



SOUNDINGS

Volume 41, No. 2

Summer 2001

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Editor's Notes

This issue is a SOUNDINGS first. It was decided at the April 10, 2001 Board meeting that we will offer space for paid advertising. We have a circulation of about 400 members that span the Great Lakes area as well as coastal states and Canada. If anyone is interested in purchasing space, let us know. It would be a wise investment.

I am pleased to feature one of WMHS's Tuesday's volunteers in this issue. An outstanding young man Dan Sullivan shares some of his family stories and research in his article entitled "Great Lakes Story." Thanks for the interesting contribution Dan!

Quite a number of our hearty sailors and sailorettes participated June 23rd in a noon brunch and an afternoon cruise on the schooner *Denis Sullivan*. The weather was very cooperative which you will notice in the photos Suzette has gathered and featured in this issue.

The next issue will be published about November 1st. Look for many new articles and photos.

United States Life Saving Service Annual Report December 21, 1913

(The following is one of many little interesting reports noted by the United States Life Saving Service in their Annual Reports. These men truly were life savers.)

"While most of the rescues accomplished by the life-saving corps are associated with casualties to vessels, persons subjected to danger elsewhere than upon the water are occasionally saved from death through their efforts. One such instance occurred on the afternoon of this date at Milwaukee, Wis. The rescuer was Keeper Ingar Olsen, of the Milwaukee Life-Saving Station, and the person rescued a 13-year-old boy names Joe Sauter.

"While sitting in his room at the station Keeper Olsen heard faint cries for help coming from across the Milwaukee River, upon which the station fronts. He ran and jumped into a skiff and pulled to the opposite side of the stream, where, near the bank, he found the boy named struggling in the middle of a sunken well or tank of pitch and crude oil with only his head and a shoulder in sight. Olsen crept along a scantling thrown by him upon the surface of the well and grasped the boy by the collar, but so securely was the lad embedded in the mixture that when the keeper attempted to drag him out his coat ripped into tatters.

"Finding himself also sinking into the mass, Olsen crawled back to safety and replaced the scantling with a 16-foot plank. With the broader support he was able, by exerting all his strength, to rescue the boy, actually pulling him out of his clothing. The youngster was carried to the station, where members of the crew used a gallon of kerosene and two pounds of lard in removing the pitch from his body. It appears that the pool into which the boy fell was used as a temporary reservoir by an asphalt plant. Wind-blown sand had hidden the surface and the boy had unsuspectingly walked out upon it with the result set forth."

FROM THE CROW'S NEST

August/September/October - Special Lighthouse Tours to Chambers Island. The Door County Maritime Museum offers this once a month for \$30. The excursion boat *Quo Vadis* leaves Fish Creek at 10 a.m. and returns about 3. There is a mile and a half hike from the dock to the lighthouse. For more information call 920-743-5958.

September 29 - Saturday - Serb Hall - **WMHS** is hosting the State Historical Society's Metropolitan Regional Convention of the Wisconsin Council of Local History. WMHS will have a presentation on what the marine collection has to offer you and how to search for the information you want and the Wisconsin Underwater Archeological Association will be the other speaker. A round table of area museums and historical societies will also be on the agenda. More information will follow.

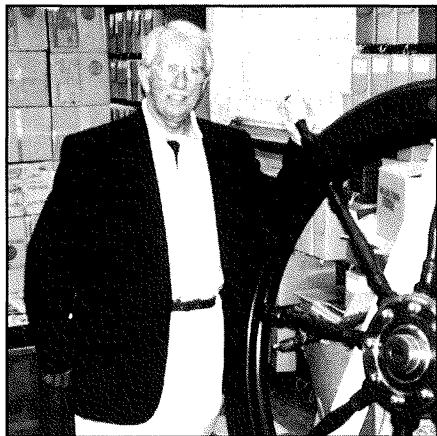
November 10 - Saturday - 14th Annual Gales of November sponsored by the Lake Superior Marine Museum Association and Lake Superior Magazine. Guest speaker Jean-Michel Cousteau. For more information call 218-727-2497 or check their website www.LSMMA.com.

November 17 - Saturday - **WMHS** at Zoofari Hall - UWM Archivist Tim Ericson - more later.

December 6 - Thursday Dinner - **WMHS's** Annual *Rouse Simmons* Christmas Tree Ship Holiday Program. A fun time for all! Save the date now. It will be held in the newly remodeled Milwaukee Yacht Club. More information will be coming.

AT THE HELM

President's Message



Mackie G. Westbrook

It has taken Ted Friedlander a long time to realize his vision of the publication of a comprehensive record of all the sailing ships which have plied the Great Lakes, but on June 19, 2001 that vision became a reality. The work, which was copyrighted and published by the WMHS is entitled "The Age of Sail on the Great Lakes 1678-1911 A Compilation of Tables and Graphs," and is the most complete record of the lakes sailing fleet which has ever been created.

With Jack Godden relentlessly researching every obscure nook and cranny of Great Lakes scholarship and lore to verify vessels, names, numbers, types, dates and ports; the data is now as complete and accurate as is humanly possible given the vagaries of frontier record keeping, conflicting eyewitness reports, journalistic sensationalism and lake myths. Using the Society's data base of 16,000 ships in the Runge Collection, the 50,000 Federal Custom House Enrollments, and other reputable sources, the "team" has created as unique and valuable a vessels resource as exists anywhere on the lakes.

In addition to Ted writing the text and manning the computer and Jack doing the research archaeology, Dan Sullivan produced the graphs and tables utilizing his Excel spread sheets and tirelessly revising as new information was added. Dan also created the silhouettes of vessel types which accompany the text and clarify the look of the lakes in the 1800's.

He is also responsible for suggesting the beautiful cover art which provides the document with its finished look.

Sandy Westbrook, who is straining her eyes to translate the murky microfilm from the National Archives into usable data for the Society, did the proofing and editing of the document. This publication by the WMHS is above all a tribute to the faith, resolution and perseverance of Ted Friedlander and the dedicated scholarship and precise research of Jack Godden. The Society owes them a tremendous debt of gratitude.

This new WMHS publication should be of great interest to marine historians, scholars and researchers, and even to Great Lakes enthusiasts who simply have a hobbyists interest in the vessels which made it possible for the West to grow and prosper. With the revival of the tall ships on the lakes, this is a timely publication. It is available for purchase by contacting the WMHS.

Another publication of note to the Society is the book by Edmund Bacon Fitzgerald which provides a narrative of his remembrances of his father and the vessel which bore his name. A copy of the book entitled Edmund Fitzgerald, the Ship and the Man has been generously donated to the Society by Mr. Fitzgerald, and has been added to our permanent collection. It is available for research purposes. This publication is available for purchase through GREER'S PIER BOOKS at 715-543-8456.

For those 50 members and friends who sailed on the *Denis Sullivan*, all I can say is "way to go!" This had to be one of the most successful programs of the past decade. The brunch at the Pieces of Eight was a great success. And, the voyage on the *Sullivan* was spectacular, with picture perfect wind and weather. The vessel is beautifully built with great attention being paid to authenticity and quality. The consensus was that one would have to go to Europe to see its equal. I recommend that everyone who has the opportunity should take a trip on this ship, and I hope that our membership will have another opportunity to relive this breathtaking experience next year. Be sure to check out the photos in this issue of this great event.

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The WMHS is a non-profit corporation organized to promote interest in discovering, collecting, recording and preserving material related to history of the Great Lakes and the St. Lawrence Seaway with a special emphasis on Lakes Michigan and Superior -- the Upper Mississippi River System as well as the rivers and lakes within Wisconsin by all types of watercraft.

GREAT LAKES STORY

by

Dan Sullivan

My father, Daniel Claude Sullivan, first traveled to Port Huron, MI in 1959 to find a copy of his birth certificate or some other proof of birth for his planned retirement. At that time he found that the court house burned down but did receive necessary proof of his birth from a still living aunt. In addition, the aunt gave him copies of two newspaper articles about his father, Capt. Daniel C. Sullivan, who was a sailor on the Great Lakes. One article was about the sinking of the *Henry A. Kent* and the other was of his drowning. According to my father, he was told the Capt. Daniel C. Sullivan mentioned in the *Kent* sinking was his father and that he was the tot mentioned in the article. My father did not remember much of his father since he was only six or seven when the drowning occurred.

It was not until the 1980's that we became interested in continuing the research into the history of the Sullivan family. This first led me to the Great Lakes Historical Society in Vermilion, Ohio. Their files contained some info on the *Henry A. Kent* which I copied. Also there was a book "Shipwrecks of the Lakes" by Bowen which contained a story of the *Kent*. In the Cleveland Public Library I found an original article on the 1897 sinking of the *Kent* in the *Cleveland Plain Dealer*.

When my search first began, we lived in Cleveland, Ohio; in 1985 we moved to Milwaukee, WI. My wife and I have also traveled to libraries and resources in Port Huron, MI; Toledo, OH; Milwaukee, WI; Bowling Green State University in Bowling Green, OH; Windsor, Ontario; Marquette, MI; Sault Ste. Marie, MI; Lansing, MI; Western Reserve Historical Society, Cleveland, OH; Burton Historical Society, Detroit, MI; National Archives, Chicago, IL; State Historical Society, Madison, WI; LDS, Milwaukee, WI; and, of course, WMHS, Milwaukee, WI. During our research we have contacted local genealogical societies, collected copies of articles from the various newspapers, the Internet and other marine resources which developed our interest in the life and times on the Great Lakes particularly during the later 1800's and early 1900's.

The following article from the *Cleveland Plain Dealer* pretty much covers the basic story of the sinking.

Cleveland Plain Dealer, September 19, 1897, p.24

TO THE BOTTOM

Schooner H. A. Kent

Foundered on Lake Superior

Crew Rescued with Difficulty

She was owned by J. C. Gilchrist and Others and was not insured - No further Change in Carrying Charges - Steamers Harlem and Curtiss Collide Near Detroit.

Special to the Plain Dealer

"Sault Ste. Marie, Sept. 16. The schooner *Henry A. Kent*, bound from Ashland to Lake Erie ports with a cargo of iron ore in tow of the steamer *J. C. Gilchrist*, foundered off Stannard Rock, Lake Superior. In the gale of Thursday night, Capt. Sullivan, his two children and the crew of the wrecked boat were brought here by the *Gilchrist*, which arrived early this morning.

"The *Kent* sprung a leak when off Keweenaw point about 9 o'clock Thursday night. The pumps were at once manned and an attempt made to reach Marquette, but the heavy seas began

breaking in the bulwarks and the water gained so rapidly that it was seen the vessel could not be saved. As it was impossible to launch the life boat in the terrible sea, Capt. Blatten of the *Gilchrist* made the extremely hazardous attempt of taking his steamer alongside the sinking schooner in order to rescue the crew.

"The first attempt was unsuccessful, but the second time the steamer was brought close to the sinking vessel. Lines were tied around the bodies of the captain's two children and they were the first to be taken aboard the steamer. Both boats were rolling heavily in the tough of the sea and the work of rescue was exceedingly difficult.

"As the second child was being taken aboard, the vessels momentarily parted and the little one was precipitated into the cold waters of Lake Superior, but was quickly pulled aboard the steamer and revived.

"After the heroic efforts Capt. Sullivan and his crew were pulled aboard the *Gilchrist* and a few minutes later the *Kent* went down. The captain's household furniture went down with the schooner and the crew saved nothing but the clothes they wore.

"The *Gilchrist* stayed in the vicinity of the wreck until daylight, to pick up anything of value that might come to the surface, but secured nothing.

"The *Kent* was owned by J. C. Gilchrist of Cleveland and had an insurance valuation of \$22,000. She was built in 1873 and registered 771 tons.

"The *Kent* three years ago was wrecked on Lake Superior, near Marquette, and remained on the beach several months. Seven wrecking expeditions were sent to the stranded boat and seven lives were lost in the attempt to get her off into deep water, which was finally successful.

"Mr. Gilchrist did not have any insurance on the *Kent*, but her cargo of ore, which was shipped by Ogleby Norton & Company of the city, was insured. The *Kent*, with the steamer *C. J. Kershaw* and schooner *Moonlight*, went on the beach near Marquette about three years ago. The *Kershaw* broke in two and went to pieces, but the vessels were refloated after several months' work and brought here. Both the *Kent* and *Moonlight* were bought by Mr. Gilchrist. John Warren and others of this city owned the *Kent* when she went on the beach at Marquette."

WIFE NOT MENTIONED

The copy of the Sept. 23, 1897, "Marine Review" article "A Steamboat man of Nerve" tells the story of the sinking of the *H. A. Kent* and the rescue of its crew. According to our research, my grandfather was the Captain Sullivan of the *Kent* and my father was the baby that was dipped into the Lake during transfer. Not mentioned in this article was my grandmother who was also on board the vessel. In those days women did not count even though she traveled on the vessel with her husband as the cook. I did find mention of her in the following Sault Ste. Marie News article. At the time there were two children, my dad, Daniel Claude, born in January of 1897 and my aunt Gladys who was born in December 1894 on board the *Samuel H. Foster*. Back then "men were men" but also "women were women." Imagine what it took

to be a mother with two babies on board a sinking vessel, in a storm at midnight. We have since found that it was not uncommon for the Captain's wife and children to travel on board the schooners at that time. In fact, the vessel was their home and contained all their household goods.

Sault Ste. Marine News
SAULT STE MARIE, MICHIGAN
SATURDAY, SEPTEMBER 18, 1897
ENGULFED BY SEAS

The Schooner Kent Sunk in Lake Superior.
ALL THE CREW WERE SAVED.

But They had a Narrow Escape From filling Watery Graves.
Vessel Sprung a Leak During the Terrific Northwest Gale
on Thursday Night.

"The schooner *Henry A. Kent*, in tow of the *J. C. Gilchrist*, sprung a leak in Thursday night's terrific gale off Keweenaw Point. She was kept afloat until opposite Standard Rock, when she foundered and went to the bottom at midnight. No lives were lost. The *Gilchrist* reached port between 12 and 1 o'clock last night. It was almost a miracle that all those on the *Kent* escaped with their lives. The captain, D. C. Sullivan, his wife and two infant children and a crew of six men were aboard the ill-fated craft. The pumps were manned near Keweenaw after the leak was discovered. Heavy seas were washing over the schooner, and it was with difficulty and danger that the pumps were kept working. The craft's bulwarks were cut away to enable her to free herself of the tons of water that kept rolling upon her. When the captain saw that she was doomed, the steamer was signaled and came as close to the *Kent* as the seas permitted with safety. Lines were thrown, and one by one those on the schooner were taken safely aboard the steamer. One of the captain's babies was nearly drowned while making the perilous journey between the two crafts. The *Kent* took a sudden lurch and sank a few minutes after the captain left her. TO THE NEWS last night Capt. Sullivan said that had it not been for the splendid judgment and cool headedness of Capt. W. G. Blattner, of the *Gilchrist*, a fatality would certainly have occurred. He could not say enough in praise of Capt. Blattner."

MARINER REVIEW
Cleveland, O. September 23, 1897

ASTEAMBOAT MAN OF NERVE

"All praise to the steamboat captain who can run his ship alongside a sinking schooner and save the lives of her entire crew in darkness and a heavy sea on Lake Superior. It is said of J. C. Gilchrist, vessel owner of Cleveland, that he aims to select young men, and men of small stature, in preference to big men, for vessel captains. He argues that men of great physique are liable to become logy, and that the cool-headed, little fellow makes the best ship master. He has several of this latter class in his fleet and not least among them in point of nerve and good judgment is Capt. Wm. Blattner of the steamer *J. C. Gilchrist*, who rescued the entire crew of the schooner *H. A. Kent* on Lake Superior on Thursday night last, in a storm that was severe enough to cause the vessel to founder. Capt. Blattner's bravery is all the more commendatory from the fact that his own ship was deeply laden and the tow was in mid-lake at midnight off Stannard rock when the schooner went down. Men of less nerve, to use a popular phrase, have been covered with medals.

"The manner of rescuing all hands from the sinking schoo-

ner by Capt. Blattner and the crew of the *Gilchrist* should be noted by lake captains generally, as they may at any time find themselves called upon to perform a similar service. It was about 11:15 at night when Capt. Sullivan of the schooner signaled that his vessel was sinking. There was such a heavy sea on that it was dangerous for men on the steamer to go amid ships. The captain of the *Gilchrist* ordered the mate's watch aft and called his own watch forward, using a speaking tube for orders. When the tow line was cast off, he rounded to and came up under the schooner's stern, but the schooner, which had some sail set, forged ahead too fast for the steamer. With the second effort, the *Gilchrist* was put alongside the *Kent*, but too far away to be of any assistance. On a third trial the *Gilchrist* came up on the *Kent*'s quarter, the bow of the steamer lapping the stern of the schooner for about 15 feet. Heaving lines were used, as the vessels surged around too much in the sea to attempt to use a ladder. Attention was first given to the children. A line was tied under the arms of each of them in turn and they were dropped into the water from the *Kent* and hauled up and aboard on the *Gilchrist*. Within an hour from the time the schooner signaled, her entire crew was aboard the steamer, and fifteen minutes later she went down. One of the little ones saved from the *Kent* was a baby, and an effort was made to swing the little tot across the space between the vessels without dropping it into the water. The rope slipped, however, and to keep the child from dashing against the side of the steamer, it was allowed to drop into the water. Although it was dressed only in a night shirt its sudden bath in the cold waters of Lake Superior didn't even make it cry."

 Interesting to note in this article that J. C. Gilchrist, the *Kent* vessel owner, "argues that the men of great physique are liable to become logy, and that the cool headed, little fellow makes the best ship master." My grandfather was said to be 6'8"; maybe Gilchrist was mad because he lost a vessel. In any case in 1898 Captain Sullivan was on the *Dundee* sailing for Minch & Nichols Transit Co. of Cleveland, not Gilchrist.

MARINER REVIEW
Vol. XVI Cleveland, O. September 23, 1897

OVER-LOADED SHIPS

"The schooner *H. A. Kent*, which foundered off Standard Rock, Lake Superior, on Thursday night last was laden with 1,674 gross tons of ore. To the practical vessel man of the lakes who knows what the *Kent* was capable of carrying when properly loaded, this correct statement of her cargo will prompt some reflections. Not long ago the canal schooners of the lakes (so called on account of having been built of light draft to suit Welland canal traffic) were practically wiped out in the fall gales of two or three years on account of being overloaded. In a few seasons of high freights they were put into the ore traffic after channels had been deepened to about 16 feet. They were built for 14-foot draft, or less. At this draft, no sea, however great, would bother them. But when they were over loaded, in a desire to take advantage of profitable freights, they soon disappeared from the lakes, and with them a great many poor souls perished. May we not expect a repetition of these catastrophes in the present disposition to load wooden vessels of 13-foot hold to the deep draft of 17 1/2 feet provided in lake channels by government expenditures of millions of dollars for deep-draft steel ships - not the old wooden schooners of days gone by?

"It is not the aim of this article to single out the owner of the *Kent* as the only offender in this matter of loading down old

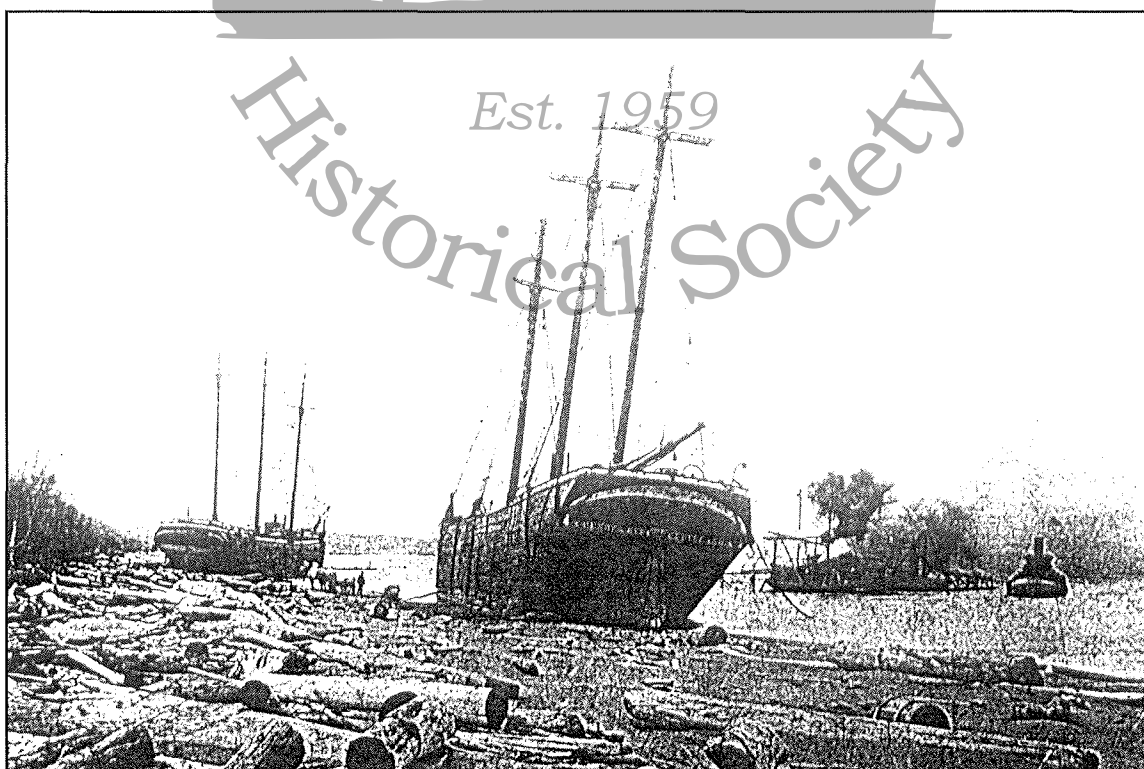
wooden vessels to a deep draft for which they were never intended. She was the best schooner in the fleet of wooden vessels to which she belonged, as she was given a thorough rebuild last winter, but the fact remains that when she foundered she was loaded with fully 100 more tons of iron ore than she should carry with chances of favorable weather. Other owners of vessels of the same kind may be charged with a desire to take advantage of the full limit of draft, but a forcible objection would be raised if a load-line was advocated; and yet who can say that the underwriters would not be justified in demanding the establishment of load-lines under such circumstances, or that the ordinary humane feeling for the lives of men endangered on such vessels should not prompt the adoption of extreme measures looking to their safety? By all means, let the owners of lake ships take into account the awful risk of loss of life through overloading vessels that were not intended for deep-draft brought about by dredged channels. If this is not done, the losses of the coming fall will certainly outnumber the worst catastrophes in the days of canal schooners."

During our research we found some interesting side-lights. The article 'Over-loaded Ships' points out what happened to some of the schooners on the Great Lakes in the 1890's and early 1900's. During their heyday they were the work horses of the Lakes. According to *Tales of the Great Lakes* by Dwight Boyer, in 1849 there were 784 vessels on the Great Lakes; 548 of them were schooners. In 1890 there were 917 U.S. schooners on the Lakes. Their average tonnage was 202. This was near their peak, but schooners still carried more than half the freight on the Great Lakes and were a mighty fleet up to 1905, after which they rapidly gave way to the steel steamers and the barges. The following is from Boyer's book.

"Some of the earlier vessels were classed as barques and brigs, but after 1875 they were all called schooners; nevertheless, most of them carried some square canvas on their foremasts. They were mostly two and three masters, which differed somewhat from ocean-going ships. The two masters were quite similar to those on the east coast, except that most of them carried a yard on the foremast on which was set a raffee as well as a course. A great many, in fact a majority after 1885, had three masts, the foremast slightly shorter than the mainmast, and the mizzenmast much shorter and steeped well aft, like the mizzen on a ship. On the foremast were usually two yards carrying a course, a topsail and a raffee. There was no spring stay connecting the main and the mizzenmast heads, but there was a stay running from the main topmast head to the mizzenmast head. On the Atlantic these vessels would have been called barquentines, not schooners."

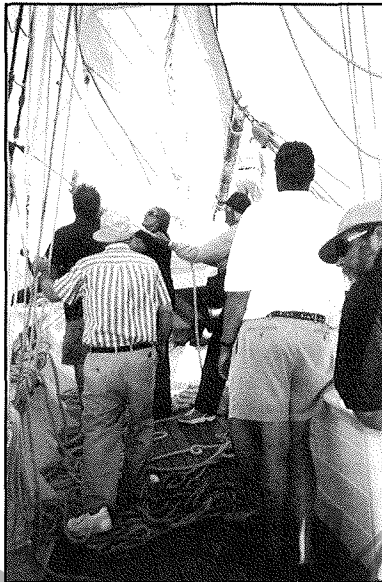
The *Henry A. Kent* was 194.75'L x 35.75'W x 14.33'D with a gross Tonnage of 771.85 and was a three master similar to the *Moonlight*. One of the complications in our search was the fact that there were at least three Captain D. Sullivans sailing on the Great Lakes at the same time. Captain Denis Sullivan of the *Moonlight* was born in Ireland about 1849 and his family settled in Dunville, Ontario; my grandfather Daniel Charles Sullivan was born in Picton, Ontario, in about 1851. In addition, Captain Denis Sullivan had a younger brother Captain Daniel Clifford Sullivan who was born in Dunville, Ontario in about 1861. This is according to census and marriage records. One thing we have found in our genealogical search is to double and triple-check your sources. We have found many conflicts, some of which have still not been resolved.

(See page 9 for photo and information on the *Moonlight*.)

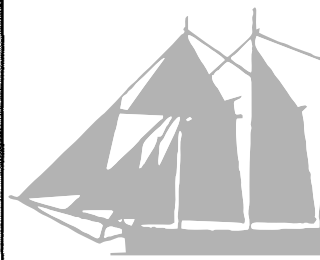


Wreck of the *Henry A. Kent* - foreground. Wreck of the *Moonlight* - background.

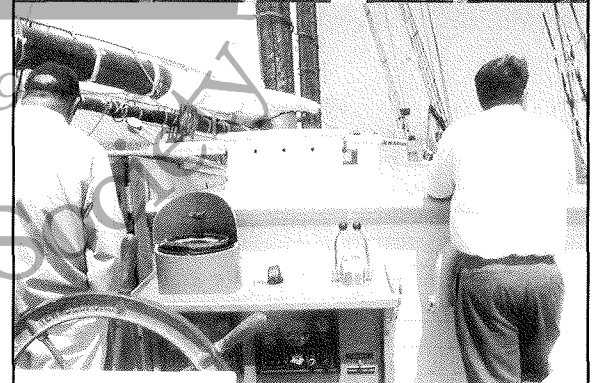
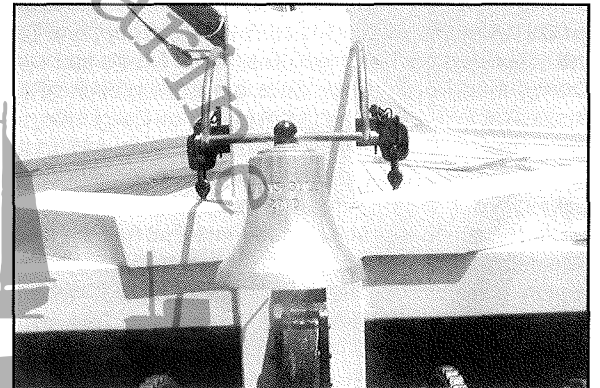
MPL/WMHS - Marine Collection



WMHS on *DENIS S*



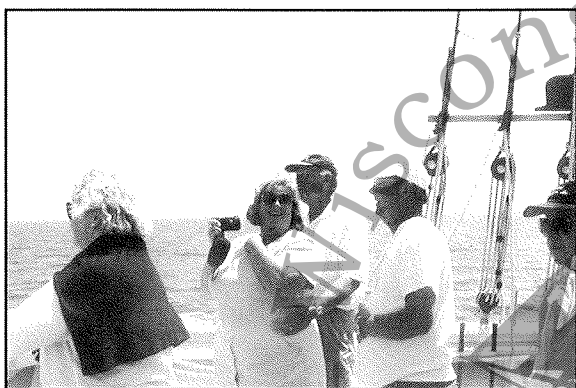
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SAILS

he

JLLIVAN



Photos courtesy of
Carl Eisenberg,
Hub & Pat Ranger,
Jean Straub,
Dan Sullivan.



SAILING A RACE OF THE OLD SCHOONER ROUTE

Milwaukee, Wisconsin to Muskegon, Michigan

by
William J. Staat

It was June 29, 2001 and the 63rd running of the South Shore Yacht Club's "Queen Cup." Our crew of four consisted of: Jeff Papenek, the original Skipper and owner of Priority Sails of Racine, Wisconsin; Will Staat, Vice President of the WMHS and retired; Rick Danielson of Wilmar Corp., Milwaukee, Wisconsin; and Larry Wonnneberg of Amoco Oil Co., Chicago, Illinois, retired. All but the Skipper had not sailed a race before. It was not a novice crew, for we all have sailed the East Coast of the US and have logged many days of sailing on Lake Michigan. However to sail a race this big (210 sailing vessels) and a race at night was a new experience for the three of us.

As history has shown, lake schooners had sailed this route for years. They were designed to carry extreme heavy wood planks, coal, iron ore, and were designed too for speed. It was the desire of the builders of these vessels to build a ship that could sail fast, for commerce sake. Their hull designs were amazingly fast. Cruising speeds of 10 to 11 knots were not uncommon for these wonderful boats. A few were designed with hull speeds of 15 to 16 knots, which even for today's standards are mighty fast for a sailing vessel.

Perception, our boat, was a 365 Pearson Ketch with two masts. Her cruising speed is 6 knots and her hull speed is 9 knots. So, for her, she has a handicap rating that allows her to sail with the speed sailing vessels of today and the schooners of yesterday.

We knew that our class Division 12 was the slowest division. We also knew of a few of the boats that according to our Skipper "where the ones that would give us the most fight to win." So, we were the first division to start the race, being the slowest, and of course, our inexperienced crew bought us starting the race dead last in our division. We couldn't find the starting line. The other fighters in our class started the race dead on the starting line mark, as the cannon sounded the start at 5:55 PM. Once *Perception* got her sailing legs we began to over take our division one by one. As night time approached, we had only one boat to beat and we had lost sight of her because of darkness.

Perception, as I said, is a Ketch with two masts. As we sailed through the night

with the glow of the compass on the binnacle shinning on the face of the helmsmen, and with the wind in my face and the water rushing under her hull, it brought back to me what it must have felt like to be a sailing mariner on one of those wonderful clipper-hulled lake schooners. Every star imaginable was out that night and as we sunk the moon, the stars became brighter and brighter. The Big Dipper, the Milky Way, the other constellations all were so close it felt as though I could reach up and touch them. We also had a breeze of between 9 and 14 knots from the south-southwest which made *Perception* with all of her six sails flying able to stretch her sea legs and fly. We were averaging between 7 and 8.5 knots with her hull speed. We knew we were doing well. We, as the Skipper told us about 2:35 AM, were leading the race.

We then tacked south to pickup more air and that paid off for us. She really started to fly. For a few hours that night, she was reaching her hull speed of 9 knots and sometimes more. As the dawn began to brighten the shore line of Michigan, we were again at a loss as to the location of the finish line. We knew that a big boat was anchored off one end of the line and a

lighted buoy was the other end. We had not seen nor could we see this boat for the life of us. We then spotted this well lighted vessel that was not moving and decided that must be it. So, we sailed for that ship.

As we approached her, the wind changed direction and collapsed our spinaker sail (that's the big one that looks like a balloon), pushed the main sail one way and the mizzen sail the other, causing the crew to react like a Chinese Fire Drill to bring her back to sailing. Just as this all happened, one of our crew had grabbed the number board. This identifies our boat to the judges, who were taking pictures and checking off the finishers of the race. Another crew member noticed that we had the number board upside down and that we were crossing the finish line sideways. "It was not a pretty picture."

I believe the crews of the old schooners were with us that night, for when the scores were posted at the party after the race, we had finished 6th of all the 210 boats who sailed the race and 2nd in our class. The 1st place winner of our class won the Queen's Cup for this year. Thank you old schooner crew mariners for your help and guidance!

EDUCATION
CAREER
RETIREMENT
FAMILY
MANAGING FOR TODAY
HOME

Close your eyes

and make a wish about your future.

Then, open your eyes and call us.
ING Aetna Financial Services.



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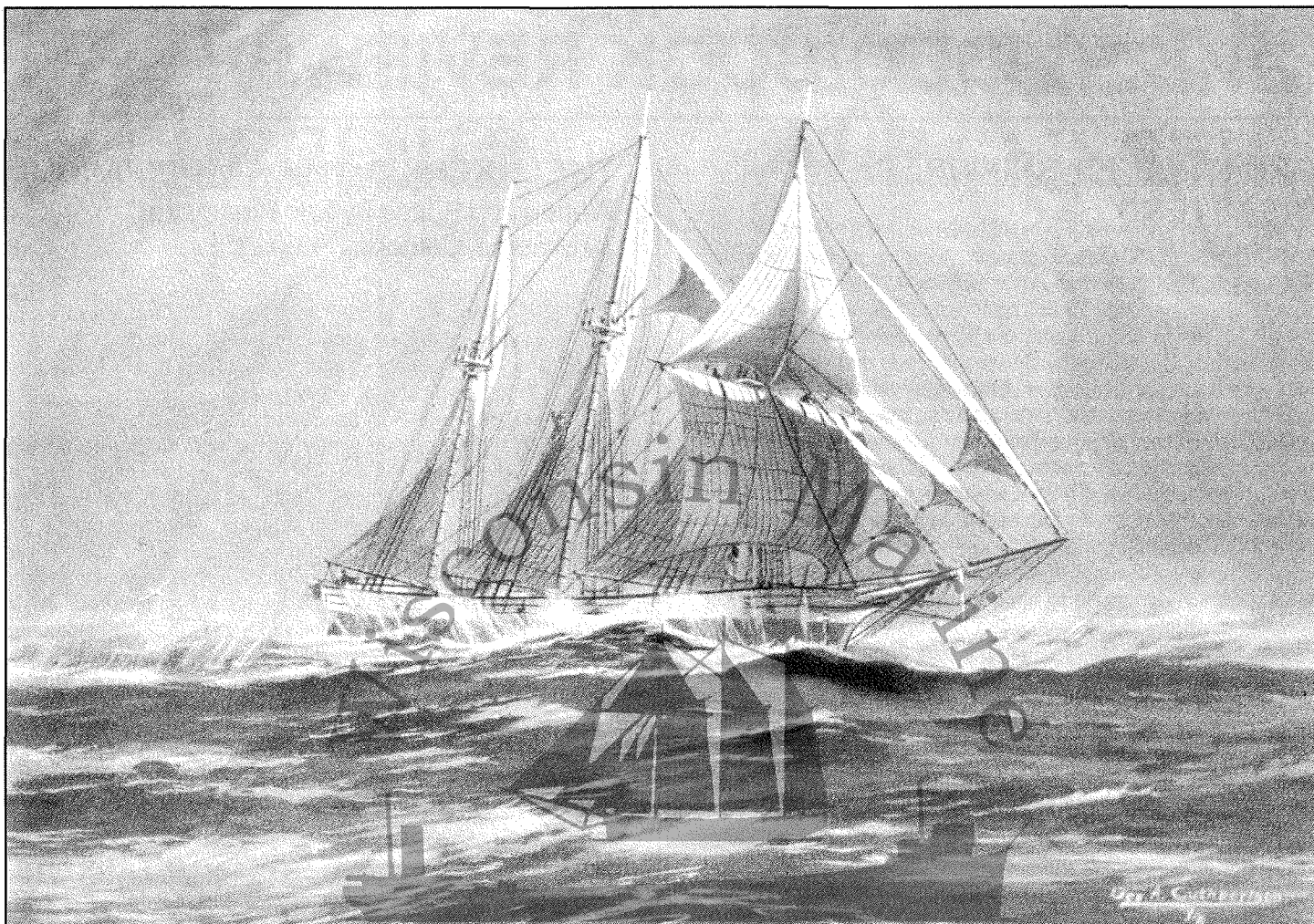
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Courtesy Canada Steamship Lines' Marine Hist. Coll.

THE MOONLIGHT OF MILWAUKEE

A typical Great Lakes sailing vessel of the latter days of sail, built in 1874. Her rattle top sail was a type of sail which originated on the lakes.

Freshwater by George A. Cuthbertson

THE SCHOONER MOONLIGHT

by
Dan Sullivan

The schooner *Moonlight* was built in 1874 by Wolf & Davidson Company of Milwaukee, Wisconsin, for David Vance and Company. She was 205 feet 9 inches long and had a breadth of 33 feet 6 inches and a depth of 14 feet 2 inches. Her gross tonnage was 771.01 and her net tonnage 738.16. She had a half-stem figurehead and a square stern.

She raced the schooner *Porter*, one of the fastest schooners on the Lakes. The race began at Mackinaw and was to have finished at Milwaukee. The *Porter*, however, was dismasted while only eight and one half miles northeast of Milwaukee. This race took place on June 4, 1880. Captain Denis Sullivan was in command of the *Moonlight* and Captain Orville Green of the *Porter*. In 1890 the *Moonlight* also raced the *Annie M. Peterson*, a similar schooner of seven hundred tons, commonly known as the 'Race-horse of the Great Lakes,' from Cleveland to Milwaukee and won by a narrow margin.

Schooners of the *Moonlight* type were the fastest sailing ships on the Great Lakes up to the time of the modern sailing yachts. They were comparatively fine forward and carried a great deal of canvas for their size. This type was suitable, of course, only for inland waters, where they would encounter relatively short seas as compared with ocean waters. There was a good deal of competition in the early nineties in the lumber trade, and only the fastest and most ably handled vessels could hope to earn their way.

In 1880 the *Moonlight* accomplished the previously unheard-of feat of making eleven round trips between Milwaukee and Buffalo during the season. (The Lakes are closed to navigation for about four and a half months each year - from around the third week in November until the ice breaks up in the spring.)

VIDEO/BOOK REVIEWS

GREAT LAKES SHIPWRECK DISASTERS

Southport Video
P.O. Box 862
Kenosha, WI 53141

Great Lakes Shipwreck Disasters video produced by Southport Video contains some alarming statistics. Estimates place the number of shipwrecks that occurred on the Great Lakes in one period of twenty years, 1879 to 1899, at 6,000. Of that group, approximately 1,000 were total losses of cargo and vessel. Another estimate places the number of shipwrecks on the bottom in the Great Lakes area at more than 10,000.

Because of their geographical location, the Great Lakes are especially vulnerable to capricious weather conditions that account for many of the disasters. Besides gales and fog, fire has also been a factor in causing the great numbers of shipwrecks. On this tape, divers and maritime historians document a number of these disasters.

Two men survived the sinking of the *Carl D. Bradley* in Lake Michigan in 1958. Thirty men were lost when the *Bradley* broke in half. The *Daniel J. Morrell* likewise broke in half during a fall storm. The sixty-year-old carrier sank in 1966. In this disaster 28 lives were lost; however, one man survived.

Most well known of autumn bad weather sinkings was the *Edmund Fitzgerald* with the loss of the entire crew, 28 lives. Great mystery surrounds its breaking in half. Leaking hatch covers, sounding on a reef, vigorous was action - all theories have been advanced to account for this shipwreck.

Also discussed in this video were the possible collision of the *Price* and the *Regina*, the sinkings of the *Lakeland*, the *Rouse Simmons*, and the *Senator*, the story of the *Naronic* which burned in the Toronto Harbor in 1949, the loss of the *G. P. Griffith*, and also reference is made to the *Eastland* which turned over in the Chicago River with the loss of over 800 lives.

These disasters although extremely tragic have given rise to many maritime improvements. Improvements in ship construction and materials, in ship navigation and handling, as well as great improvements in navigation equipment and regulations have all been done.

Outstanding graphic art and underwater photography are utilized in this video to help portray the stories of multiple shipwreck disasters in the Great Lakes area.

Reviewed by WMHS staff

THE LAKERS, Part III, A VIDEO ALBUM

Written and Edited by Eric Hirsimaka
30 Minutes, Color

The Lakers, with photography by R. D. Short, narrative by Lawrence A. Grapentine; produced by Act V Studio, Cleveland Ohio, Mileposts Publishing; has been added to the Milwaukee Public Library collection of video tapes.

The tape consists of scenes photographed between 1970 and 1980. It begins with winter lay up and repairs on several carriers. Coverage of the fire which destroyed the pilot house on the *Montcliffe Hall* and rebuilding it is quite in depth. Also included are transit vignettes of a number of lakers. *Amoco Illinois*; *V. W. Skully*; *Charles E. Wilson* (first carrier with cabin aft); *Belle River*; *Roger Blough*, a self unloader; *Black River*; *Goderich*; *Chicago Tribune*; *Cadillac* and the Detroit ferries are all pictured. An in depth history of the *Chief Wawatam*, a ferry that was also used as an ice breaker, is also part of this Great Lakes history video.

Reviewed by WMHS staff

NEW PUBLICATIONS

BRANCH LINES AND SOCANAV TANKERS OF THE GREAT LAKES

by Skip Gillham with Bruno Boissoneault
Glenaden Press, Box 443, Vineland ONT L0R 2C0
\$16.00 plus postage

This book is the second in a series of "Canadian Tankers of the Great Lakes." It follows Imperial Tankers of the Great Lakes. This volume is unique as it offers a French and English language edition.

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www.knowyourships.com
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LAKE CURRENTS

by
Victor Plantico

TWO WISCONSIN SHIPWRECKS TO BE LISTED IN NATIONAL REGISTER OF HISTORIC PLACES -- The Wisconsin Historic Preservation Review Board determined the 95-foot luxury yacht *Rosinco* and the 132-foot, three-masted schooner *Fleetwing* eligible for listing in the National Register of Historic Places on April 20.

Underwater images, video segments, and historical information on the *Rosinco*, *Fleetwing*, and many other wrecks can be found on the Website "Wisconsin's Great Lakes Shipwrecks" (www.seagrant.wisc.edu/shipwrecks).

For more information contact Jeff Gray, Wisconsin Historical Society, 608-271-1382 or John Karl, University of Wisconsin Seas Grant Institute, 608-263-8621.

MANITOWOC COMPANY PURCHASES MARINETTE MARINE CORP. -- Late in October 2000, the Manitowoc Co. signed an agreement to purchase the stock of Marinette Marine Corp. The stock was finalized in December. At the start of 2001, Marinette Marine had contracts for seven seagoing buoy tenders (WLB 610-616) for the Coast Guard, the last scheduled for delivery in January 1904. In addition they have contracts for two barracks barges for the Navy.

As a continuation of the Spring 1999 SOUNDINGS, the following additional hulls were built or will be built at Marinette Marine.

WLM Ida Lewis class (175' coastal buoy tender)

- 559 Barbara Mabrity - delivered July 1999
- 560 William Tate - September 1999
- 561 Harry Clairborne - October 1999
- 562 Maria Bray - February 2000
- 563 Henry Blake - June 2000
- 564 George Cobb - August 2000

WLB Juniper class (225' seagoing buoy tender)

- 606 Spar - delivered January 2001
- 607 Maple - April 2001
- 608 Aspen - June 2001
- 609 Sycamore - September 2001
- 610 Cypress - February 2002
- 611 Oak - June 2002
- 612 Hickory - September 2002
- 613 Fir - January 2003
- 614 Sequoia - June 2003
- 615 Hollyhock - September 2003
- 616 Alder - January 2004

REMEMBERING THE CLIPPER

On April 28th the WMHS had an interesting trip back in time. As you all may not know, the *Milwaukee Clipper* was a popular attraction here in Milwaukee in the early 1960's. It was the thing to do! The Society filled the first floor of the Tanner Paull Hall and enjoyed something out of the dining room of the *Clipper* - a complete roast beef dinner including banana cream pie for dessert. We were entertained by Mark Howell and the excellent film he presented "The Milwaukee Clipper; Should We Scrap a Great Lakes Legend?" The evening was topped off with personal stories from the audience of several on board experiences and about the crew and owners. It was a good trip across the Lake without leaving your seat!

Our speaker that evening, Mark Howell, has many talents and we would like to share some of his background with those of you who missed the evening.

Mark Howell is a filmmaker. He is a native of Michigan but resided in Burbank, California until 1996. He has moved back to West Michigan and is currently producing a series of documentaries about the history of the Great Lakes.

One film of his that many may recognize is "Building the Mighty Mac." This was released in late 1996 and was nominated for an Emmy for Outstanding Documentary. It received the highest ratings ever when it aired in 1997 on Michigan's PBS stations. "Before the Bridge" is a newer documentary which is both a prequel/sequel to "Building the Mighty Mac." "Before the Bridge" tells the story of the fleet of ferries which formed the transportation link between Michigan's two peninsulas for nearly 60 years. Numerous individuals who worked on the ferry boats were interviewed for the program including Michigan's Attorney General Frank Kelley. The program also revisits the Mackinac Bridge 40 years after its opening.

"The Milwaukee Clipper: Should We Scrap a Great Lakes Legend?" was originally released in 1995. The program is a Telly Award winning documentary about the famous passenger steamer.

Mark is currently producing a series entitled "Michigan's Wonderland" which will highlight many of the state's historic places and interesting people.

Mark's goal with these programs is to make the presentations both fun and educational for all ages to enjoy. He brings with him knowledge of the motion picture and television industry from his work as an edit assistant on such shows as The X Files, NYPD Blue, Amazing America and The Real West. The motion picture experience includes on-set video playback for Star Trek; The Next Generation, Batman III and Star Trek VI.

If you would like to contact him regarding his videos, you can email him at HowellFilm@Earthlink.net or FAX 616-893-9137.



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814 West Wisconsin Avenue
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- Vessel Plans
- Posters
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- Marine Post Cards
- Vessel Schedules and Brochures
- Company Reports
- Information on Shipyards
- Anything you feel has historic value

WMHS

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Maniotowoc's Lakefront Ferry Dock

Victor Plantico photo

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