. 834. Photo courtesy Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse.

T

he likeness of the sidewheel steamer *War Eagle* is visible throughout La Crosse's downtown from silhouettes on street signs to historical markers and even a large mural. The vessel is featured in museum exhibits and during annual remembrances of the "old steamboat days," making her the city's most celebrated shipwreck.

War Eagle was launched in Fulton, Ohio, in 1854. Weighing 297 tons, the triple-decker's length was 220 feet, beam 29 feet, and draft 5 feet. Her main deck supported the horizontal engines, steam cylinders, and paddlewheels, the latter housed in paddleboxes on either side of the vessel amidships. Forward of the boxes were three, 14-foot-long boilers with two parallel smokestacks rising near the bow. Some freight was stored in the shallow hull beneath the main deck. The boiler deck had 46 cabins furnished to please the most discerning overnight passengers. The hurricane deck supported the deckhouse surmounted by the pilothouse behind the smokestacks. A wood carving of a screaming eagle with 54-inch wingspan was mounted forward on the pilothouse roof. Although various companies owned *War Eagle* throughout her career, she continuously serviced the upper Mississippi River, primarily transporting passengers and freight between Galena, Illinois, and St. Paul, Minnesota, with scheduled stops at ports along the route.

After President Lincoln's call for troops at the beginning of the Civil War, what became Minnesota's First Infantry Regiment gathered at St. Paul for training. On 22 June 1861, *War Eagle* and *Northern Belle* transported the soldiers to Prairie du Chien and La Crosse respectively
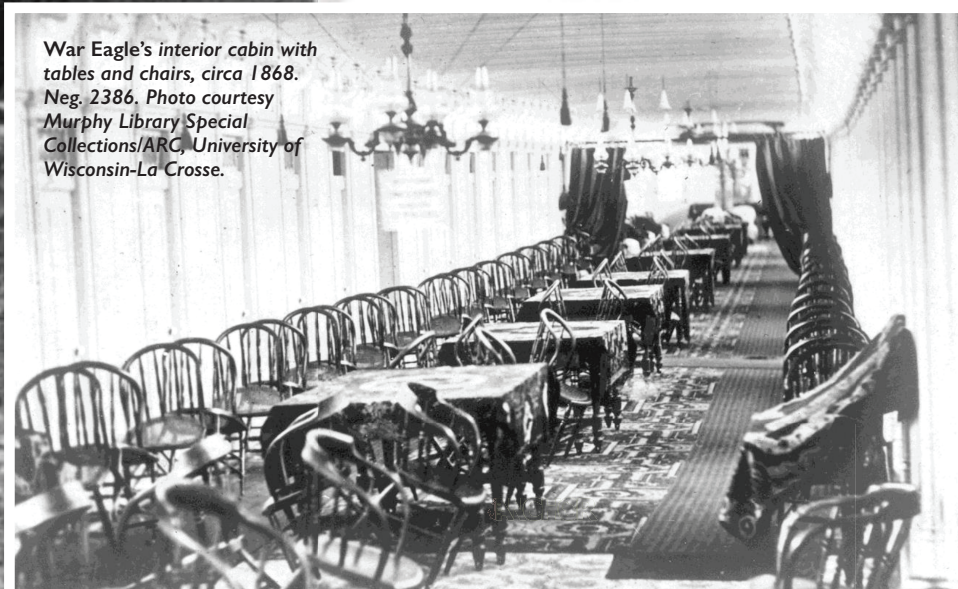
War Eagle's interior cabin with tables and chairs, circa 1868. Neg. 2386. Photo courtesy Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse.

War Eagle *at Red Wing, Minnesota, in 1861 loading men bound for Fort Snelling to become the First Minnesota Infantry Regiment. Neg. 15740. Photo courtesy Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse.*

to meet railroad connections to Harrisburg, Pennsylvania. However, the Civil War event attributed most frequently to *War Eagle* was the attack by Confederate forces on 11 Ma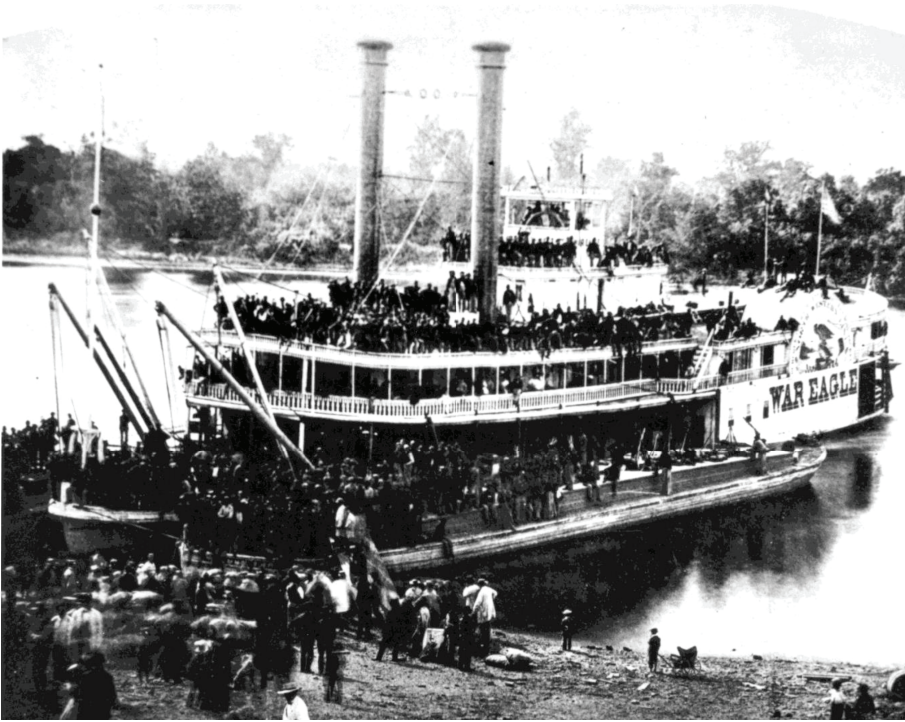rch 1862. Newspapers reported that she came under fire while on the Tennessee River transporting troops and supplies from St. Louis, Missouri, to Savannah, Tennessee. Many soldiers suffered wounds, one of *War Eagle's* smokestacks was shot, and some onboard provisions were stolen.

Unfortunately for historians, *War Eagle* was a favorite name among vessel owners along the western rivers and, based on government expenditure reports, the boat that took fire was the 1858 *War Eagle*, a larger vessel built at Cincinnati and used extensively on the lower Mississippi, Missouri, Ohio, and Tennessee Rivers. Advertisements and newspaper reports place the 1854 *War Eagle* in continuous service on the upper Mississippi River for the Northwestern Union Packet Company's White Collar Line. Their steamboats –

The wooden eagle with 54-inch wingspan was carved for Captain Daniel Smith Harris in 1845 and mounted on War Eagle. After her loss, the carving appeared on several other boats and was later featured in various museums including the Smithsonian Institution. The carving is listed as one of America's art treasures in the Index of American Design. Neg. 16095. Photo courtesy Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse.

Moses McLellan, *Ocean Wave*, *Itasca*, *Key City*, *Milwaukee City*, *Belle*, *War Eagle*, *Phil Sheridan*, *S.S. Merrill*, *Alex Mitchell*, *City of St. Paul*, *Tom Jasper*, *Belle of La Crosse*, *City of Quincy*, and *John Kyle* – had white collars around their smokestacks lending to the name.

On the afternoon of Sunday, 15 May 1870, *War Eagle* arrived at La Crosse and offloaded passengers at the dock. Around 6:00 p.m., she traveled north on the Black River to the Milwaukee Road Depot to meet the Milwaukee & St. Paul Railroad's midnight train. (By 1867, La Crosse marked the point at which passengers disembarked from railway cars and continued their journey west by steamboat.) The depot had a grain elevator, two storage warehouses, a main warehouse and depot, an express freight building, and five acres of platforms and docks.

After passengers had boarded *War Eagle* and gone to bed, freight continued to be loaded on the main deck. Barrels of Danforth's Fluid and Coal Oil, a type of kerosene lamp oil, were stored on the port side amidships. It was past midnight when a watchman discovered a leaking barrel and, as the boat's cooper repaired it, the barrel caught fire. It is uncertain how the blaze started. One account claimed that while the cooper was tightening the hoops, his lamp fell over and did the deed. Another account stated that as a boy walked past, the bottom of his lamp fell out and provided the open flame. Although the kerosene was not explosive, it was highly flammable, and quickly caught fire.

The crew, instead of rolling the burning barrel off the port side and into the water, watched it smash onto the deck of the barge *Webb* moored alongside and set her ablaze. Aboard *War Eagle*, the fire alarm sent passengers scrambling for escape routes. Some managed to use the gangplank, but the majority jumped in the river. The packet carried kegs of black powder in the magazine at the bow, and the crew feared an even bigger disaster if the fire reached it. Fortunately, the boat burned amidships and sank before this occurred.

Meanwhile, the flames spread inland to destroy the grain elevator, main depot, warehouse, and docks. The Milwaukee & St. Paul Railroad lost a passenger car, six freight cars, an express and baggage car, and a mail car. *Keokuk* and *Molly Mohler* built up enough steam to escape the blaze, but both boats were damaged. The *Wisconsin State Journal* reported the estimated loss of more than $200,000 as follows:

"Elevator, $50,000; passenger depot &c [etc.], $7,000; dock warehouse, $10,000; dock $5,000; cars burned $13,000; damage to track $1,500; freight on War Eagle *$50,000; freight in warehouse $50,000; value of* War Eagle *$30,000; barge $2,000; damage to* Keokuk *$500; losses of express companies $10,000; individual losses aggregating $15,000. The St. Paul Railroad Company had insurance on their buildings of $76,000.* War Eagle *was not insured."*

The passenger list was destroyed, rendering the exact number of casualties impossible; however, newspapers reported five (if not seven) people perished including Sanford McBrayor from Danville, Kentucky; 18-year-old Mary Ulrich, returning home for her sister's wedding; deckhand James Greene of

Dubuque; an African American barber and an unidentified elderly woman. Ulrich was the niece of John Ulrich, a prominent alderman and editor of the German newspaper *Nord Stern*. McBrayor's friends wrote to the La Crosse chief of police, offering a reward for the recovery of the bank president's body. Dragging the river produced no remains and the McBrayor party returned home a month later.

In early July 1870, a derrick removed *War Eagle's* guards (portion of the main deck extending beyond the hull) and paddlewheels, then raised the vessel to the waterline to recover the stacks, boilers, and engines. On the 14th, the wreck was released to settle on the riverbed. Four years later, the level of the Black River had fallen substantially, exposing remnants of the vessel and creating a hazard in the depot's navigational lane. On 2 September, the Army Corps of Engineers dynamited *War Eagle* and dragged the pieces into deeper water.

The wreck site has suffered various disturbances beginning with dredging operations in 1897 and again in the 1930s. Mobil Oil Company acquired the adjacent property and built a dock over the wreck in 1939. In 1931 and 1934, extremely low water levels exposed portions of the vessel to the elements, heavy visitation, and artifact looting by La Crosse residents. In 1962 and 1963, the Winona (Minnesota) County Historical Society conducted large diving operations to collect artifacts for exhibitions.

In 1980, the Wisconsin Historical Society listed *War Eagle* as an archaeological site and, a few years later, as a state burial site following an eyewitness report of finding a human skull. Nevertheless, *War Eagle* had visitors. In August 1985, divers from the Army Corps of Engineers investigated a proposed project area over the site. A year later, divers from the University of Wisconsin-La Crosse and the La Crosse Dive Rescue Squad arrived to take photographs. Unfortunately, poor visibility prohibited any data collection. In 2000 Mobil Oil contracted with Strata Morph Geoexploration to survey the site before removing the dolphins (pilings arrayed together to serve as protective hardpoints) as a compliance requirement. Their divers swam underwater transects across the area, but cut the dolphins down to 12 inches instead of removing them.

Surprisingly, with more than 30 years of diver visitation and archaeological excavations, neither a detailed site description nor map was created. On 28 May 2018, Wisconsin Historical Society maritime archaeologists partnered with Crossmon Consulting to collect sidescan sonar data of the wreck and debris field. The site spans 4.58 acres and contains *Webb's* hull structure, *War Eagle's* main wreckage, various debris, and the remains of three dolphins. The survey resulted in listing the site to the National Register of Historic Places on 26 March 2020.

Crossmon Consulting's site plan of the Milwaukee Road Depot and War Eagle *shipwreck.*

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ATTACK
of the
SEA LAMPREYS!

PETROMYZON PLANERI.
Das kleine Neunauge

PETROMYZON BRANCHIALIS.
Der Querder.
Le Lamprillon.
The Pride.

PETROMYZON FLUVIATILIS.
Neunauge.
La Lamproie.
The Lesser Lamprey.

Fig: 1.

Fig: 3.

Fig: 2.
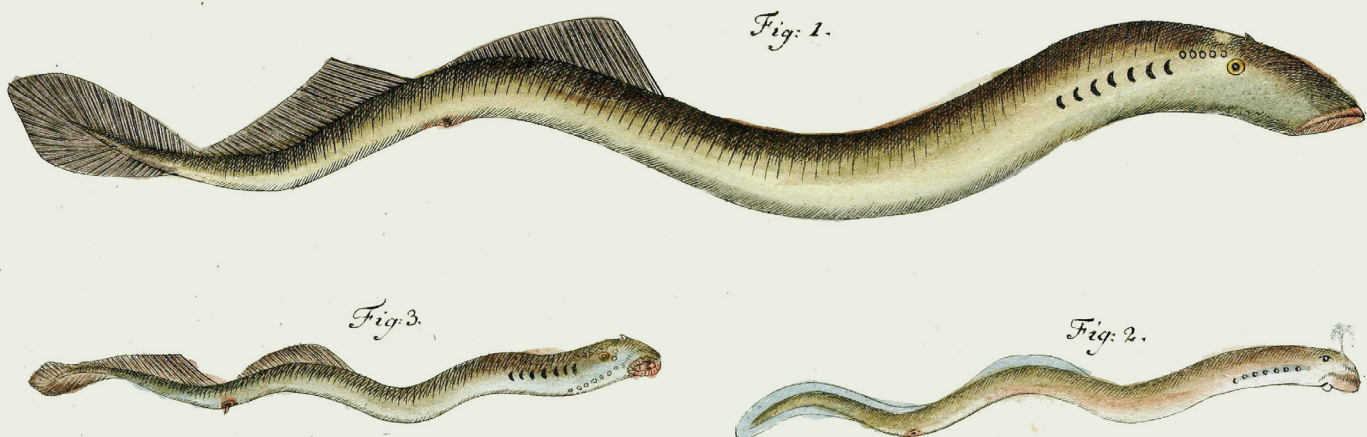
by Kevin Cullen, Chief Curator and Deputy Director, Wisconsin Maritime Museum

Did you know that the Wisconsin Maritime Museum is now home to live bloodsucking sea lampreys? The acquisition began this spring with the decision to redesign the Suspect Species Investigation Lab in the museum's lower level. For help, we contacted Titus Seilheimer, fisheries outreach specialist with the Wisconsin Sea Grant Advisory Services Team. He put us in touch with Ross Shaw, program associate, communications, with the Great Lakes Fishery Commission in Ann Arbor, Michigan. The commission, which coordinates the management of sea lamprey around the Great Lakes, agreed to fund and construct a freshwater tank designed specifically for them. Within weeks the tank was completed and Seilheimer brought it back to Manitowoc.

On 11 May 2023, I drove to Peshtigo to meet the U.S. Fish and Wildlife aquatic biologists who are controlling the invasive lamprey population in the river. For the return journey, they transferred 19 trapped sea lamprey to a cooler full of cold, aerated water. These grotesque, yet fascinating parasitic fish are now the stars of our aquatic invasive species lab and a hit with visitors. A few days later, Seilheimer talked with me about the award-winning University of Wisconsin Sea Grant program.

CULLEN: What does Wisconsin Sea Grant do?

SEILHEIMER: We study the ecology of the Great Lakes because sea lamprey have significantly affected sport, commercial, and native fish species since they entered Lake Ontario in the mid-1800s, and the upper Great Lakes in 1921. To make scientific managerial decisions, we must understand the impact they and other invasive species have on the Great Lakes' food webs.

CULLEN: How has this species affected Great Lakes fisheries?

SEILHEIMER: Adult sea lamprey are parasitic and the true vampires of the Great Lakes. They attach themselves to large fish, rasp holes in their sides, and suck out their blood and fluids, but they don't begin life that way. For the first three to 10 or more years, the larvae are filter feeders in their home streams. As they metamorphose into juveniles, they develop eyes, oral disks, and tongues covered with pointy teeth, then migrate downstream to the lakes to become parasitic feeders for 12 to 18 months. Each adult kills some 40 pounds of fish, which has a large impact on the populations of commercial species like lake whitefish and sport fish like trout and salmon.

CULLEN: Have you ever encountered fish with an attached sea lamprey?

SEILHEIMER: Mostly I see the evidence of their presence; that is, fresh or older wounds. Species like lake trout or lake whitefish may have fresh wounds, older and infected wounds, or scars from old wounds. I have seen a few attached lamprey while riding along on a commercial trap net boat.

CULLEN: What strategies do you use to control their population?

SEILHEIMER: Our sea lamprey management and control program is one of the most successful in the world. Since 1955 when the commission was founded, we have reduced

their populations by more than 90 percent. Primarily, we apply lampricide to the tributaries where juveniles develop. The chemical compound kills the larvae, but not other organisms. Because we know which streams are hatcheries, we control them on a rotating schedule. We also use barriers to block adults from accessing their spawning habitats – they're not good jumpers – but allow other species to pass. Some areas trap lamprey to assess adult populations and gauge the success of the control program, which requires cooperation between states, tribes, and two countries to be successful.

CULLEN: How does our exhibit help you to educate the public about the species?

SEILHEIMER: Having live sea lamprey is a great draw, enabling visitors to learn about the species, their impacts, and management. I can direct people to the exhibit during lectures, and intend to use it for further education and outreach. The exhibit also is a good introduction to Wisconsin's five native lamprey species, of which only the chestnut lamprey and silver lamprey are parasitic. In fact, if you see a lamprey in the Wolf River attached to a spawning sturgeon, it's a native lamprey. They are smaller and don't affect the food web like invasive sea lamprey.

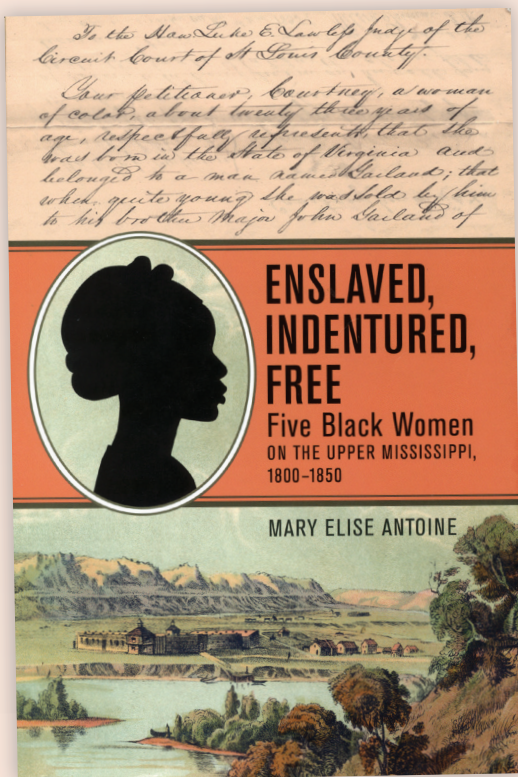**CULLEN:** Where else can people learn more about sea lampreys?

SEILHEIMER: The Great Lakes Fishery Commission at www.glfc.org has the most current information on their status and management.

ENSLAVED, INDENTURED, FREE

FIVE BLACK WOMEN ON THE UPPER MISSISSIPPI, 1800-1850

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

by Mary Elise Antoine
Wisconsin Historical Society Press,
Madison, 2022
6" x 9", paperback, 220 pages
Photographs, notes, index. $24.95

Mariah arrived in Prairie du Chien on the eastern shore of the upper Mississippi River aboard a riverboat in the spring of 1816. That step into the yet-to-be-established Wisconsin Territory was one with deep consequences and connected to the lives of some 200 African Americans living in Prairie at that time.

As the title suggests, this book is about five black women in the Upper Mississippi valley in the early 19th century, although it is not technically biographical. Since these women left no diaries or letters, the author presents what is known about them through the detailed lives of the people who owned them and underlying historical events. Many of those historical events are framed by the U.S. Government's trade interests at Fort Crawford, with the Mississippi River as the main artery for maintaining these trade interests.

The author's approach is understandable, since the women were slaves disguised as indentured servants, rendering them almost invisible to historians. Against the backdrop of 19th century Prairie du Chien, military forts, conflicts with Native Americans, and multitudinous ordinances permitting or banning slavery depending on the territory or state, Antoine weaves a historical narrative that fills in the gaps about the lives of these women.

Only Marianne Labuche (1769-1833) was freeborn and the matriarch of a large free family. The other four ladies shared common themes: began household duties when six or seven years old, cared for wives and their children as well as their own offspring, were loaned to other families for domestic service, had children sold, and were themselves sold more than once.

Born into slavery on a tobacco plantation in Maryland, Mariah (1800-1870) was 16 when John Johnson forced her to put an "X" on the indenture contract binding her to him for 17 years of domestic service. She worked hard whenever possible to save the $210 that bought her freedom when the opportunity arose in 1829. Mariah also owned a home in Prairie du Chien, agricultural land for growing crops and supporting herself, and a mare and colt.

Patsey (1800-1880) was born a slave. In 1818, Joseph Street, a U.S. Indian agent, forced her into indenture for 50 years. He gave her two-year-old son away as a wedding present. Patsey gained her freedom when Street and his wife died in 1847. She died at age 80.

The most detailed of the seven chapters are the accounts of Rachel (1814-?) and Courtney (1812-1879) as they sue for their freedom and the freedom of their young sons. Rachel and her infant were sold three times before arriving in St. Louis in 1835. With incredible fortitude and the help of legal counsel, she won her case in August 1836, then disappeared from future records.

Courtney was sold three times before arriving in St. Louis with her seven-month-old baby, secured legal counsel, and battled her way to freedom in 1836. Mother and son returned to Prairie du Chien, she remarried in 1838, and died of dropsy at age 67.

Antoine shaped the lives of these women based on census and government reports, church and land records, pay vouchers, personal reminiscences, and interviews with their descendants. Later generations receive considerable attention, and a genealogy chart rather than words would have benefited some families.

Antoine's research is impeccable and well presented, though at times she belabors the fact that slavery was and still is brutal and evil. *Enslaved, Indentured, Free* is a monument to the strength and courage of these women and the hardships they overcame. Besides presenting a much-needed window into their lives, Antoine paints a comprehensive picture of army life in the early 1800s and the growth of the Wisconsin Territory. Specialists and historians will appreciate her efforts to reframe the history of early southwestern Wisconsin.

PHILLIP SCHECKEL
CAPTAIN OF THE WILD CHIPPEWA RIVER

by Scottie Dayton

Even various United States Census reports don't agree on the year of Phillip Scheckel's birth, but his tombstone reads 1835 and the date fits the timeline. He was born in Luxembourg, Germany, on 15 November, but his parents, Michael and Anna (Wagener) Scheckel, were Austrian. Scheckel attended school until he was 14, when an accident caused by a runaway horse killed his father. The resulting hardships mother and son endured planted the seed of emigrating to America in Scheckel's mind. Anna discouraged such notions, but Scheckel stood firm. The story goes that one day she jokingly offered the money to book passage on a sailing ship (paddle wheelers were for the wealthy), and the 19-year-old was gone, sponsored by a cousin in Dubuque, Iowa.
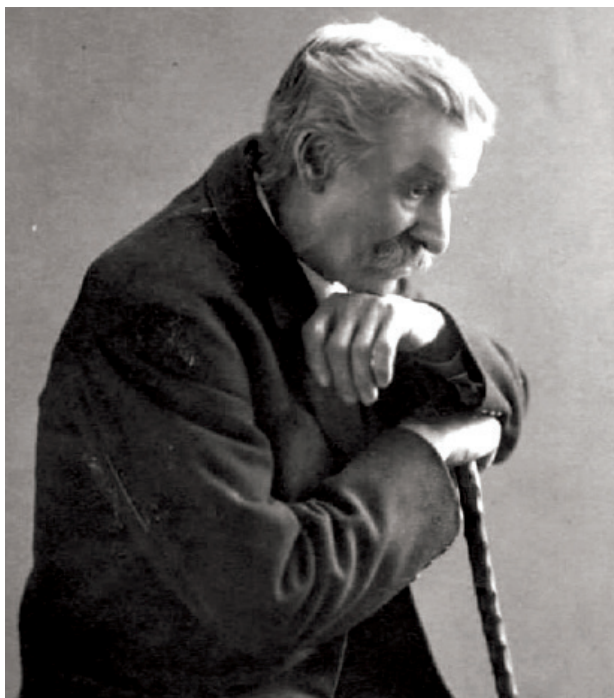
Captain Phil Scheckel in what some call his Mark Twain pose. Photo reproduced with permission from Don Rahman's book and originally attributed to Russel Haigh.

Scheckel departed on a merchantman returning to America after transporting tobacco or cotton to Europe. Westward voyages lasted 40 to 90 days, depending on wind and weather, and steerage conditions were harsh. Passengers had about two square feet of space, with little food and ventilation but abundant lice and rats. Most German immigrants disembarked at New Orleans, Louisiana, on their way to Midwestern farms, so Scheckel probably traveled up the Mississippi River, arriving in Dubuque in 1855.

October found Scheckel upriver at a settlement on bottomland where Bear Creek flowed into the Chippewa River. Logging operations, begun in 1847 at Eau Claire and Chippewa Falls, were well established by then. Scheckel spent the winter as a "river rat" rafting logs to Carson & Eaton's sawmill in Eau Claire, the village upstream at the end of the Chippewa's 50 navigable miles.

His work involved assembling 16- to 20-foot logs into "strings" 500 feet long. A string was a row of six to eight logs joined at the heads with 3-foot-long raft pins and loosely secured at the feet with chain and line. The slack allowed crews to quickly adapt to narrow and winding channels. Eight to 10 strings formed a raft, with a man at each corner using sweeps (oars 40 to 45 feet long) to help guide it down the Mississippi. Progress was slow, as the current dictated speed.

In spring 1856, Scheckel headed to Menomonie, Wisconsin, worked two days for Knapp, Stout & Company, the largest white pine lumber firm in the nation, then left for Hudson, Wisconsin. By winter, he was on Beef Slough, a sluggish branch of the Chippewa River, chopping wood near Nelson.

That year a flood swept away the 30 buildings on the Bear Creek bottomland and downstream mills and dams. Some 70,000 logs broke free at Chippewa Falls and washed ashore along the river. The Bear Creek settlers moved downstream, drained and platted the land, and named the place Durand. Scheckel reportedly said, "If anyone had told me this land would some day amount to something, or that a city would be built on it, I wouldn't have believed it."

In 1856, logging companies also platted the town named Waubeek at the only location for a floating

Phil Scheckel underway near Dead Lake, a few miles down the Chippewa River from Durand. Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse, neg. 1237.

Phil Scheckel *tows a log raft through the clear channel created by the 235-foot span swing bridge, built in 1884 at Durand, Wisconsin. Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse, neg. 1816.*

boom between Chippewa Falls and the mouth of the river. Crews sunk immense piers from a point opposite the village to a point near the foot of Nine Mile Island, then hung boom timbers from pier to pier to corral the entire Nine Mile Slough with what became known as the Chippewa Boom. When it broke in 1861 and the Waubeek sawmill burned down, companies built a boom at Round Hill, about 1.5 miles downstream from Durand. The boom skimmed off logs, then the river's natural flow pushed them into Beef Slough. The backwater provided an excellent storage pond for sorting logs marked on one end with the symbol of the company that felled them.

From 1857 to early 1864, Scheckel worked for the C.C. (Cadwallader Colden) Washburn lumber company in Waubeek, during which time he became a pilot on the sidewheelers *Maqnoketa, Albany,* and *Julie Hadley.* Part of Scheckel's winter duties included using four yoke of oxen and teams of horses to build bridges over creeks for lumberjacks to reach the white pines. In 1862, he built the sidewheeler *Golden Star,* which he sold the following year to Captain Edward Edson Heerman, another well-known steamboat line operator. Heerman rebuilt the vessel and christened her *Chippewa.*

Then the lives of the river rats changed.

On 12 September 1863, Captain George Winans, a Knapp, Stout & Company employee, made the first attempt to tow a raft with a steamboat. He chartered *Union,* a little Chippewa River sidewheeler, for $7 per day, hitched her to a raft at Read's (now Reeds) Landing, Minnesota, and headed for Hannibal, Missouri. The trip ended

five miles downstream when the mechanism to change *Union's* position behind the raft proved inadequate. Nevertheless, the idea caught on with one major difference. Additional attempts to use sidewheelers were unsuccessful, but sternwheelers were maneuverable and became the workhorse on the river.

Scheckel returned to Knapp, Stout & Company in 1864 and dropped anchor. That year management also entered the steamboat business by building the sidewheeler *Pete Wilson* and naming Scheckel her master. Eventually the company owned one of the largest steamboat fleets of any lumber firm nationwide.

Somehow Scheckel found time to court Margaretta White of Wabasha and married her on 25 December 1866. Three years later, he purchased 350 acres of prairie near Waubeek just above the river. The farm became home for the couple, their son, five daughters, Durham cattle, and Clydesdale horses.

By the late 1860s, seven packets towed rafts on the Chippewa. To make the job easier, Scheckel reputedly invented wing dams of brush and small rocks that allowed the river channel to deepen naturally. Frequent floods washed away the dams, and repairing or replacing them was labor intensive even when the river was low.

Scheckel also is credited with inventing the jinny pole, a 14- to 20-foot-long white pine shaft with an iron-shod tip. The shaft tapered from 12 inches at the widest to the carved ball on top. Five forge-welded iron strips formed the sharp tip. An iron collar 46 inches above the tip had a welded ring securing 27 inches of chain

and the heavy line spliced to it. When steamers grounded on sandbars, the crew jumped into the shallow water and set the jinny pole at an angle into the riverbed. The current helped implant the device, then the men secured the line to the boat, providing leverage to work her free.

In 1878, Knapp, Stout & Company's respect for Captain Scheckel was reflected when they built his namesake for $6,633.57 and gave him command. The flat-bottomed *Phil Scheckel* was 98 feet long and her beam tapered from 20 feet at deck level to 18 feet at the bottom of the 3-foot-deep hold. The 1896 rebuild changed her dimensions to 112 feet long, 24-foot beam, and 3.50-foot-deep hold. Even with a capacity of 108 tons, she drew just 10 inches of water. A 16-foot steel boiler 3.50 feet in diameter fed the permitted 166 pounds of steam to the 9- by 42-inch engine, driving the 12-foot-diameter stern wheel with 14-foot buckets. Wood smoke billowed from two 14-inch-diameter smokestacks.

Besides towing, *Phil Scheckel* carried passengers in two 10- by 7.50-foot staterooms each with 16 berths, and a 7- by 7.50-foot stateroom with two berths. Cook Charlie Norb, assisted by David Manor, prepared meals in the 7.50- by 10-foot galley to feed travelers in the 17- by 20-foot dining room. Manor was 14 when he joined the crew in 1898. Initially, *Phil Scheckel* worked nonstop six days a week with Captain Scheckel in the 10- by 11-foot pilothouse.

The packet ran from Dunnville on the Red Cedar River south to Read's Landing at the mouth of the Chippewa River. One raft preceded the vessel and another followed. Despite steam power, rafts still required four men

walking back and forth with sweeps to guide them. A major share of *Phil Scheckel's* work in later years involved moving rafts from Beef Slough to sawmills.

No captain's life on the river was complete without at least one race and Manor, then the cook, recalled it in a 1963 article in the *Winona Daily News*. He stated: "*Good Luck* was a government boat driving piles into river banks to stop sand from filling the channel. One day we were down near Shoo-Fly (present Ella near Arkansaw) when those men challenged us. *Good Luck* started out ahead for she had a good head of steam. Captain Scheckel didn't like that and came charging into the wheelhouse.

"'Give me that wheel,' he ordered the pilot. Scheckel rang the bell for more steam and got it.

"We were ahead of *Good Luck* and going along fine when our luck ran out. *Phil Scheckel* hit a deadhead (submerged log) head on and it put a huge hole in the bow. Water rushed in until we managed to stuff the hole with blankets and start the pumps.

"The crew could never decide if the captain was angry about losing the race or because he had to dry dock the boat in New Orleans for patching." Manor received $15 per month including room and board; Scheckel $10.

The next decade began badly. On 12 June 1880, the Chippewa River rose 22 feet from heavy rains, severely damaging all the mills along its course and sending 25 million logs plunging downstream to sweep through communities. Four years later, on 11 September, a 27-foot flood carried away houses and bridges from Chippewa Falls to Durand. The last half of the decade also heralded the gradual collapse of the Great Lakes lumber industry.

Scheckel towed Knapp, Stout & Company's last raft to Read's Landing in 1892, then the firm focused on transporting passengers with their steamers, but they had a problem. The 13-hour trip upstream took only three hours by rail. In 1901, management sold *Phil Scheckel* to Captain Sam R. Van Sant, who soon sold her to Henry Flagler, the man building the Overseas Railroad to connect the Florida Keys. After adding an upper cabin, *Phil Scheckel* became a tender in building bridges to the islands. In 1919, she was sold for parts.

Finished with engines

Scheckel watched the life he loved trickle away. On 22 September 1899, he closed his 44th season on the Chippewa and his 35th continuous season with Knapp, Stout & Company. Not content just to breed cattle and horses, Scheckel entered public service in 1870, winning terms as town and county treasurer.

The first decade of the new century brought more major changes. A flood around 1900 wiped out what remained of Waubeek. During the 1903 winter, Scheckel suffered a severe illness. Caring for him taxed his wife's strength and precipitated a complication of painful disorders that ended on 9 June 1904. Margaret Scheckel's funeral was one of the largest ever held in Eau Claire, with more than 100 teams in the procession.

Her death purportedly strained Scheckel's heart, then a fire destroyed their home in January 1910. The Stout brothers donated lumber and the new house was nearly completed when Scheckel entered Sacred Heart Hospital in Eau Claire. The oldest and best known captain on the Chippewa died of heart failure on Thursday, 22 September 1910, two months shy of his 75th birthday.

Far right: Phil Scheckel *in the foreground and* Ben Hershey *(1877) alongside, circa 1900. At 125- by 27- by 4-feet,* Ben Hershey *was said to be the largest and best raft boat on the Mississippi River at the time. She also was reputed to be the first steamboat on the Mississippi to have electric lights. An item in the 5 June 1879* Muscatine Journal *read: "Quite a crowd gathered along the levee last evening to see* Ben Hershey *land the largest raft ever brought down the river. The raft was 310 feet wide by 535 feet long, containing 20 strings." Murphy Library Special Collections/ARC, University of Wisconsin-La Crosse, neg. 3120. Left:* Phil Scheckel's *anchor and a historical marker are in Laura Ingalls Wilder Park, Pepin, Wisconsin. Courtesy of Don Rahman.*

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UW-LA CROSSE STEAMBOAT AND INLAND RIVER
PHOTOGRAPH COLLECTION
A WORLDWIDE LEADER

by Laura Godden, MA, MLIS, UW-La Crosse Murphy Library
SC/ARC Archivist/Assistant Professor

Since its inception in 1968, the University of Wisconsin-La Crosse's Murphy Library Special Collections/Area Research Center (SC/ARC) has been collecting images of inland-river steamboats, and those of North American rivers and waterfronts.

As a current and historical steamboat port, La Crosse seemed a logical location for such an archival collection. Under the direction of Ed Hill (1968-1998) and Paul Beck (1998-2021), and with the help of super-sleuth volunteer Ralph DuPae (1972-2007), approximately 30,000 unique steamboat-related depictions have been amassed, and new ones continue to be added.

Over the past 50-some years, Murphy Library has become a worldwide authority in the subject of steamboat photographs with its images used for:

- U.S. Postal Service stamp series

- Ken Burns' *Mark Twain* documentary

- PBS *History Detectives Sultana* episode

- *Heroes at the Falls: Louisville's Lifesavers* by Leland R. Johnson, Ph.D., edited by Charles "Chuck" Parish with the assistance of the Rivers Institute at Hanover College, Butler Books publication

- Driftless Area Education and Visitor Center in Lansing, Iowa, display

- U.S. Army Corps of Engineers teacher guide

- U.S. Fish and Wildlife Service Ferryville, Wisconsin, roadside educational sign

The collection contains several pictures of more well-known steamboats like *War Eagle*, *Mississippi Queen*, and *Sultana*, but it also has photographs of lesser-known vessels with captivating histories, such as:

The Mississippi River during sunset in La Crosse, Wisconsin. Photo courtesy of the author.
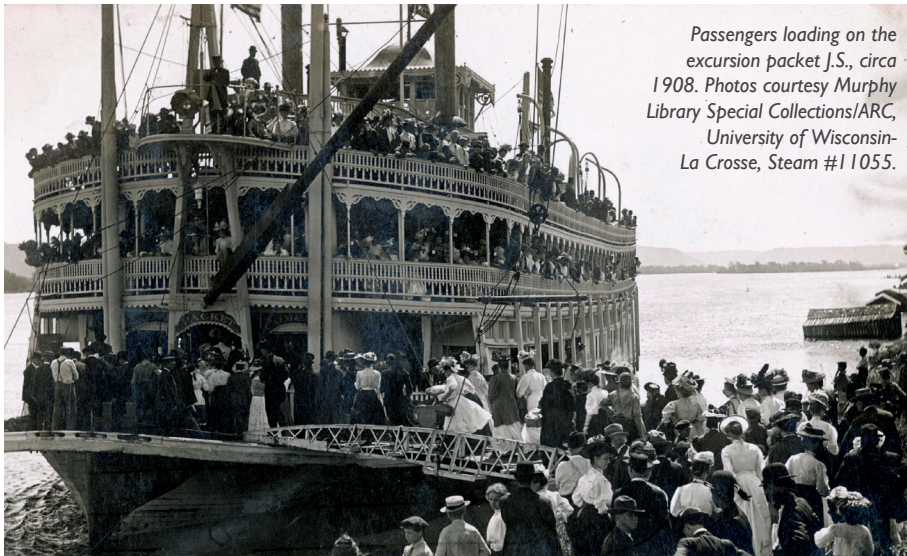
J.S. *(1901-1910)*

Built in 1901 and named for Captain John Streckfus, the luxurious excursion packet *J.S.* had a ballroom and was advertised as the most palatial steamer on the Mississippi River. In 1907, Harry Houdini from Appleton, Wisconsin, performed one of his world-famous, magical escapes from *J.S.* while docked in New Orleans.

On 25 June 1910, *J.S.* traveled from Lansing, Iowa, to La Crosse, Wisconsin, picking up 1,200 to 1,500 passengers and exceeding her 1,000-person capacity. Sometime during the return journey, the crew locked John Plein of Waukon, Iowa, in the brig for drunkenness. He used his pipe matches to set the vessel ablaze near Victory, Wisconsin, about 25 miles south of La Crosse.
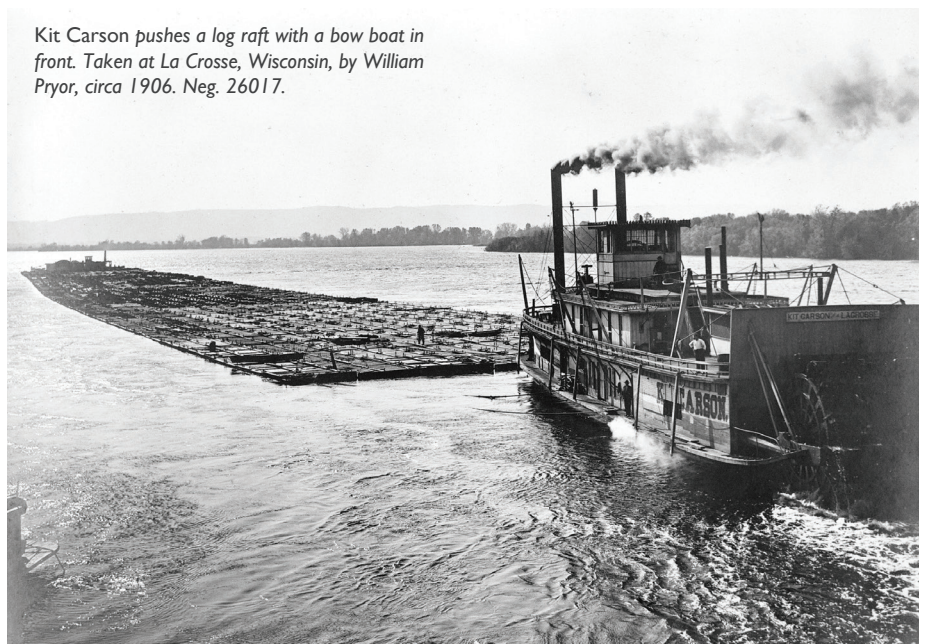
When word of the fire reached the passengers, they panicked and stampeded to the railings. The crew and coolheaded passengers formed a blockade to prevent hundreds of people from jumping overboard into the middle of the river. Only Emma Randall of New Albion, Iowa, broke through the blockade, threw herself from the upper deck into the water, and drowned.

Meanwhile, Captain George Spencer Nichols nosed the craft toward Bad Axe Island and beached her there 10 minutes after the fire started. In the excitement of helping passengers ashore, no one released Plein from the hold, and he probably died from smoke inhalation as the steamer burned to the waterline, then sank.

Kit Carson *(1880-1916)*

The sternwheeler *Kit Carson* was built in 1880 by Josiah Batchelder at the Stillwater (Minnesota) Dock Company on the St. Croix River. Batchelder selected the 140- by 28-foot-long hull timbers while still in the trees. *Kit Carson's* 16.5-inch engine cylinders had a 6-foot stroke, which made her the most powerful towboat on the upper Mississippi and St. Croix Rivers. She was also one of the lightest vessels at the time, drawing only 22 inches.

Kit Carson often pushed large rafts of logs and cut lumber downstream to other markets. Such specialized boats were called raft boats or rafters. Some cargo groupings were so large that they needed a bow boat lashed sideways at the head of the raft to steer it around bends in the river, as seen in the photo below of *Kit Carson*. (With smaller loads, workers used long oars called sweeps to maneuver the rafts).

Rafters began to decline in the 1890s as sawmills shipped more product via rail. Despite this, in 1901 *Kit Carson* towed the largest lumber raft (in volume) ever taken from La Crosse, Wisconsin, down the Mississippi River.

Additionally, *Kit Carson* also carried passengers. The *Stillwater Gazette News* reported: "The appointments are perfect, with staterooms finely furnished and the pilothouse and cabin heated by steam. The bathroom off the cabin has hot and cold water."

Kit Carson operated until 1916, when the boat was condemned and dismantled in Memphis. Captain H. Bresee, *Kit Carson's* master and pilot, died in 1923. Eleven years later, Esther Bresee, his widow, donated *Kit Carson's* bellpull to the La Crosse County Historical Society. LCHS classifies the pull as a fine piece of river folk art, featuring intricate braiding, knots, and paint.

Minneapolis *(1869-1884)*

Assembled in 1869 in Wheeling, West Virginia, and Pittsburgh, Pennsylvania, *Minneapolis* sank in six feet of water a short distance north of Louisiana 11 years later on 23 October 1880. Although she had already outlived the average five-year lifespan of a working steamboat on the Mississippi, the vessel was raised and, in May 1882, carried Mark Twain from Hannibal, Missouri, to St. Paul, Minnesota. The author's

Kit Carson pushes a log raft with a bow boat in front. Taken at La Crosse, Wisconsin, by William Pryor, circa 1906. Neg. 26017.

Sidewheel packet Minneapolis *while owned by the Northern Line Packet Company between 1869 and 1873. Neg. 47590.*

memoir, *Life on the Mississippi*, recounts his earlier life as a steamboat pilot and mentions passing through Wisconsin. Twain describes the driftless region in his writings, detailing its "varied and beautiful scenery."

Oronoco *(1910-1935),* Minnesota *(1916-1978), and* North Star *(1922-?)*

Doctors William and Charles Mayo, who, along with their father, founded the world-famous Mayo Clinic in Rochester, Minnesota, owned three boats over the years: *Oronoco*, *Minnesota*, and *North Star*. Water might have been in their blood. Their paternal grandfather, James Mayo, was an English sailing captain, and their father, W.W. Mayo, had worked on a steamboat upon arriving in Minnesota.

Oronoco was a 132-foot, 220-ton sternwheeler built in 1892 and formerly known as *E. Rutledge* and *John H. Rich*. Purchased in 1910 from a lumber firm in which the brothers were investors, the vessel's conversion into a luxury craft with 15 cabins and the ongoing operational costs dwarfed the original price of $9,500. In 1913, they renamed the boat *Oronoco* after a small town north of Rochester where the family owned a cottage.

Oronoco was modified from wood-burning to coal-fired power to make room for three vehicles on the lower deck for off-boat adventures. In 1915, *Oronoco* was saved from sinking when the pilot dove into the river and filled

a hole in the hull with canvas after striking a log. The brothers employed a crew of up to 13, including a cook and maid.

In 1917, the family decided *Oronoco* was too old and expensive to maintain, so they sold her. By 1935, the Ben Franklin Coal Company owned *Oronoco* when a faulty signal lantern caused a fire that destroyed her in Louisville.

The Mayos commissioned the Howard Ship Yard in Jeffersonville, Indiana, to build the 115-foot-long *Minnesota*. Completed in 1916 at a cost of $30,000, the sternwheeler slept 25 people and was the most expensive vessel the yard launched that year. Over the years, the brothers hosted guests from all walks of life on their boat excursions. For example, all the Sisters from Saint Marys Hospital enjoyed an annual overnight trip, and former President Taft came aboard in 1919.

The family often took *Minnesota* to New Orleans and, during such a voyage in 1920, she beat *Majestic* in a race. In a strange twist of fate about a year later, the crew came across *Majestic* run aground near Alma, Wisconsin, and rescued her stranded passengers. *Minnesota* also surpassed the best time of the steamboat *St. Paul* between Winona and La Crosse by 20 minutes.

In 1922, the brothers sold *Minnesota* to the Corps of Engineers, and she was renamed *General Allen*. The sternwheeler ended up in St. Louis

as *Cotton Blossom* and sank under mysterious conditions in 1978.

In 1922, the Mayo brothers also purchased their third boat, a 120-foot, twin-screw, gasoline-powered yacht built by Dingle Boat Works in St. Paul. According to the book *A Passion for the River: Mayo and the Mississippi*, a bottle of "something" was smashed on *North Star's* hull during the christening due to prohibition. She was the largest motor-driven houseboat on the Mississippi River and even went to sea, visiting locations like Charleston, South Carolina.

The Mayos maintained log books on their boats that guests filled with personal notes. In one, a *North Star* passenger described being greeted by curious visitors at stops and hearing "enthusiastic cheers and handclaps of people in the villages along the shore" as they passed. The log also revealed a reading of Mark Twain's *Life on the Mississippi*, and one crew member remembered "they never passed Hannibal, Missouri, without stopping to see Mark Twain's old home."

As before, the brothers kept a car on *North Star* (as seen in the photo) for picnics and other excursions. Additionally, William Mayo required that the crew be ready to cast off within 10 minutes, as sometimes he needed to hurry back to the Rochester hospital.

The Mayo brothers sold their beloved *North Star* in 1938 to the Inland Waterways Corporation and donated the money to help disadvantaged patients during the Great Depression. During World War II, the government drafted *North Star* into service as a coastal patrol boat near Biloxi, Mississippi.

The Mayo brothers used their boats to get away and escape interruptions. During the time, they relaxed, studied, and wrote papers. Of his travels, William Mayo wrote, "I have been on many fine rivers, not only in North and South America, but all over Europe, Australia, and New Zealand, and I must say that the Mississippi has no peer."

These are just a few of the many magnificent pictures and stories found throughout the UW-La Crosse steamboat photograph collection. Almost the entire collection – except for images with donor or copyright

restrictions – are scanned and accessible at: search.library.wisc.edu/digital/ALaCrosseSteamboat.

The library anticipates adding photos donated since the end of the initial scanning project to the online database. New donations are always welcomed, and original images, high-quality scans, or reproductions are accepted. Although in much smaller quantities and not digitized, the collection also features documents, memorabilia, and models.

Oronoco at shore. Neg. 36262.

Sternwheeler Minnesota at dock. Neg. 30780.

North Star underway on the Mississippi River at Winona, Minnesota. Neg. 26864.

Murphy Library SC/ARC, as a member of the Wisconsin Historical Society's Area Research Center network, is open to the public. Visit uwlax.edu/murphylibrary/collections/special-collections or email specoll@uwlax.edu for more information.

UWL
UW-LA CROSSE

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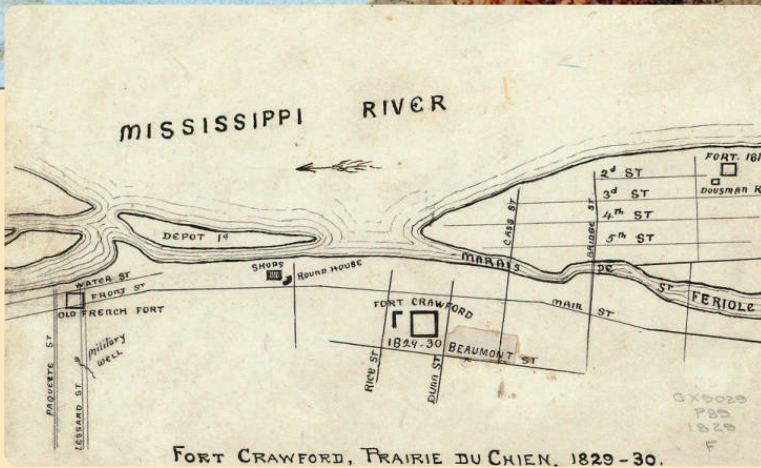
The 1820 Prairie du Chien land ownership map by Isaac Lee.
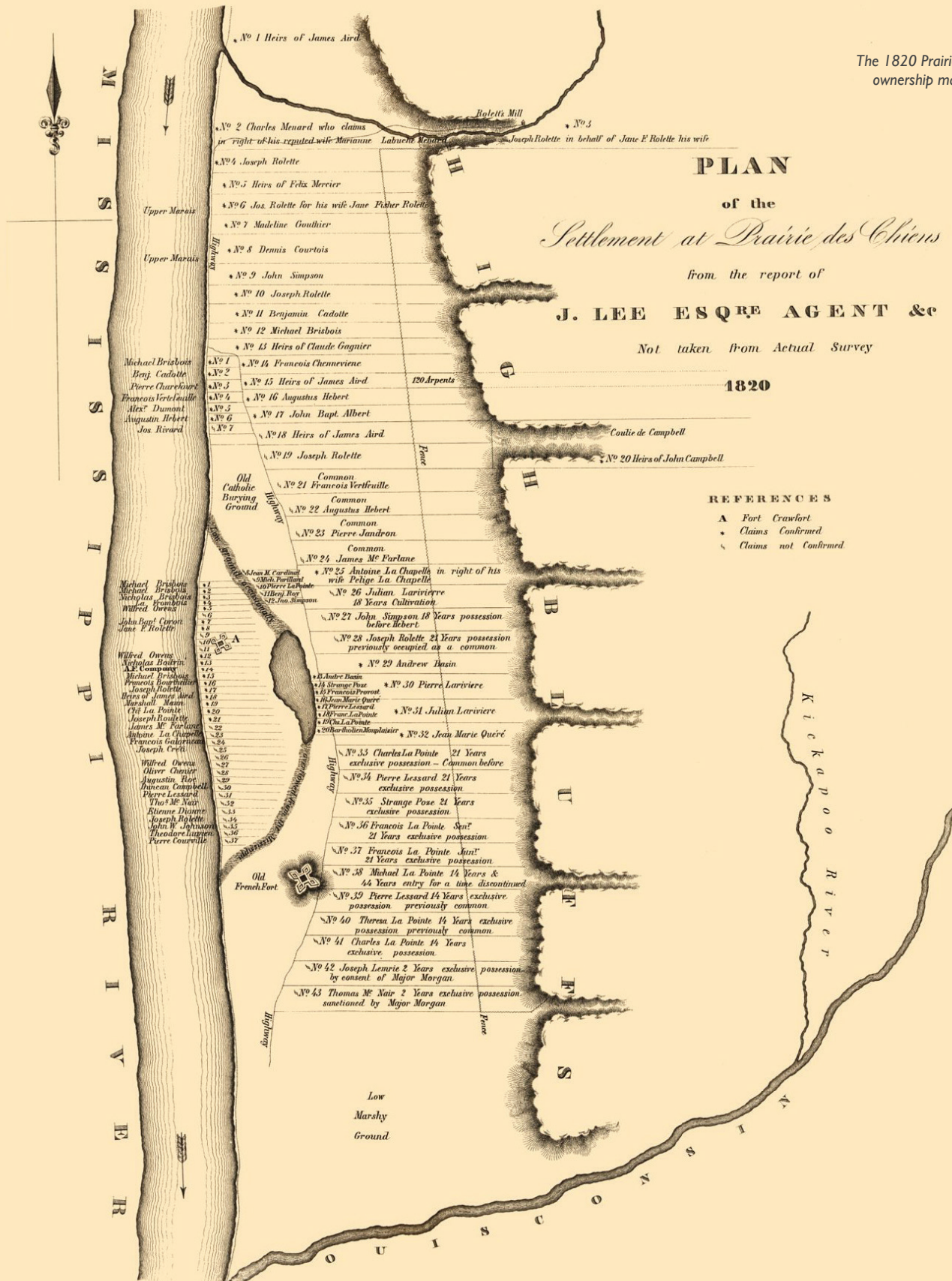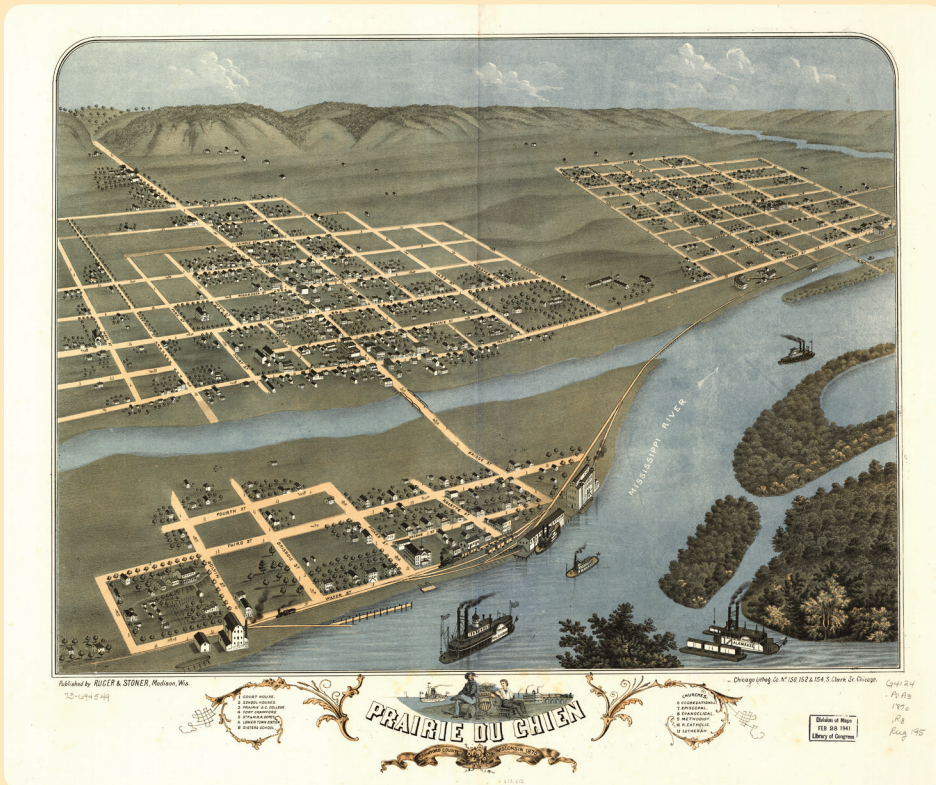
PRAIRIE DU CHIEN
IMAGES AND MAPS FROM 1820-1830s

Digital Content from the Brendon Baillod Collection

Top: The 1830 plat of Prairie du Chien showing Fort Crawford by Henry Lewis. Left: Historical map of Fort Crawford and the original French fort in 1829. State Historical Society of Wisconsin, 1882.

Prairie du Chien, as the name suggests, is derived from the French-speaking fur traders who first settled along the eastern shoreline of the Mississippi River in the late 17th century. Literally translated as "prairie of the dog," this rendezvous point was named after a chief of the Mesquaki (Fox) people who resided there at that time. Its strategic location at the confluence of the Mississippi and Wisconsin Rivers also made it an ideal place to build military outposts for the French, British, and eventually American interests when the first Fort Crawford was built in 1816. The following images and maps show the development of this community, whose economic and cultural identity was tied to the Mississippi River. It was in this landscape that much of early Wisconsin history was forged, and where the five women lived in the early 19th century who are highlighted in the book review on page 11.

Prairie du Chien in 1870 by Ruger & Stoner, Chicago Lithograph Company.
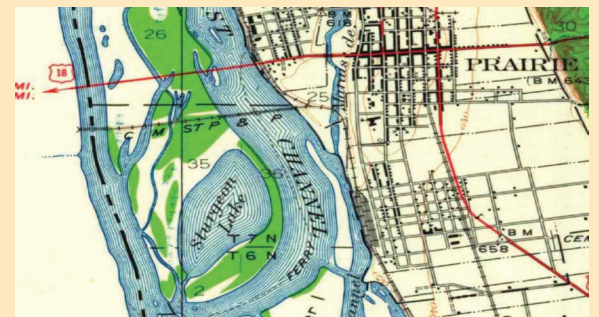
First United States Geological Survey map of the area dated 1929.

EXPANSION ON THE HORIZON

THE GERALD C. METZLER GREAT LAKES VESSEL DATABASE

by Hannah Patten, Collections Manager, Wisconsin Maritime Museum

With the help of Walter Lewis, a software developer and maritime historian, and OurDigitalWorld, a nonprofit that helps cultural heritage organizations share digital collections, the Wisconsin Maritime Museum has migrated the Gerald C. Metzler Great Lakes Vessel Database to a new platform using ODW's unique Vessels metadata templates. Originally launched in 2015, the Metzler database is the most comprehensive Great Lakes Vessel index for ships built before 1900.

Metzler's database compiles more than 50 years of research. He scoured archives and libraries across the Great Lakes for vessel enrollments, newspaper accounts, and other primary source materials to amass 30,000 entries in the handwritten index. More than 13,000 of them are now online. Besides listing standard vessel specifications like builder, rig, and date of build, most entries also name the various owners and captains, making this a valuable asset for maritime historians and genealogists.

The updated database will allow our staff to add new records continually while increasing the site's functionality. The ODW platform enables us to enrich Metzler's data through links to external sources such as 3-D photogrammetry models of shipwrecks, digitized vessel enrollments, and geographic data. The site is ready for exploration at greatlakesvessels.org.
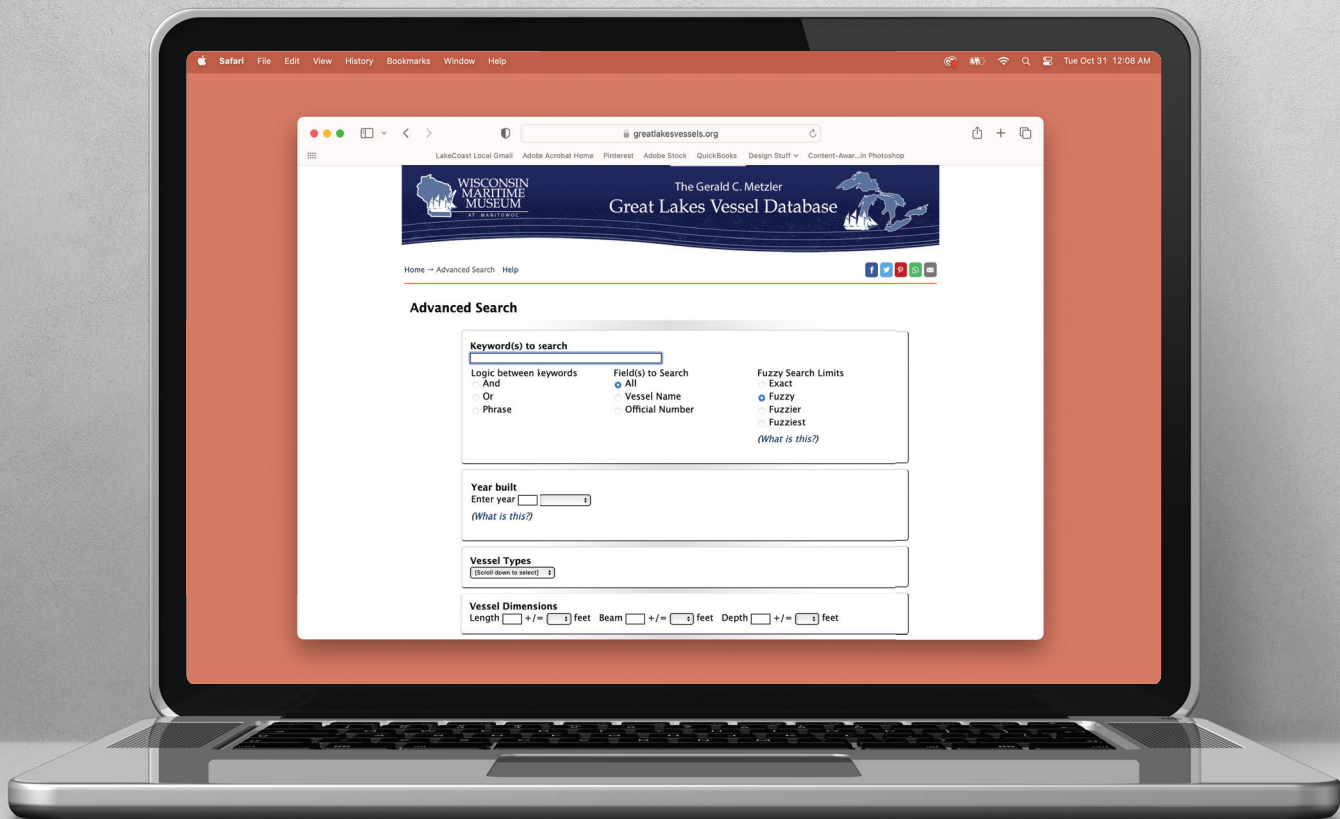
C. A. Krebaum, Scenic Souvenirs, One-0-Five North Third Street, La Crosse, Wis.

LaCrosse Harbor, LaCrosse, Wis.

Good Luck (Steamer, 1890)

Description | **Comments (0)**

IDENTIFICATION

Year of Build:
1890

Official Number:
86137

CONSTRUCTION AND OWNERSHIP

Built at:
Beef Slough, Wisconsin

Vessel Type:
Steamer

Hull Materials:
Wood

HULL DIMENSIONS

1890
Length: 90.5' **Width/Beam:** 18.5' **Depth:** 3'

TONNAGE

1890
Gross: 43.17 **Net:** 43.17

HISTORY

Classification:
a. Steamer, Good Luck (1890-)

A military veteran admires Manitowoc's proud women welders who assisted during WWII. Wisconsin Maritime Museum: 2001-1-2259.

In December 2022, Manitowoc, Wisconsin, was designated as an American World War II Heritage City by the National Park Service.

Manitowoc received the designation because of its substantial involvement in World War II. Most notably its production of twenty-eight Gato Class submarines by the Manitowoc Shipbuilding Company. Many other local companies were involved in wartime production including Aluminum Goods Manufacturing, Burger Boat, Lakeside Packaging, Heresite Protective Coatings, and more. Together these companies produced thousands of products for the war ranging from oil tanks for B-29 bombers to meal cans and protective coatings for torpedoes.

The honor was bestowed nearly 80 years after the last Manitowoc-built submarine, USS *Mero* was launched. With this nomination, the city of Manitowoc's World War II contributions are now recognized on a national level. The Wisconsin Maritime Museum staff is proud to have assisted with the nomination process and is honored to share our city's World War II heritage every day at the museum.

Designation ceremony on 17 August 2023 at the Wisconsin Maritime Museum.

LUMBER RAFTS ON WISCONSIN'S INLAND WATERWAYS

by Hannah Patten, Collections Manager, Wisconsin Maritime Museum

Pulpwood logs sail off a cliff and into the water, later to be assembled into rafts. Burridge Collection: P90-36-27.

In 1906, a man leads a horse and rider towing a raft of logs through shallow water. More logs are stacked on shore. Carus Collection: P82-37-14-113.

Old time Tug towing a raft. 1906

Lumber rafts, a method of transporting felled trees by tying them together and drifting them downriver, were a common sight on the Mississippi River during the last half of the 19th century. However, the lumber raft that floated past La Crosse, Wisconsin, in 1901 surpassed all that came before and after.

The raft, assembled on Lake St. Croix, was 270 feet wide by 1,450 feet long. It was not the largest in size, but in volume, carrying more than 9 million board feet of lumber. (A raft assembled at Lynxville, Wisconsin, in 1896 holds the record as the largest, measuring 270 feet wide by 1,550 feet long; volume 2,250,000 board feet.)

Logging was a small operation until 1836, when the Menominee were forced to cede much of their timberland in central and eastern Wisconsin. Simultaneously, pioneers began moving to the Great Plains and south to the prairies of Illinois and Indiana. Their need for lumber to build homes and cities launched the industry, and Wisconsin rivers provided the energy to power the sawmills and transport lumber to western markets via the Mississippi River.

Lumber rafts were assembled by tying groups of sawed planks together to form strings, then fitting them into a frame crate or crib. Cribs were usually 16 feet wide, 16 to 32 feet long, and 12 to 20 inches deep. The width of the river determined how many cribs were fastened together to make a raft. Rafts on the Chippewa River might have 24 cribs, while those on the Mississippi could have 120 to 160 cribs.

Before the Civil War, rafts were propelled by crews living in rough shelters built on top of the lumber. By the mid-1860s, sternwheelers towing the rafts replaced manpower.

Lumber rafting fell out of favor with the introduction of the railroad. By the turn of the 19th century, Wisconsin's lumber industry also was in decline, as its rapid expansion had depleted the usable timber and forced large corporations to focus on the Pacific Northwest forests. By 1915 the last lumber raft had traveled down the Mississippi, drawing to a close a unique era in Wisconsin history.

Do you have a piece of Wisconsin maritime history? Interested in donating an object, letter, photograph, or memorabilia related to the maritime heritage of Wisconsin? Contact Collections Manager, Hannah Patten at 920-684-0218 or hpatten@wisconsinmaritime.org.

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UPCOMING EVENTS JAN-JUNE 2024

JAN 4
THINK & DRINK
6:30-8:00pm
FREE

JAN 15
Member Monday
Exclusive Behind the Scenes Talk

JAN 18
Water Dance Exhibit Opening Reception
Artist Talk
Members Only

JAN 20
Water Dance Exhibit Opening
Public Opening

FEB 1
THINK & DRINK
6:30-8:00pm
FREE

FEB 8
Preserving Historic Photographs Workshop

FEB 19
Member Monday
Exclusive Behind the Scenes Talk

MAR 7
THINK & DRINK
6:30-8:00pm
FREE

MAR 14
Shipwrecks & Charcuterie
With Cathy Green, Director

MAR 18
Member Monday
Exclusive Behind the Scenes Talk

MAR 23
USS COBIA Birthday Party!

MAR 28
Museum After Dark
Museum Open Late
5:00-8:00pm

APR 4
THINK & DRINK
6:30-8:00pm
FREE

APR 13
SEA LAMPREY DAY

APR 15
Member Monday
Exclusive Behind the Scenes Talk

APR 24
Annual Member Meeting

MAY 2
THINK & DRINK
6:30-8:00pm
FREE

MAY 4
USS LAGARTO Remembrance Ceremony
1:00-1:30pm
Riverwalk

MAY 10
Wisconsin's Underwater Treasures Exhibit Opening Reception
Members Only

MAY 11
Wisconsin's Underwater Treasures Exhibit Opening
Public Opening

MAY 17-19
Midwestern Model Ships & Boats Contest

MAY 20
Member Monday
Exclusive Behind the Scenes Talk

MAY 30
SubPub Opening Day

JUNE 6
THINK & DRINK
6:30-8:00pm
FREE

JUNE 10
Hands On Harbor
Activity Station

JUNE 15
Beach Clean Up

JUNE 17, 24
Hands On Harbor
Activity Station

Museum Hours
Regular Hours
Open Thursday-Monday
10am-4pm
Labor Day- Memorial Day

Museum Hours
Summer Hours
Open 7 Days a Week
9am-5pm
Memorial Day - Labor Day

SubPub Hours
Open Thursday & Friday
Memorial Day - Labor Day

OPEN YEAR ROUND
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75 Maritime Drive • Manitowoc, WI

WISCONSIN MARITIME MUSEUM
AT MANITOWOC

DONOR LIST
Thank you!

WISCONSIN MARITIME MUSEUM AT MANITOWOC

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Jamie Zastrow
Howard Zimmerman
Anita Zipperer

ORGANIZATIONAL CONTRIBUTIONS *February 1-October 31, 2023*

$50-$500
PEO
Cellcom
The Nautical Research Guild
Network for Good
Lakeshore Artists Guild
Rocky Mountain Shipwrights
US Submarine Veterans Base - Wisconsin
Wisconsin Scale Boating Association
The Kraft Group
Midwest Model Shipwrights
Sunrise Optimist Club of Manitowoc
Wrap It Up
The Cawley Company

Late's BBQ
Americollect Inc.
Nautical Research & Model Ship Society
Todd Glover - State Farm Insurance Agent
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Wisconsin Aluminum Foundry
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The Leede Research Company
Michaels Construction

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Kaysun Corporation
Carron Net Company, Inc.
Ansay & Associates LLC

$501-$1,499
Manitowoc Sunrise Rotary
Jacques Weber Foundation
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Hamann Construction Company
Community First Credit Union
Michael Best & Friedrich LLP
Philip Ross Industries
Vagabond Studios
Steimle Birschbach LLC

Manitowoc Marina
Lakeside Foods
City Centre LLC
Burger Boat Company
Allstates Rigging
Washington Island Ferry Line, Inc.

$1,500-$2,999
Schaus/Maritime Plumbing
NextEra Energy Resources - Point Beach Nuclear Plant
Fox Communities Credit Union
UnitedOne Credit Union
Festival Foods
Manitowoc Public Utilities
Kahlenburg Industries

$3,000-$9,999
A.C.E. Building Service, Inc.
Nicolet National Bank
Philip Ross Industries
Meijer

$10,000
Pete G. Horton Charitable Trust

$25,000
City of Manitowoc

$75,000+
West Foundation

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Manitowoc, WI 54220-6823
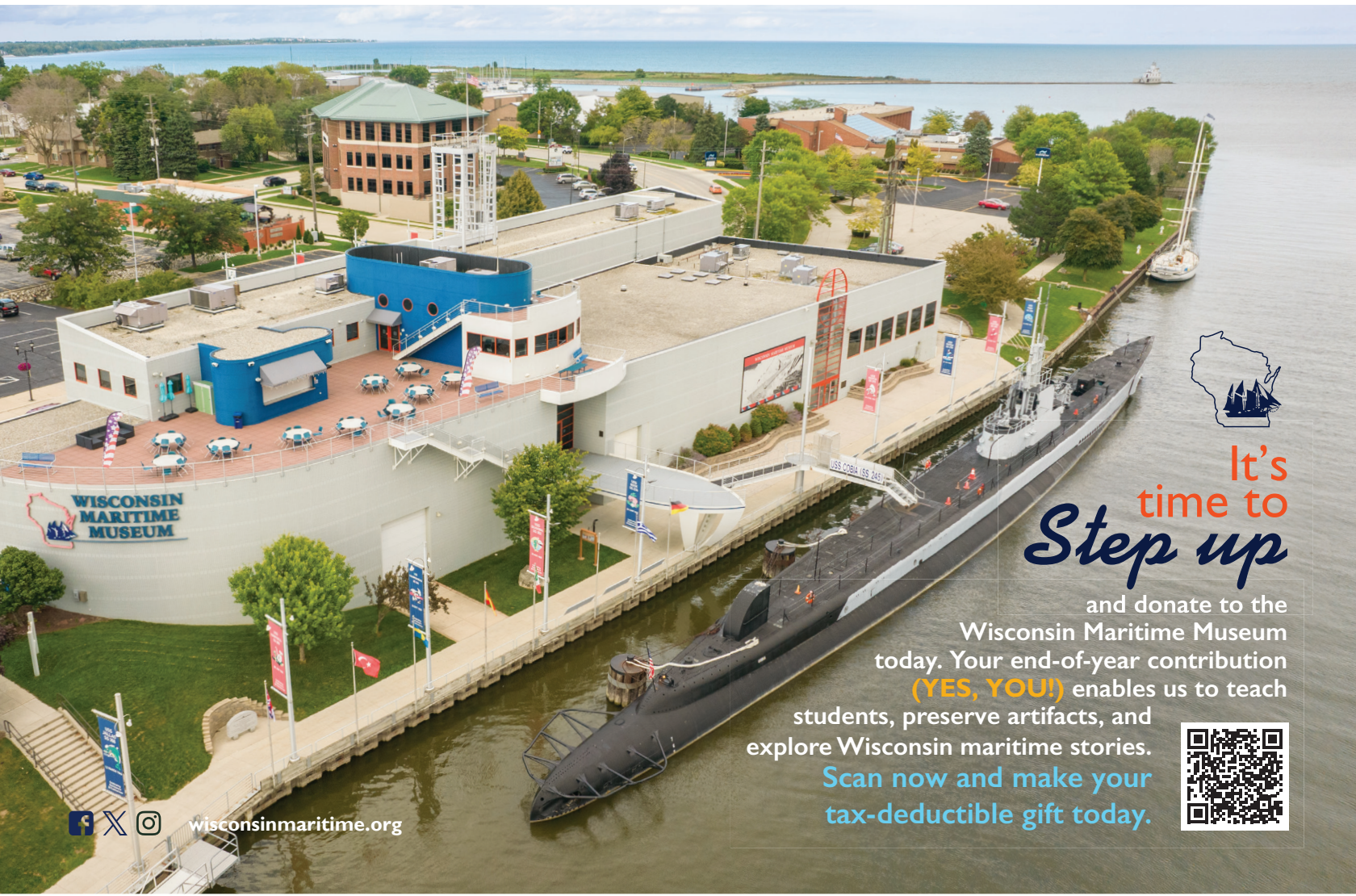
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