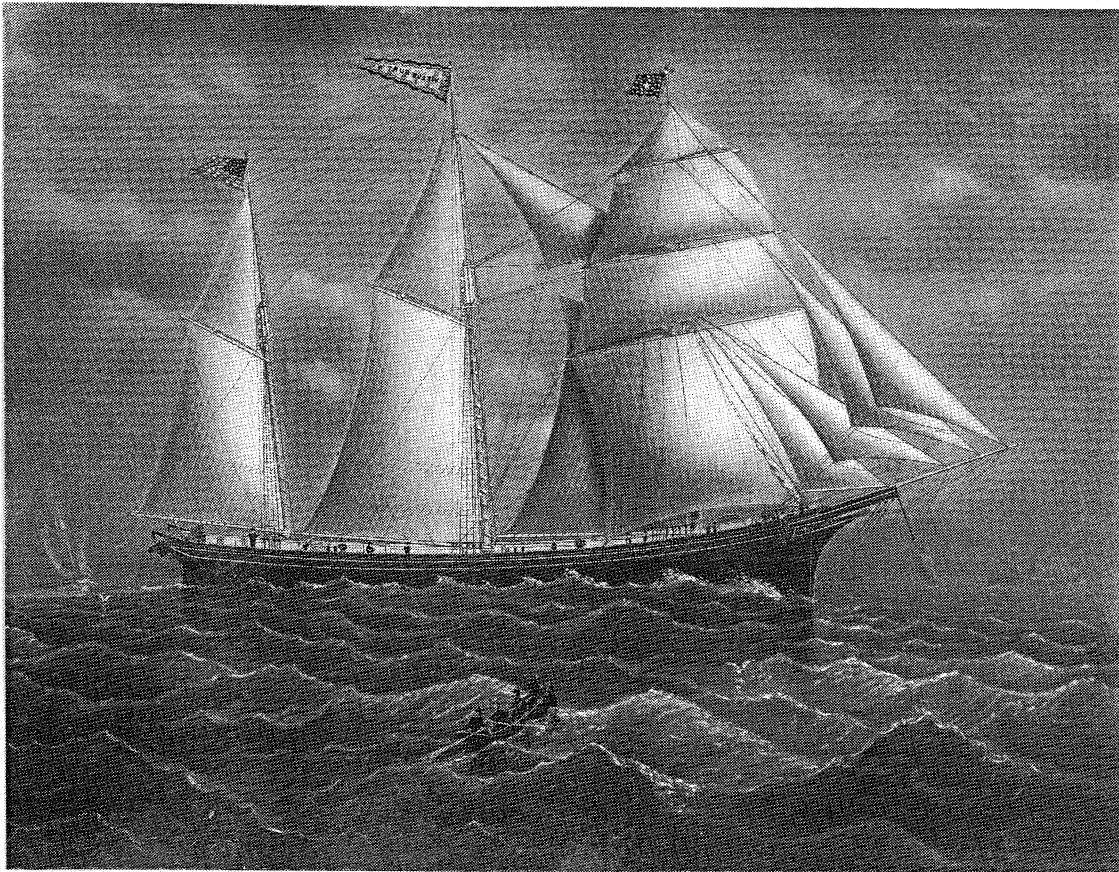

THE WELLS BURT PROJECT

A Report of
The Survey of
A Submerged 19th Century Schooner



Prepared by
The Underwater Archaeological Society of Chicago
Second Edition

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Prepared by
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of Chicago

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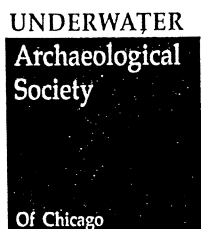
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This Project was only possible due to the State of Illinois Historic Preservation Agency whose concern for the preservation of Illinois' submerged maritime heritage inspired this project.

The UASC would like to dedicate this report to the memory of the late Walter Hirthe. His contribution to the maritime world is immeasurable. He is missed.

FORWARD



In 1989 the Chicago Maritime Society Underwater Archaeological Committee, recently renamed the Underwater Archaeological Society of Chicago, undertook a project to research, survey and preserve the remains of the sunken vessel *Wells Burt*. The *Wells Burt* had recently been discovered within Illinois waters in a remarkable state of preservation. This report provides a brief history of Chicago shipping and the significant place of the *Wells Burt* in that history, a profile of the *Wells Burt*, a description of the project, a complete data base including a description and photograph of each significant artifact and brief overview of the UASC. More information can be obtained on this project by contacting the UASC in care of the Chicago Maritime Museum at 465 East Illinois, Chicago, IL 60611, 312-836-4343.

INTRODUCTION



Gazing beyond Chicago's massive skyline on a calm day onto the Great Lake Michigan, few, if any, signs indicate the vast quantity of historic vessels and associated artifacts wrecked and lying on the bottomlands. But, they are there - hundreds of them, lying in ghostly silence as they await discoverers to tell their tale.

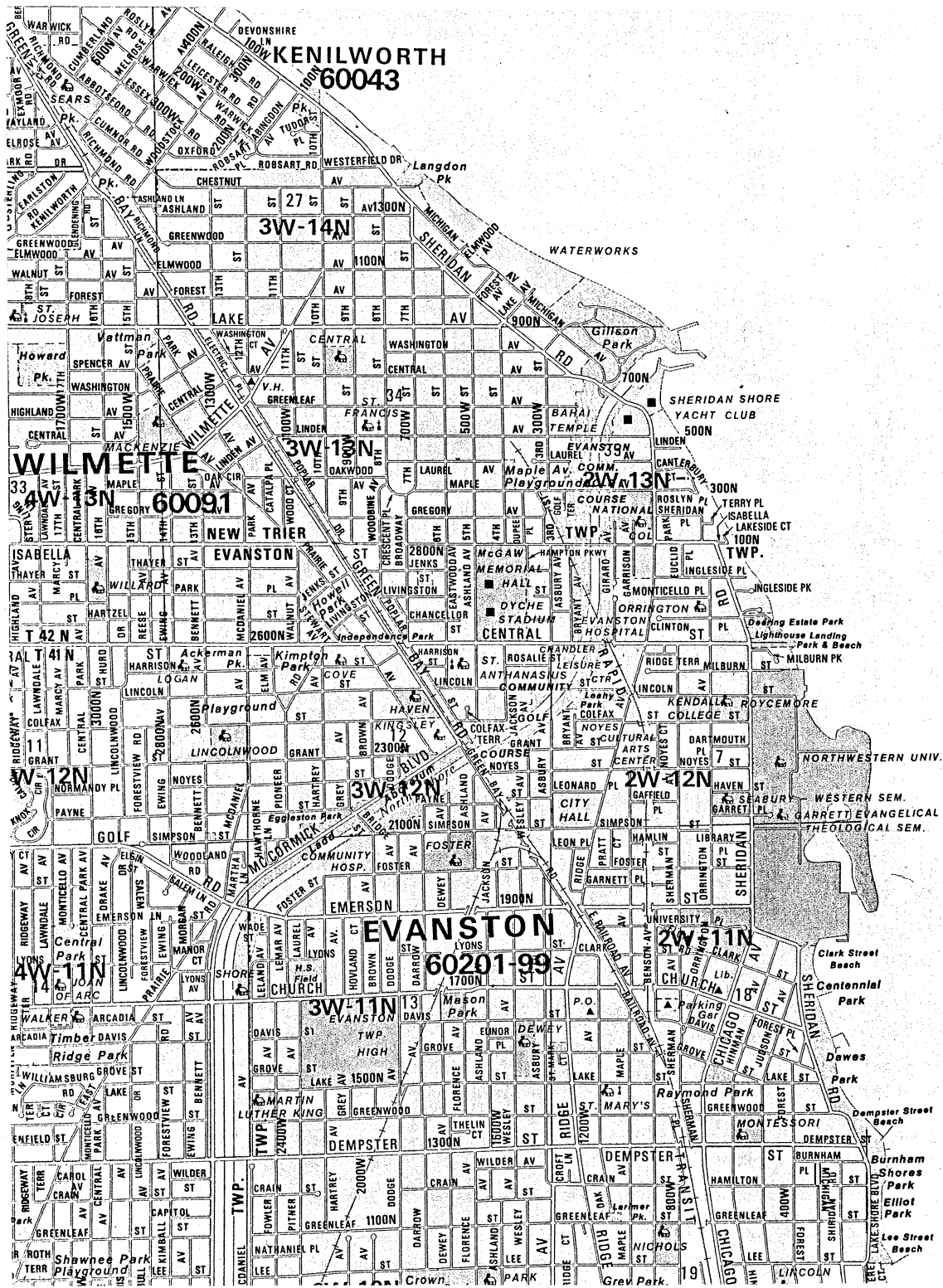
As early as 1679, when the *Griffon* was built by Frenchman Robert Cavelier, Sieur de La Salle, sailing vessels plied the inland seas. These earliest vessels engaged in commerce or warfare: their owners had neither designed nor intended them for exploratory voyages. Most explorers utilized Indian bark canoes and dugouts.

The 1673 expedition of Louis Joliet documented his crossing of the Chicago portage - a route from the Mississippi River back to Lake Michigan by way of the Illinois and Chicago Rivers. He later foresaw that a canal could link the two waterways and create an area ripe for colonization with a convenient harbor to insure prosperity. His prophetic comments proved true years later when the area developed into what is now known as Chicago.¹

In 1825 the construction of the Erie Canal created a link via waterways between the Chicago area in the West and New York City in the East. The frontier village of Chicago subsequently became a staging area for hundreds of people heading west. By 1838 Chicago was incorporated as a city with a population of more than four thousand. She played host to over two hundred fifty sailing ships per year.²

The opening of the Illinois and Michigan canal, linking the Mississippi to Lake Michigan, and the completion of the new Chicago Harbor in 1848 "helped to unleash a flood of maritime commerce on Lake Michigan."³ Canal boats loaded with Illinois corn and Iowa wheat could now make their way to the Chicago River. Steamships from the East were now able to offer regular service to emigrants bound for the western prairie. Brigs laden with the manufactured goods of New England and European workshops could now safely unload their cargo in the protected waters of the Chicago River.⁴ The opening of the canal and the resulting boom in commerce helped Chicago's population grow from its initial 4000 to more than 40,000 in just a few years.

By 1846 Chicago was established as an International Port of Entry. In the years that followed, Chicago registered more than twenty six thousand boat arrivals and clearings per year, more than the ports of New York, New Orleans and San Francisco combined.⁵ It is not hard to imagine the significant increase in maritime activity and the accompanying growth in numbers and types of vessels plying Lake Michigan. Such growth in shipping, moreover, explained the subsequent loss of vessels in the waterways near this busy port.



Wells
Burt



Figure 1. Lower Lake Michigan noting the Location of the Wells Burt.

CHAPTER ONE



Underwater Archaeology and the Law

The Great Lakes contain a vast collection of shipwrecks, which are valuable for many reasons. Their study reveals not only facts regarding ship construction and shipboard life, but also the link between the vessels and the economic life of the times. Shipwrecks further represent a primary source of interest for recreational divers. Many lake communities earn significant revenues through tourism by members of the diving community.

However, as National Trust president J. Jackson testified before Congress, "Historic shipwrecks are without a doubt the single most endangered resource in our nation today. They are irreplaceable time capsules containing unique data about human history".⁶

Shipwrecks are endangered for two reasons. First, natural elements degrade their physical condition. "As a vessel sinks, parts may wash away and organic elements such as bodies, sails and food disintegrate."⁷ Furthermore, waves, ice and shoreline erosion also threaten the stability of these sites. Secondly, people endanger shipwrecks. There are over four million scuba divers in the United States and thousands more are certified each year. For divers in particular there is a unique and thrilling feeling when one descends through the water and sees the remains of a ship. Divers naturally attempt to recreate and relive the past in the quiet underwater world. Some sport divers capture that feeling by taking pictures, others take material objects from the wreck as souvenirs. Still others, considered salvors or treasure hunters, remove objects for their monetary value.

"After a ship becomes a wreck, the record and remains of that ship cannot be added to, only diminished. A shipwreck is a non-renewable resource. Once parts of it are taken away, they cannot be put back."⁸ Although in nature, trees grow back and new fish are born, there is no way to replace the fittings, equipment, cargo or construction materials removed from a ship lying on the lake bottom.⁹ Both the scientific and recreational value is lessened.

In response to inadequate protection for shipwrecks under Admiralty law, Congress passed the Abandoned Shipwreck Act of 1987. This Act transferred ownership and responsibility for submerged historic vessels to the individual states in which they rest. In response to this Act, Illinois amended the Archaeological and Paleontological Resources Protection Act to address shipwrecks. Briefly, this Act makes it illegal for anyone to disturb any archaeological resource, e.g., shipwrecks, within public land. It also establishes strict fines against anyone who knowingly disturbs such a resource. The Act mandates the development of regulations by the Historic Preservation Agency concerning the exploration of shipwrecks.

Contrary to widespread beliefs, these laws do not deter divers from visiting and continuing to utilize these wrecks as recreational facilities. Divers are, in fact, encouraged through these laws to be active participants in the study and conservation of historic shipwrecks.

102 STAT. 432

PUBLIC LAW 100-298-APR.28,1988

Public Law 100-298

100th Congress

An Act

Apr. 28, 1988
(S.858)

To establish the title in certain abandoned shipwrecks, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Abandoned
shipwreck
Act of 1987.
Maritime
affairs
43 USC 2101
note
43 USC 2101

SEC. 1. SHORT TITLE

This Act may be cited as the "Abandoned Shipwreck Act of 1987".

SEC. 2. FINDINGS

The Congress finds that-

- (a) States have the responsibility for management of a broad range of living and nonliving resources in State waters and submerged lands; and
- (b) including in the range of resources are certain abandoned shipwrecks, which have been deserted and to which the owner has relinquished rights with no retention.

43 USC 2102

SEC. 3. DEFINITIONS.

For the purposes of this Act-

- (a) the term "embedded" means firmly affixed in the submerged lands or in coralline formations such that the use of tools of excavation is required in order to move the bottom sediments to gain access to the shipwreck, its cargo, and any part thereof;
- (b) the term "National Register" means the National register of Historic Places maintained by the Secretary of the Interior under section 101 of the National Historic Preservation Act (16 U.S.C. 470a);
- (c) the terms "public lands", "Indian lands", and "Indian tribe" have the same meaning given the terms in the Archaeological Resource Protection Act of 1979 (16 U.S.C. 470aa-470ll);
- (d) the term "shipwreck" means a vessel of wreck, its cargo, and other contents;
- (e) the term "State" means a State of the United States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, American Samoa, and the Northern Mariana Islands; and
- (f) the term "submerged lands" means lands-
 - (1) that are "lands beneath navigable waters," as defined in section 2 of the Submerged Lands Act (43 U.S.C. 1301);
 - (2) of Puerto Rico, as described in Section 8 of the Act of March 2, 1917, as amended (48 U.S.C. 749)
 - (3) of Guam, the Virgin Islands and American Samoa, as described in section 1 of Public Law 93-435 (48 U.S.C. 1705); and
 - (4) of the Commonwealth of the Northern Mariana Islands, as described

Figure 2. Public Law 100-298

102 STAT. 433

Cultural
programs.
Historic
preservation.
Environmental
protection.
42 USC 2103

SEC. 1 RIGHTS OF ACCESS

(a) ACCESS RIGHTS-In order to-

(1) clarify that State waters and shipwrecks offer recreational and educational opportunities to sport divers and other interested groups, as irreplaceable State resources for tourism, biological sanctuaries and historical research; and

(2) provide that reasonable access by the public to such abandoned shipwrecks be permitted by the State holding title to such shipwrecks pursuant to section 6 of this Act,

it is the declared policy of the Congress that States carry out their responsibilities under this Act to develop appropriate and consistent policies so as to-

(A) protect natural resources and habitat areas

(B) guarantee recreational exploration of shipwreck sites; and

(C) allow for appropriate public and private sector recovery of shipwrecks consistent with the protection of historical values and environmental integrity of the shipwrecks and the sites.

Grants

(b) PARKS AND PROTECTED AREAS.-In managing the resources subject to the provisions of this Act, States are encouraged to create underwater parks or areas to provide additional protection for such resources. Funds available to States from grants from the Historic Preservation Fund shall be available, in accordance with the provisions of title I of the National Historic Preservation Act, for the study, interpretation, protection, and preservation of historic shipwrecks and properties.

43 USC 2104

National parks,
monuments, etc.
Federal
Register
publication.

SEC.5. PREPARATION OF GUIDELINES

(a) In order to encourage the development of underwater parks and the administration cooperation necessary for the comprehensive management of underwater resources related to historic shipwrecks, the Secretary of the Interior, acting through the Director of the National Park Service, shall within nine months after the date of enactment of this Act prepare and publish guidelines in the Federal Register which shall seek to:

(1) maximize the enhancement of cultural resources;

(2) foster a partnership among sport divers, fishermen, archaeologists, salvors, and other interests to manage shipwreck resources of the State and the United States;

(3) facilitate access and utilization by recreational interest;

(4) recognize the interest of individuals and groups engaged in shipwreck discovery and salvage.

(b) Such guidelines shall be developed after consultation with appropriate public and private sector interests (including the Secretary of Commerce, the Advisory Council on Historic Preservation, sport divers, State Historic Preservation Officers, professional dive operators, salvors, archaeologists, historic preservationists, and fishermen).

43 USC 2105

(c) Such guidelines shall be available to assist States and the appropriate Federal agencies in developing legislation and regulation to carry out their responsibilities under this Act.

102 STAT 434 SEC.6. RIGHTS OF OWNERSHIP

Public
information.
Historic
preservation.

- (a) UNITED STATES TITLE.-The United States asserts title to any abandoned shipwreck that is-
- (1) embedded in submerged lands of a State;
 - (2) embedded in coralline formations protected by a State on submerged lands of a State;
- or
- (3) on submerged lands of a State and is included in or determined eligible for inclusion in the National Register.

Gifts and
preproperty.
Indians.

(c) TRANSFER OF TITLE TO STATES.-The title of the United States to any abandoned shipwreck asserted under subsection (a) of this section is transferred to the State in or on whose submerged lands the shipwreck is located.

(d) EXCEPTION.-Any abandoned shipwreck in or on the public lands of the United States is the Property of the United States Government. Any abandoned shipwrecks in or on an Indian lands is the property of the Indian tribe owning such lands.

43 USC 2106

- (e) RESERVATION OF RIGHTS.-This section does not affect any right reserved by the United States or by any State (including any right reserved with respect to Indian lands) under-
- (1) section 3, 5, or 6 of the Submerged Lands Act (43 U.S.C. 1311,1313, and 1314); or
 - (2) section 19 or 20 of the Act of March 3, 1899 (33 U.S.C. 414 and 415).

SEC.7. RELATIONSHIP TO OTHER LAWS.

(a) LAW OF SALVAGE AND THE LAW OF FINDS.-The law of salvage and the law of finds shall not apply to abandoned shipwrecks to which section 6 of this Act applies.

(b) LAWS OF THE UNITED STATES.-This Act shall not change the laws of the United States relating to shipwrecks, other than those to which this Act applies.

(c) EFFECTIVE DATE.-This Act shall not affect any legal proceeding brought prior to the date of enactment of this Act

Approved April 28, 1988

.01. This Act shall be known and may be cited as the "Archaeological and Paleontological Resources Protection Act"

.02. For the Purposes of this Act:

(a) "Archaeological resource" means any significant material remains or localities of past human life or activities on public land, including, but not limited to, artifacts, historic and prehistoric human skeletal remains, mounds, earthworks, shipwrecks, forts, village sites or mines.

(b) "Disturb" includes defacing, mutilating, injuring, exposing, removing, destroying, desecrating or molesting in any way.

(c) "Paleontological resource" means any significant fossil or material remains on public lands including traces or impressions of animals or plants that occurs as part of the geological record that are known and are included in the files maintained by the Illinois State Museum under Section 10.

(d) "Person" means any natural individual, firm, trust, estate, partnership, association, joint stock company, joint venture, corporation or a receiver, trustee, guardian or other representative appointed by order of any court, the federal and State governments, including State universities created by statute or any city, town, county or other political subdivision of this State.

(e) "Public land" means any land owned, but does not include land leased as lessee, by the State of Illinois or its agencies, a State university created by statute, a municipality on a unit of local government.

1. The State of Illinois reserves to itself the exclusive right and privilege of regulating, exploring, excavating or surveying, through The Historic Preservation Agency found upon or within any public lands.

2. Any deed hereafter given by the owner of public land may contain a clause reserving to the State a property right in any archaeological or paleontological resources or portion thereof and also reserving the right to explore and excavate for the same.

3. (a) It is unlawful for any person, either by himself or through an agent, to explore, excavate or collect any of the archaeological or paleontological resources protected by this Act unless such person obtains a permit issued by the Historic Preservation Agency.

(b) It is unlawful for any person, either by himself or through an agent, to knowingly disturb any archaeological or paleontological resource protected under this Act.

(c) It is unlawful for any person, either by himself or through an agent, to offer any object for sale or exchange with the knowledge that it has been previously collected or excavated in violation of this Act.

3.1. The State's Attorney of the county in which a violation of Section 3 is alleged to have occurred, or the Attorney General, may be requested by the Director of the Historic Preservation Agency to initiate criminal prosecutions or to seek civil damages, injunctive relief and any other appropriate relief. The Historic Preservation Agency shall cooperate with the State's Attorney or the Attorney General. Persons aware of any violation of this Act shall contact the historic Preservation Agency.

3.2. The Historic Preservation Agency is authorized to offer a reward of up to \$2,000 for information leading to the arrest and conviction of persons who violate Section 3.

5. Any violation of Section 3 not involving the disturbance of human skeletal remains is a class A misdemeanor and the violator shall be subject to imprisonment and a fine not in excess of \$5,000; any subsequent violation is a Class 4 felony. Any violation of Section 3 involving disturbance of human skeletal remains is a Class 4 felony. Each disturbance of an archaeological site or a paleontological site shall constitute a single offense. Persons convicted of a violation of Section 3 shall also be liable for civil damages to be assessed by the land managing agency and the historic Preservation Agency. Civil damages may include:

(a) forfeiture of any and all equipment used in acquiring the protected material.

Figure 3. Illinois Archaeological and Paleontological Resources Protection Act

(b) any and all costs incurred in cleaning, restoring, analyzing, accessioning and curating the recovered materials.

(c) any and all costs associated with restoring the land to its original contour.

(d) any and all costs associated with recovery of data and analyzing, publishing, accessioning and curating materials when the prohibited activity is so extensive as to preclude the restoration of the archaeological or paleontological site;

(e) any and all costs associated with the determination and collection of the civil damages.

When civil damages are recovered through the Attorney General, the proceeds shall be deposited into the historic Sites Fund; when civil damages are recovered through the State's Attorney, the proceeds shall be deposited into the county fund designated by the county board.

6. (a) The Historic Preservation Agency, in consultation with the various State agencies owning or managing land for the use of the State of Illinois, shall develop regulations whereby permits may be issued for exploration or excavation or archaeological and paleontological resources. These permits shall be issued by the Historic Preservation Agency after consultation with the head of the land managing agency.

(b) Permits to any person or entity other than the State of Illinois shall be issued in accordance with regulations which shall be promulgated by the Historic Preservation Agency.

(c) Each permit shall specify all terms and conditions under which the investigation shall be carried out, including, but not limited to, location and nature of the investigation and plans for analysis and publication of the results. Upon completion of the project, the permit holder shall report its results to the Historic Preservation Agency for approval.

7. All materials and associated records remain the property of the State and are managed by the Illinois State Museum. The Illinois State Museum, in consultation with the historic Preservation Agency, is authorized to establish long-term scrutiny agreements with universities and other organizations.

8. (a) The Illinois State Museum shall be exempt from the permit requirements established by this Act for lands under its direct management but shall register that exploration with the Historic Preservation Agency; such registration shall include the information required under subsection (c) of Section 6.

(b) Any agency or department of the State of Illinois which has on its staff a professional archaeologist or paleontologist who meets the minimum qualifications established in Section 9 and which has in effect a memorandum of agreement with the Historic Preservation Agency for the protection, preservation and management of archaeological and paleontological resources shall be exempt from the permit requirements establishing by this Act.

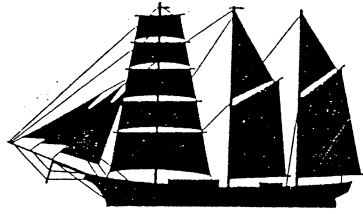
(c) Activities reviewed by the Historic Preservation Agency pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) shall be exempt from these permitting requirements.

(d) Where a local government's activities are funded in whole or in part by State agency and the funded activities are supervised or controlled by the State agency, the local government shall be exempt from the permit requirements establishing by this Act to the same extent that the State agency is exempt. The State agency shall be responsible for undertaking or causing to be undertaken any steps necessary to comply with this Act for those local government actions so exempted.

The Historic Preservation Agency shall, through rulemaking, establish minimum standards of education and experience for an archaeologist or paleontologist to qualify as standards of education for the purpose of conducting activities for which a permit is required.

10. The Illinois State Museum, in cooperation with the Historic Preservation Agency, shall develop and maintain files containing information on known archaeological and paleontological sites in the State, whether on State controlled or privately owned property. The Historic Preservation Agency shall ensure the safety of those sites by promulgating regulations limiting access to those files as necessary.

CHAPTER TWO



Historical Profile of the Wells Burt

On 13 July 1873, the Detroit Free Press spoke with pride of the launching of the schooner *Wells Burt*, latest product of the Detroit Dry Dock Company. "She is pronounced by experienced judges as a staunchly built vessel." More than local civic pride motivated the reporters of Detroit's leading newspaper. In fact, the *Wells Burt* received high commendation throughout her sailing career for the quality of her workmanship. That career was abruptly cut short in a storm on Lake Michigan on 20 May 1883. Her sinking triggered a controversy over the methods of constructing and inspecting lake sailing vessels. In effect people of the time refused to believe that a ship of such quality would founder. Yet, she did.

1. Building and Ownership

When the *Wells Burt* was launched from the yard of the Detroit Dry Dock Company at the foot of Orleans Street, she was the twenty-sixth vessel that the company had placed in service on the lakes. The Dry Dock Company was incorporated on 1 July 1872, and its capital stock at that time amounted to three hundred thousand dollars. The company grew out of preceding partnerships among entrepreneurs from the Campbell, Owen, and Kirby families. Those individuals and their relatives remained prominent in the operations of the newly formed company. In fact, the officers of the company suggest a working partnership from within Detroit's Irish immigrant community: in 1884 the company's directors included John Owen, Alexander McVittie, and Frank E. Kirby; in 1888, Hugh McMillan and G. M. McMillan joined Messrs. McVittie and Kirby in executive roles.

The business proved to be quite successful; by 1889 the total output was valued at three million dollars. Growth was steady: from 1867-79, the company produced thirty-four vessels; in the next five years, production increased to thirty-six vessels, whose average value was nearly double that of earlier models. The *Wells Burt* figured among the last of the eleven schooners that the company built. In fact, the company directors showed a shrewd entrepreneurial sense when they purchased the Wyandotte Metal Shipbuilding Works in 1879. After 1870, steam gained rapidly on sail as the motive power for Great Lakes vessels. The first steel steamer was produced in 1884, and after 1891 no new sail freighters were built for the lakes.¹⁰ The Dry Dock Company also had its own Engine Works housed "in a magnificent steel building," as if to advertise the new trend. The success of the business may further be attributed to innovative design features over the years. The company introduced double-decked vessels, compound and metal ship construction, iron mooring-bits, and other technical innovations to facilitate lake shipping.¹¹ While the U.S. enrollment gives Alexander McVittie as the master builder of the

Wells Burt, newspaper accounts suggest that George Hardison served as architect for the vessel and superintended her construction.¹² When launched in 1873, she measured two hundred one feet in length with a beam of thirty-three and one-half feet. Her hold was a little over fourteen feet in depth and could carry approximately fifty thousand bushels of corn on a draft of around thirteen feet. She was enrolled with a gross register tonnage of 756.04, with 695.63 tons below the tonnage deck. The schooner's enrollment suggests the pedestrian character of her design: "one deck, three masts, plain head, and square stern." The *Wells Burt* carried the official number 80365, and both gross register tonnage and number are still visible where carved onto the principal timber amidships. She was equipped with a windlass that was patented by James Emerson of Worcester, Massachusetts, on 28 August 1855 (No. 13,506). The patent date is still legible on the machinery below the bow capstan.

Who was Wells Burt? He was the fourth son of William Austin Burt (1792-1858), who did extensive surveying for the government on Michigan's Upper Peninsula and invented a solar compass in 1835 to assist his work. Wells Burt was born in Wales Center, New York, on 25 October 1820, and he died in Detroit on 29 November 1887. His father taught all of his sons the surveyor's trade, and Wells won contracts on the Upper Peninsula from 1848 to 1852. That work acquainted Wells and his brothers with the mineral resources of the region, and it laid the foundation for successful business careers in mining. The brothers formed the Lake Superior Iron Ore Company in 1853 and the Peninsular Iron Company the following year. Due to health problems, Wells avoided the Upper Peninsula and eventually settled in Detroit. There, he established the Union Iron Company in 1873, the year that the ship which bears his name was launched. The naming probably represents an homage on the part of the ship's owner to an excellent potential customer.¹³ A Wellington Burt (1831-1919) earned millions of dollars through his investments in real estate and in the lumber industry of Michigan's Upper Peninsula. Wellington made his home in East Saginaw.¹⁴ Like Wells Burt, Messrs. John and Wellington Burt had Great Lakes vessels named after them.

Hugh Coyne of Detroit originally shared ownership of the vessel with his master, Captain George W. Allen; they divided control on a three-quarter, one-quarter split. Such arrangements were common in an era when masters took responsibility for chartering cargoes and collecting freight. Frequently, a ship's captain accounted to the owner only at season's end. Coyne retained the boat for three years but proved unable to pay the full price of \$67,500, a fact he seemed to recall with some bitterness at the time of her sinking. He was forced to sell the *Wells Burt* "under foreclosure" to John Owen. Owen was one of the boat's trustees and made a shrewd deal, for he paid \$23,000 for a schooner then valued by the underwriters at \$45,000. The deal smells of something like insider trading, given Owen's position as president of the Dry Dock Company in 1884. In any case, Owen took over the *Wells Burt* and Coyne became an inspector of steamboat hulls for Detroit in 1877.¹⁵

Owen may have found the schooner a welcome way to utilize the wealth that he had earned over many years as a successful banker in Detroit. He well represents America's emerging bourgeoisie, active in politics as well as commercial affairs. From 1836 to 1843, Owen began to make his mark in local politics by serving as an alderman, a director for the Second School District, and President of the Fire Department Society. The next twenty years saw him rise to prominence and wealth in the banking business, especially as President of the Michigan Insurance Co. & National Insurance Bank from 1845 to 1869. According to one historian, that bank

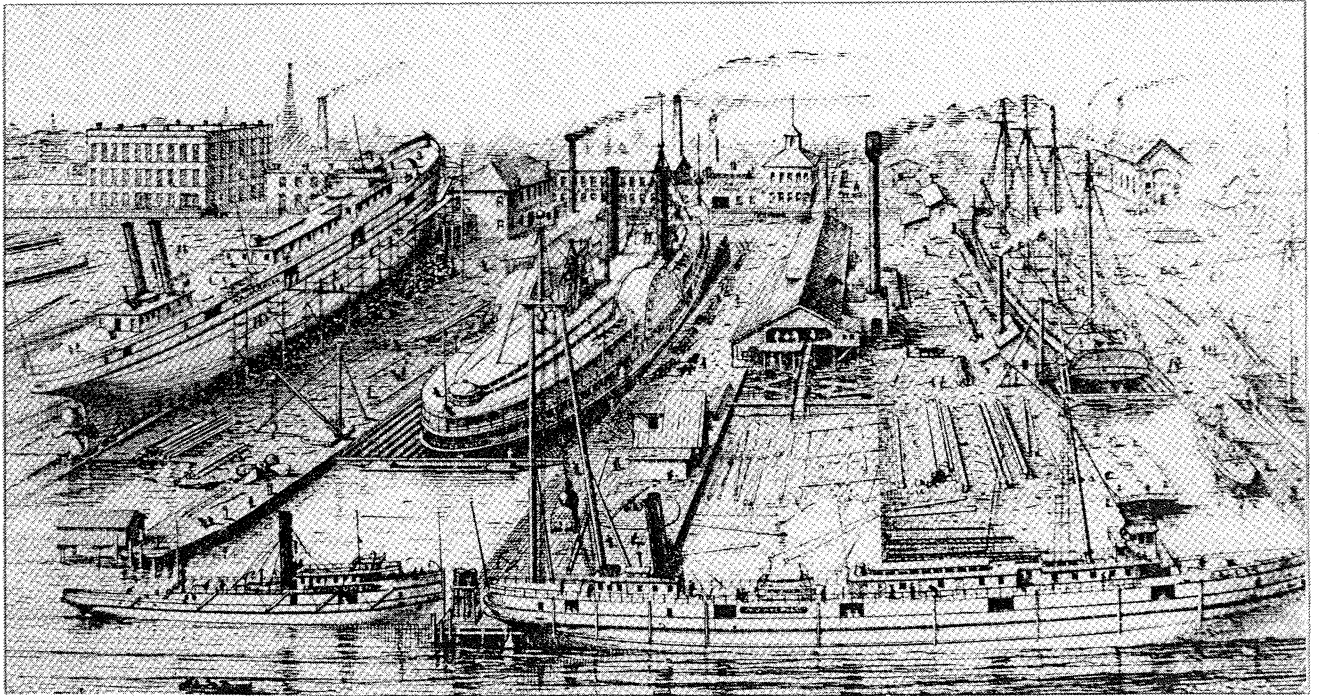


Figure 4. The dry docks and repair yard of the Detroit Dry Dock company where the Wells Burt was launched on July 13, 1873.
Photo courtesy of the Institute for Great Lakes Research, Bowling Green State University.

survived the panic of 1857 primarily due to the "great personal confidence that all had in John Owen."¹⁶ That confidence also earned Owen the job of treasurer of the State of Michigan during and after the Civil War (1861-67). His support for the First Methodist Episcopal Church and his activism in Temperance Societies root his culture firmly in the evangelical Protestant middle class.

Owen operated the *Wells Burt* from 1876 to 1878, when he sold her to Mr. E. S. Stone of Milwaukee. After six seasons on the lakes, the vessel's value had declined to \$26,500, though she still possessed an A1 ranking. One report credits Stone with turning a profit of \$50,000 in the three years that he operated the *Wells Burt*.¹⁷ The only surviving painting of the schooner is now in the possession of Stone's great-grandson, Mr. C. T. Stone, Jr., of Oconomowoc, Wisconsin. The last in the series of owners proved to be Mr. J. S. Dunham of Chicago. Dunham was born in New York state in 1837 and pursued marine interests from boyhood. He moved to Chicago in 1854 and three years later created the tug route from Chicago to New Orleans. Caught in New Orleans at the outbreak of the Civil War, Dunham lost his tugs to the Confederate cause--and almost his life. Arrested in Florida as a "Northerner," he was exiled to New York and eventually worked his way back to Chicago in 1862.

Dunham owned the *Wells Burt* until she sank in 1883. Perhaps learning from that tragedy and driven by a spirit of the entrepreneur, he founded the Dunham Towing & Wrecking Co. in 1885. Comprised initially of a fleet of eight tugs equipped with sophisticated pumps, the company towed vessels in and out of Chicago harbor and raised or salvaged sunken craft. The tugs could pump out water, grain, and even coal of small enough measure. By 1899, Dunham's fleet had grown to twenty tugs, and he had assumed other executive responsibilities as President and General Manager of the Chicago Steamship Co. and the Chicago Transit Co. Like Owen in Detroit, Dunham parlayed his business success into political clout. As a Chicago alderman, he worked diligently for marine interests. His lobbying helped to assure adoption of the "Harbor Ordinance," and he first conceived the "free-tug system" that was imitated all over the Great Lakes. Dunham finally served as president of the Chicago River Improvement Association and of the Lake Carriers Association. He belonged to the Cleveland Masonic Lodge, though he was not supposed to have been an "ardent secret society member."¹⁸

2. Sailing Career

The *Wells Burt* served her various owners as a typical bulk carrier. Her maiden voyage took her to the iron ore region where she loaded a cargo of 950 tons of ore at Marquette.¹⁹ During her brief career, the schooner also moved the more traditional cargoes of grain and coal. In the 1870s, iron ore began to compete with grain and lumber as the chief cargo on the Great Lakes; by 1888, iron ore overwhelmed the competitors. At the time of her sinking, the *Wells Burt* had a cargo of 1,540 tons of anthracite coal, which Dunham reported to have been more than 150 tons under her carrying capacity.²⁰

The performance of the vessel can be measured because the log kept by Captain Timothy Kelly for the 1880 season has survived.²¹ Kelly indicates that the ship sailed well in favorable winds: "it blew hard until 3:00 p.m. and didn't we go while it lasted." His frustration with the *Wells Burt* is evident, however, when he had to maneuver the schooner in light or unfavorable winds. One can follow his growing frustration through the log entries in the month of July:
July 4: "I am fairly disgusted with the way we are getting along."

J. Emerson.
Windlass.
No 13,500. Patented Aug. 28, 1855.

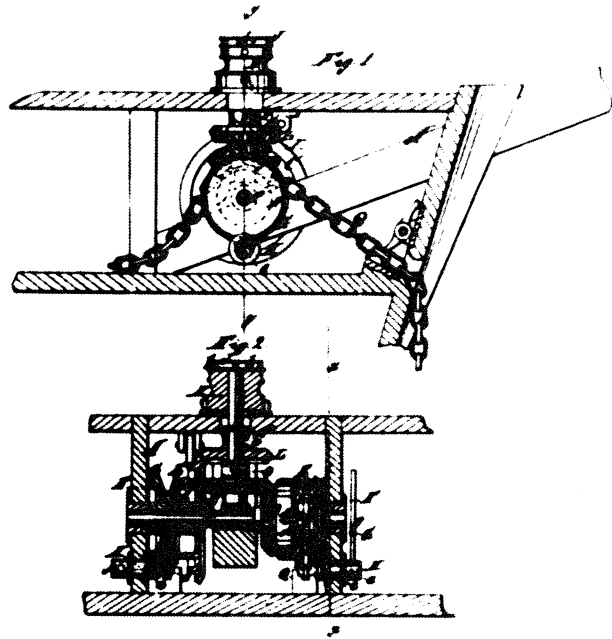


Figure 5.
Patent drawing of
the windlass

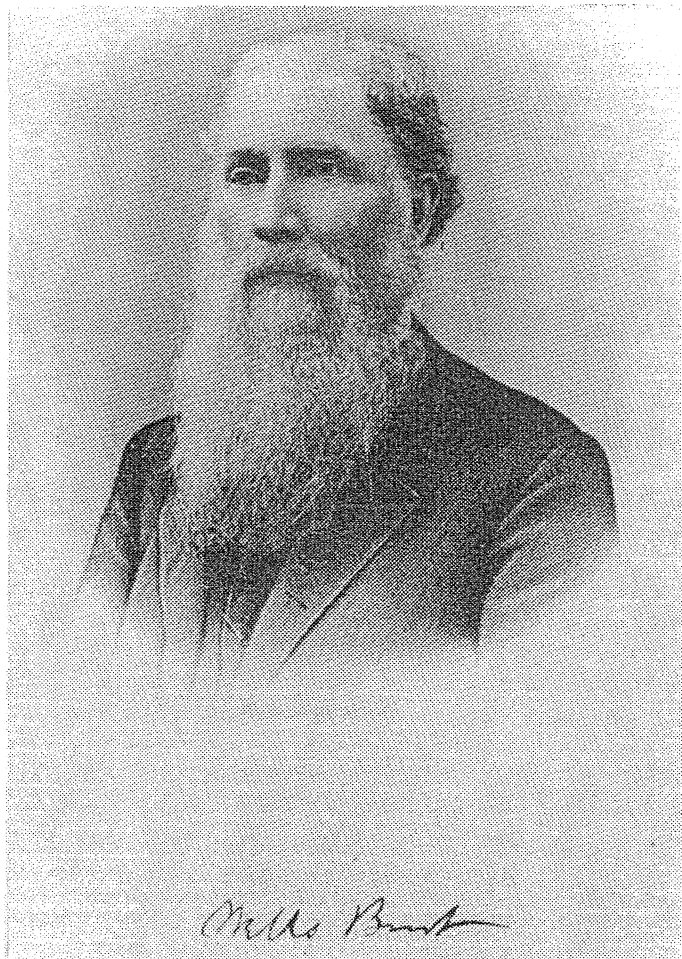


Figure 6.
Mr. Wells Burt,
after whom the
ship was named.
Photo courtesy of
John Clarke.

July 14: "Laid becalmed. Then a puff of wind on one side and then I'm sick of looking at her."

July 15: "The [] (sic) beat us bad this morning and another coming up on us hand over fist. I'm disgusted with the way this schooner is sailing and she having a smart name too, I don't know where she ever got it. I quit, I'm mad." Given the low freight rates on the lakes, speed was of the essence.²² Captains needed to move their cargoes as quickly as possible and recommence the cycle in order to assure profits during the sailing season. Despite his frustrations, Kelly was relieved to hear in July that the schooner's new owner, Mr. Dunham, would keep him on the vessel.

Kelly's annotations offer glimpses of life on a nineteenth-century Great Lakes schooner. Much of that life was mundane: Kelly himself expressed disappointment upon arriving in Buffalo on July 5 and being taken out on the town. He returned early to the schooner with the laconic comment that he "did not see any fun today." The log reminds the reader that Great Lakes schooners frequently had to make towing arrangements in the course of their travels. On one occasion, Kelly actually lowered his yawl and rowed to the tug to find out why it was moving so slowly. Progress during those intervals was no longer dependent on the ship and her sails.

Two factors broke the monotony of the trips up and down the lakes. The constant traffic along lake routes prior to the introduction of electricity made night sailing hazardous. Early on the morning of July 12, the crew of the *Wells Burt* experienced dramatic proof of the dangers involved in such transportation. As Kelly recounted the episode, the *Wells Burt* was headed north by east on Lake Huron around 3:00 a.m. In the dark, the crew could recognize a small lumber barge on the port bow headed down and a Western Transportation Company steamer on the starboard quarter bound up. The barge crossed the bow of the *Wells Burt* to windward, while at the same time the steamer came along her starboard side. A collision became inevitable; the second mate on the *Wells Burt* saw the barge strike the steamer on her port bow.

Kelly heard two whistles and rushed on deck. His account indicates that there were other vessels in the immediate vicinity of the accident. The steamship *David W. Rust* sounded that he had two consorts in tow. In fact, given the presence of other boats around the stricken Western Transportation steamer, Kelly decided not to assist the rescue efforts. "I could not see as I could do any good around there with a vessel." That decision acquires a starker tone when one follows Kelly's narrative along; he clearly underlined the dramatic consequences of the collision. "I could see that the Western Transportation boat was setting down forward and could hear women and children screaming and in a few minutes a terrible crashing. I suppose the boat is sinking and the cabins are breaking off. It all happened in about fifteen minutes."

Sudden rain squalls on the lakes also introduced an element of drama into the lives of captain and crew. In one instance in July, Kelly described his encounter with a fearful squall; he took in all the sail and breathed a sigh of relief for having taken such extreme precautions. When caught in another storm in mid-October, Kelly described the difficult maneuvers he had to undertake in order to find shelter. As the *Wells Burt* moved along the western Lake Michigan shore, she offered her captain a first-hand look at the destruction wrought by the inclement weather. Kelly ran for shelter at Bailey's Harbor but found the heavy head seas and wind too much to run against. He then made for North Bay, where he saw several ships stranded or wrecked at the mouth of the inlet. His efforts to gain shelter at Plum

Island failed because the area was already occupied by approximately sixty vessels, all anchored under the island. Kelly thus pressed on to Escanaba; while rounding Sand Point, his cargo of coal shifted in high seas. The *Wells Burt* barely made port with a heavy list to starboard.²³ She had survived a fierce storm that took many casualties; the next time, the schooner would not be so fortunate.

3. The Sinking

On Friday evening, 18 May 1883, a series of tornadoes rolled across Illinois and southern Wisconsin, cutting a swath of death and destruction. The tornadoes were triggered by the arrival of hot and humid air from the south, which collided with the unseasonably cold air over the region. In Chicago, the arrival of that disagreeable southeast wind seemed especially foreboding; the newspaper reports spoke of conditions similar to those of 1871, the year of the great fire. Though the tornadoes had moved out over Lake Michigan, they had dissipated there, providing more of a spectacle than any immediate threat to shipping.

Saturday, May 19, dawned sunny, and provided a respite for residents of the area to mourn their dead and begin the job of repairing damages. The respite, however, was brief.²⁴ On Sunday, cold air again descended from the north, triggering a furious storm on the lake that began on the evening of May 20 and lasted throughout the following day. Residents of the city witnessed firsthand the destructive power of the storm: high winds, waves with crests supposedly thirty feet apart, and spray that reached heights of one hundred feet as the water crashed against barriers along Chicago's lakefront. By noon on May 21, there were forty-six vessels anchored outside Chicago's harbor, trying to ride out the storm. If the anchor failed to hold, the spectacle turned grim. The *Jenny Lind*, a two-masted schooner, broke free from her mooring and wrecked on piles just south of Thirty-Third Street. Many watched helplessly as the seas swept four members of her crew to their deaths. One crewman's feet wedged between the piles, and the waves swung his body to and fro before he finally broke free. By evening the storm abated.²⁵

In the days that followed, Chicagoans gradually learned that they had not seen the entire tragedy. First indications of the loss of a great ship were published in the evening edition of the Chicago Daily News on May 21. The newspaper quoted the unnamed captain of the *Onward* as saying that he had passed a wreck approximately six miles east of Grosse Point. A report in the Chicago Tribune published on May 22 but filed in Racine on May 21 stated that "a large three-masted schooner passed this port at dark, with her mizzenmast gone." The reports telegraphed from Evanston detailed the fury of the storm; winds from east of north, running at virtually gale force, had caused the lake to run higher in that area on the night of May 20 than it had for six years.²⁶

The local newspapers began to supply more concrete evidence on May 22 for the sinking of a large vessel along the north shore. The upper portion of a schooner's cabin washed ashore at North Avenue. At the foot of Chestnut Street, searchers found a large section of the roof of a ship's cabin, which many felt came from the same wreck. Just south of that point, a piece of mast, probably a topmast, reached shore with portions of rigging and canvas still attached. Though no one yet made the connection, the captain of the steamer *Ballentine* was quoted as sighting two masts in the water off Grosse Point.²⁷ Thanks to evidence found on May 21, therefore, Chicago was abuzz with discussion of a wreck to the north, which even experienced sailors could not yet identify from the wreckage found along the beaches.

On May 22, investigators found conclusive proof that the wreck in question was

the *Wells Burt*. The area newspapers engaged in a macabre competition to prove that each had settled the matter definitively. According to the Tribune, a sea chest was found that contained a box and compass; the name *Wells Burt* was inscribed in pencil on the box. Its identity was confirmed by the ship's owner, Mr. James Dunham, who then began to examine the other wreckage with the aid of a Captain Harry Channon. The Milwaukee Sentinel claimed that the name on the compass had been obliterated by water and was indecipherable. The paper's reporter pointed instead to a pasteboard tag from an oil can that had the name of the vessel written in pencil. The Daily Inter-Ocean maintained that chocolate-colored window blinds, which its reporter had already mentioned the previous day, proved to be the crucial clue. The paper went on to defend itself against attacks for sensationalism on the part of "several pompous gentlemen in marine circles."²⁸

Further investigation proved that the *Wells Burt* had sunk. Dunham had the sailmaker investigate the red canvas roof that had washed ashore after the storm. The sailmaker assured Dunham that the roof was the one he had installed on the *Wells Burt* before the 1883 season. He had no doubts given the peculiar character of the seams he had used.²⁹ The daughter of the ship's captain, Thomas Fountain, identified an ice chest as belonging to the schooner.³⁰ Subsequently, the remains of the ship's yawl washed ashore on the south side supplying further proof for her demise.³¹ Vessel captains like Captain Smith of the *Rising Star* continued to report the presence of two white spars rising out of the water east of Evanston. The color matched that of the masts of the *Wells Burt*.³²

While Dunham made plans to visit the wreck site for final confirmation, the marine community attempted to reconstruct the disaster that befell the schooner. Various captains claimed to have seen the *Wells Burt* on the night of the storm as she headed south toward Chicago. Captain O'Conner of the schooner *American Union* said that he had seen her several miles astern off Racine; at that point he claimed that she was moving steadily with her mainsail, foresail, topsail, and jibs closely reefed. The captain of the schooner *Bailey* offered that he had sailed in company with the *Wells Burt* off Waukegan until the fury of the storm caused him to lose sight of her in the darkness.³³ Neither of those captains mentioned the loss of the mizzenmast, which the Tribune story from May 22 had attributed to an unnamed schooner.

The sinking caused consternation; given the quality of the schooner, most knowledgeable observers were convinced that she did not founder. As stated concisely by a Mr. Harman of the Union Tug Line, "there was never wind or sea enough inside of that point to found the *Wells Burt*."³⁴ What then had caused the *Wells Burt* to sink? Various hypotheses were formulated. She may have disabled and struck on Grosse Point, tearing a hole in her bilge. Others speculated that her cargo of coal shifted, and she split amidships. Most were convinced, however, that she had been involved in a collision during the storm. Whether struck at anchor or out in the lake, the true cause of her demise would eventually emerge as an accidental collision. In the ensuing days, however, some began to point at a structural flaw in the schooner's design. Since her bulwarks were built solid to the rail, they could not be readily knocked out to free the decks of water. As water accumulated on deck, it would break in the hatch covers, dragging the ship quickly to the bottom.³⁵

To solve the mystery, Dunham knew that he had to examine the wreck. He first visited the site with a diver and a reporter from the Daily Inter-Ocean on May 23. However, the water was too muddy and choppy to permit the diver to descend.

The reporter claimed that the foremast was out of the ship, her mainmast was loose and leaning at a sharp angle, and her mizzenmast was broken off to the deck and afloat. That report may have inverted the foremast and mizzenmast.³⁶ In the meantime, Dunham worked to recover the bodies of the crew. He posted a notice on May 25 requesting that anyone who discovered a body in the lake secure the corpse and bring it to the Life-Saving Station on the South Pier. On May 28, he was summoned to that Station to examine the body of a man around forty-five years old, but he could not identify it due to decomposition.³⁷

Eleven persons died in the wreck: ten members of the crew and the son of the ship's captain. Their names were Captain Thomas Fountain, Daniel Fountain, James White, William F. ("Pensaukee Bill") Cody, Edward Hanlon, Thomas Hickey, Thomas George, Thomas W. (Wilkie) McCarthy, Christie Mackon, John White, and Edward Lynch. A few of the names were provided to a reporter of the Daily Inter-Ocean by William Thomas of the Seamen's Union in Buffalo. That would suggest that the vessel carried only union members. During the depression from 1872 to 1878, the workers' movement had radicalized and adopted strict norms of solidarity. Members were forbidden to sail with non-union sailors, and they were permitted to work at wages below scale in order to keep scabs off the boats. In addition, the crew had a heavily Irish flavor; one member, in fact, Edward Hanlon, had just come to America from Drogheda in Ireland. Ironically, Hanlon was taken aboard the *Wells Burt* in Buffalo after Captain Fountain dismissed Jefferson Powers, the brother of the President of the Seamen's Union.³⁸

Born and trained in England, Captain Fountain had served as master on four other ships prior to his hiring by Dunham for the *Wells Burt*. When discussing his death, the Daily Inter-Ocean reported that the underwriters had blamed Fountain for the sinking of the bark *Board of Trade* in 1874. There were rumors at the time of the sinking that foul play was involved in order to collect on the insurance. As the paper noted, investigators eventually exonerated Fountain of doing anything "in the least dishonorable."³⁹ Fountain was a member of the Cleveland Masonic Lodge and left two houses and lots in Chicago valued at eight thousand dollars and a life insurance policy worth seven thousand, five hundred dollars. He was survived by his wife and five children. Curiously, the papers of the time report his testament in that order, property before persons.⁴⁰

The same papers attempted to develop the element of pathos in the disaster by focusing on the Fountain family. The edition of the Chicago Daily News published on the evening of Wednesday, May 23, reported a conversation between Dunham and an anonymous woman, who sought some assurance that the wreck might not be the *Wells Burt*. Dunham told the woman that he could not be certain of the vessel's identity until the tug that he had sent out returned with verification. When the woman left, Dunham revealed that she was Fountain's wife and that he did not have the heart to tell her what he already believed himself: the *Wells Burt* had gone down. When the reporter inquired around what time the tug would return, Dunham replied, "About noon, but I expect no news but bad news."

Fountain's son Arthur had also come quickly to the docks in search of news. When he asked for information, the gathered adults did not have the courage to tell him of the ship's loss. According to the Daily Inter-Ocean, Dunham himself "turned away in tears, and all were affected." The boy intuited the truth from their reaction; his response almost seems staged to portray an ethic of the sea: "The tears sprang to his eyes and coursed down his cheeks, but he bore it like a man, and returned home without a word." Like Arthur, an unnamed sister supposedly broke down

at the news that the ship had sunk. Clinging to hope of an unlikely rescue of her father, the child passed a fruitless day waiting along the beach.⁴¹

By May 25, the papers reported that Dunham had abandoned the vessel to the underwriters. Six different companies had policies on the *Wells Burt*, which totaled twenty-five thousand, seven hundred dollars.⁴² Dunham consigned the cargo of coal to Meeker, Hedstrom, and Co. of Chicago; a fair portion had washed out in the sinking. The cargo carried an insurance policy of seven thousand, five hundred dollars, which broke down to the economical rate of less than five dollars a ton. Arthur B. Meeker had come to Chicago in 1857; having foreseen the potential growth of the city as a manufacturing center, he had invested in the coal trade and the production of iron. His partner E. L. Hedstrom resided in Buffalo, the port of departure for the last voyage of the *Wells Burt*.⁴³

On Sunday, May 27, Dunham's diver, Captain Peter Falcon, visited the wreck and resolved the mystery of her sinking to the satisfaction of most.⁴⁴ Falcon felt sure that the *Wells Burt* did founder after her steering gear was disabled and probably torn away in the heavy seas of the storm. In her unmanageable state, the schooner eventually veered into a position where she lay broadside to the waves. The mizzenmast tore loose, taking the rear cabin along. Water poured over the decks before the crew could clear the masts, and the vessel swamped. Falcon found eloquent evidence on the wreck that day to support his theory: the anchors were still in place on the bow and two axes lay nearby, which probably indicated a desperate attempt by the crew to clean the decks. The diver found no bodies, no valuables, and nothing loose on the deck. The ship lay on her port bilge at an angle of approximately thirty degrees with her bow to the northwest. Falcon judged that it would be extremely difficult to attempt to raise her. The vessel had worked her way deep into the clay, which would complicate any possibility of passing chains under her.

Many of the structural elements of the *Wells Burt* had disappeared in the storm and sinking. All three masts were unstepped; the foremast had broken off at the deck and the mizzenmast was gone. The rear cabin and stern of the vessel had already washed ashore far south of the wreck site. The forecastle had broken away, the hatches were off and gone, a portion of the deck had torn loose and disappeared, and some of the cargo had washed out. Falcon recovered part of the foremast and some booms, gaffs, and yards. He apparently left the rudder where he found it, lying on the bottom of the lake and visually uninjured.⁴⁵ The bowsprit and other portions of the rigging were on the site then and have remained there for over one hundred years.

Falcon's explanation, however, did not satisfy all of those who wondered about the cause of the wreck. The reporter for the Daily Inter-Ocean, who accompanied Dunham and Falcon on the dive trip, continued to insist that the solid bulwarks probably contributed to the disaster. He further suggested that one had to consider the character of the seas off Grosse Point. Short and chopping waves in those relatively shallow waters probably denied the *Wells Burt* a chance to survive that she would have had further out in the lake. Even considering those further factors, all had to face the fact that the unimaginable had happened: the *Wells Burt* foundered in the storm.

Already on May 24, the Chicago Daily News attempted to trace a provisional balance of damage caused by the storm. The paper estimated property damage to ships and cargo at approximately two hundred thousand dollars; eighteen lives were lost

and fifteen vessels were destroyed or damaged. The *Wells Burt* constituted the worst casualty: eleven lives and approximately forty thousand dollars in ship and cargo perished with her. The paper attributed the heavy local losses primarily to the fact that almost every vessel was out when the storm hit and a great percentage of the ships tried to make the port of Chicago. The storm itself, according to the reporter, was not "extraordinarily severe." The 1883 season continued to be one of the worst in Great Lakes history. A severe gale struck in late September, and November brought a storm that lasted two full weeks. The losses in the November storm exceeded those for the two previous seasons combined. Totals for the year were one hundred craft lost with an estimated total value of three million dollars and two hundred persons killed.⁴⁶

The storm of May 20-21 left a deep impression on the residents of Chicago. As early as May 25, the Tribune editorialized on the proven inadequacies of Chicago's port. The harbor was insufficiently protected and the new exterior breakwall had useless lights to mark it. They were quickly snuffed out in high seas. A week later, the same paper raised the issue that too few sailors knew how to swim. That made the task of the Life-Saving Service virtually impossible. Unless those men could survive for a time in the water, no boat would be able to reach them.

Those problems reflected general concerns that surfaced after the storm. The specific case of the *Wells Burt* continued to trouble many observers: why had a schooner of such quality foundered? The Daily Inter-Ocean urged that lake ships no longer be built with solid bulwarks. The same paper raised questions related to the failure of the *Burt's* steering gear. On June 2, a story claimed that Mrs. Fountain told their reporter that her husband had feared to sail on the *Wells Burt* right before the accident. He had confided to his wife that "I never before felt so reluctant to go out. I hate to go this time. My steering gear ain't all right." The reporter suggested that Mrs. Fountain, in her hysterical state, may have imagined that statement on the basis of recent newspaper reports. He went on to claim that inspectors do not check steering-gear and rudderheads closely enough. Though the rudderhead may be wrung while a vessel is standing in the harbor, the captain only discovers the problem when the rudder is under strain on the open lake. Those captains present for the discussion supposedly admitted that checking the rudderheads generally slipped their minds.

The controversy spread to other issues and across the territory covered by the Great Lakes. On June 6, the Cleveland Herald picked up a story first run in the Chicago Times four days earlier. The stories suggested that many lake vessels are "floating coffins." Builders were resorting to inadequate materials like Michigan oak. Moreover, the vessels were not properly maintained: rotten timbers were left in place, hulls were not salted frequently enough, and vessels received insufficient caulking in the springtime. The article cited an inspector for Boston Marine Insurance Co., who claimed that vessels should be sent up to drydock for overhauling after being laid up all winter. Problems in building and maintenance were compounded by improper procedures for inspection. The paper claimed that owners often avoided the inspection by locking up their boats and bribing the appropriate inspector. Six inspectors were expected to cover the entire fleet, making it easy to find one who would rapidly rate a vessel while overlooking potential dangers. Moreover, an owner might simply ignore the inspection and pay a higher rate of insurance.

If true, all of those problems placed the lives of the sailors at excessive risk. Ships sank so quickly that help generally could not reach them. The Herald singled out the case of the *Wells Burt* as the most dramatic evidence for a widespread scandal.

Her sinking with the loss of all lives was especially troubling, given her A1 rating. Yet she formed part of a larger pattern: "all of the above vessels, from the *Wells Burt* down, were high grade and supposed to be sound." The tragedy of the sinking of the *Wells Burt*, therefore, left as its final legacy a campaign to make lake shipping safer for those workers who manned the ships.

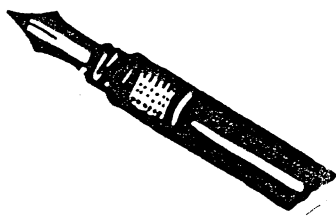
4. Afterword

The drama of a shipwreck can often cloud historical analysis; it generally makes for a gripping story. Moreover, schooners have earned a deserved place in the collective imagination of our nation. From the time that they acquired their status as the national rig of the United States and Canada in the late eighteenth century, they proved pragmatic, durable, and popular. For lake sailing, the rig supplied decided advantages; schooners required a smaller crew than square-riggers and had greater maneuverability in narrow channels.⁴⁷ They were, however, the tractor-trailers of their day. Like many three-masters, the *Wells Burt* proved capable of high speeds in favorable winds; in light winds, however, she lumbered along while other vessels passed her. As a sailing ship, therefore, the *Wells Burt* was rather pedestrian.

As a shipwreck, the *Wells Burt* increases considerably in value, especially as an educational tool. She supplies vital material evidence for a period in Chicago's history that is no longer visible. In the 1870s and 1880s, Chicago prospered as a center for trade by rail and ship. The city had more in common then with sixteenth-century Venice than with manufacturing or industrial centers of the twentieth century. And, as the accounts of the storm indicate, the citizens of Chicago lived in greater proximity to the lake during the last century, especially as an avenue of commercial transport. Few if any Chicagoans today have watched vessels wreck on the breakwalls of the city and witnessed the drowning of crews. On 21 May 1883, many residents shared that horror.

Let one historical factor, which this report has attempted to highlight, testify to the importance of the *Wells Burt*. The vessel constitutes a significant example of a style of entrepreneurship rarely found one hundred years later. Mr. Dunham operated as an independent capitalist, earning his profits by carrying cargoes produced and sold by others. Today, a single corporation controls vast amounts of available tonnage. Profits for Dunham were highly speculative; he lost a large portion of his capital in one evening. Dunham enlisted the services of a skilled laborer, Captain Fountain, to operate his carrying service. Like most captains, Fountain had worked his way up to the top position by beginning as an apprentice at a very young age. Our world has few skilled laborers left. Dunham and Fountain, the executives, were also members of the same Masonic Lodge. They were nurtured in a cultural environment that had strong roots in the founding of this nation. Their hired laborers were almost all Irish Catholic immigrants. As the *Wells Burt* sailed up and down the lakes, she offered accommodation to Masons and to Catholic immigrants, who often found themselves the antagonists in social and ethnic tensions of nineteenth-century America. Her sailors had banded into a union to protect their livelihood. The transport of primary products proved vital to the growth of the American economy. Thus, the *Wells Burt*--ship, captain, crew, owner--makes her contribution by helping us see again a world of maritime commerce that otherwise would remain unknown.

CHAPTER THREE



Preparations for the Wells Burt Project

On the morning of 27 May, 1883, seven days after a tremendous spring storm, a salvage diver, Captain Falcon, headed out to a wreck site three miles off the shore of Evanston, Illinois to confirm whether two masts visible above the surface belonged to the missing schooner *Wells Burt*. The Captain returned to shore with confirmation, having collected the only salvageable parts: her masts and anchors. He discounted the possibility of raising the vessel, for she had already sunk one foot into the soft clay bottom. As nothing further could be done with the wreck, the location was soon forgotten.

In the fall of 1988 professional divers approached the Underwater Archaeology Society of Chicago (UASC) with news of the discovery of a virtually intact schooner they believed to be the *Wells Burt*. Regardless of her identity, this ship was unique to Chicago waters because she remained intact. For the UASC this afforded the opportunity to survey and study the ship construction and shipboard life in more detail than previously possible. However, the UASC had to concern itself with the possibility that once the site became public knowledge, sports divers may strip the vessel of artifacts, a fate that many other shipwrecks suffered.

Over the winter months of 1988 the UASC, in cooperation with the Illinois Historic Preservation Agency, began to develop a plan both to study and preserve the *Wells Burt*. Three objectives were of critical importance to the success of the project. First and most important, the UASC sought to educate the sport diving community regarding the recent enactment of laws protecting this and other historic vessels from artifact removal. Second, the UASC had to raise the money necessary to do the actual site work. Finally, members needed to develop a workable survey plan.

The first objective was accomplished in a variety of ways: developing a series of informational handouts and distributing them at dive shops, making presentations to local dive clubs, participating in Our World Underwater (a Chicago convention attended annually by approximately eight thousand divers) and soliciting new members for the UASC who would work on the project and help promote preservation ethics.

The UASC began to generate the requisite funding by sponsoring a benefit held in May, 1989. This event, titled "An Evening with Great Lakes Divers", successfully raised more than three thousand dollars. The more than two hundred twenty-five attendees learned the concepts of preservation through informative films. More significantly, the UASC solicited and received the voluntary contributions of both professional services and materials-in-kind amounting to more than sixty five thousand dollars in 1989 alone!

The final objective took months to organize and finally implement. The UASC adopted an approach known as Conservation Archaeology for this project. Following this method the ship would be studied and surveyed underwater where it was safe from the deteriorating effects of exposure to the atmosphere. The UASC chose this direction because of prohibitive costs to remove and conserve artifacts for display. In addition it was felt that this historic shipwreck would better serve the community if the UASC preserved her in place for others to enjoy.

The survey strategy included mapping, photographing, video taping and recording all of the artifacts. A critical element of the survey involved the placement of small numbered plastic tags on each notable object on the shipwreck. Each tag would display the message to all divers that the ship was under survey. These tags would serve two important purposes: to form the numerical reference for a catalogue and description of each artifact and to suggest to divers that the tagged article was of such historical and archaeological importance that it should be left in place. In addition four interpretive plaques would be installed in strategic locations on the wreck. They would describe the loss of the *Wells Burt* and remind divers that removal of artifacts is illegal.

On a bright clear Chicago day in May of 1989, exactly one hundred six years after the *Wells Burt* went down, UASC divers made their first dive on the ship. Extensive survey work continued through the summer with nearly four hundred individual dives made by over seventy-five UASC members. Working off the project Vessel *Intrigue*, by the end of 1989 the UASC team produced a site map, an artifact data base, a photographic record of the ship, an historic profile and a video of the ship in her present condition. Much of this information has been included in this report.

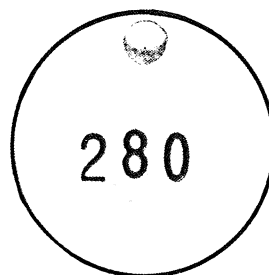


Figure 7. Plastic tags were attached to all artifacts on the *Wells Burt*.
Front and back view

WELLS BURT

A THREE MASTED, DOUBLED-TOP SCHOONER, BUILT IN DETROIT AND LAUNCHED IN JULY, 1873. THIS VESSEL WAS BUILT TO TRANSPORT CORN TO VARIOUS PORTS ON THE GREAT LAKES. ON MAY 20, 1883, AFTER DELIVERING OVER 50,000 BUSHELS OF CORN TO BUFFALO, NEW YORK, THE WELLS BURT WAS RETURNING TO CHICAGO WITH A SHIPMENT OF 1540 TONS OF COAL. THE VESSEL FOUNDERED IN A GALE AND SANK.

ALL ELEVEN CREW MEMBERS PERISHED.

THIS PLAQUE WAS PLACED HERE BY THE CHICAGO MARITIME SOCIETY AND THE ILLINOIS HISTORIC PRESERVATION AGENCY TO REMIND ALL WHO VISIT THAT THE WELLS BURT IS AN IMPORTANT PART OF THE MARITIME HERITAGE OF ILLINOIS. IT IS A FRAGILE AND NON-RENEWABLE RESOURCE. PRESERVATION OF OUR HERITAGE REQUIRES THAT YOU TAKE ONLY PICTURES AND LEAVE THE REST FOR FUTURE GENERATIONS TO STUDY AND ENJOY.

ALL UNDERWATER CULTURAL RESOURCES ARE THE PROPERTY OF THE STATE OF ILLINOIS. REMOVAL OF ANY ARTIFACTS OR PORTION OF THE WRECK IS UNLAWFUL.

JUNE, 1989

Figure 8. Wording for interpretive plaque.

CHAPTER FOUR



The Site Survey

The *Wells Burt* came to rest approximately three miles off the Evanston, Illinois shoreline. She can be located using Loran C coordinates 33325.4 X 77749.0. Found in a modest forty feet of water, she has worked her way about eight feet into the soft clay bottom. Her bow facing northwest, she rests at a twenty degree list to her port side, more severely angled at her stern. Coinciding with reported loss during the storm the ship's deckhouses and steering gear are missing. Contemporary reports mention the recovery of her masts and anchors by salvage divers shortly after the storm and, indeed, they are also not present at the site. Preliminary measurements of the wreck put her length at two hundred feet and her width at thirty five feet which matches the dimensions recorded in the enrollment of the United State Customs Service. Little of the reported cargo of coal remains, but it is likely to have been washed out of the holds or covered by sand and silt.

A series of preliminary site survey dives the first day on the wreck by the UASC dive team revealed the majority of the wreck to be intact. The hull remains undisturbed and fifty per cent of the decking is in place with major pieces of equipment in the original location. These include three capstans, the anchor windlass, the centerboard trunk and winch, the bilge pump, mooring bits and three sets of standing rigging with all the deadeyes and billet pins in place. In addition, three distinct debris fields with loose artifacts were discovered north, south and west of the wreck.

The first concern of the dive team was to place mooring buoys on the *Wells Burt* to mark the location of the shipwreck and provide a secure place to attach the dive boat. Many future dives had been planned, and it was important to be able to locate the wreck quickly and easily, as well as not risk damaging the wreck by grappling or dropping anchors on the vessel. Two white five gallon plastic containers were secured with line and chain to the vessel. One, marked with an "X", was secured to the bow capstan. The second buoy was marked with an "O" and attached to the rudder post at the stern. The markings would help orient divers to the site. The buoys were secured ten feet below the water, so as not to be a hazard to unknowing boaters, but still be visible to the team when Loran heading put them within a few feet of the site.

The next important concern was to install the interpretive plaques and numbered tags on the ship. With the UASC team planning to visit the site nearly every weekend, it was apparent that the location would become obvious to other divers who, when visiting the site, should be alerted to the significance of the vessel and warned not to remove any portion of the wreck.

The UASC installed four identical interpretive plaques on the ship. Two were placed at the end of the mooring lines at the rudder post and at the bow capstan where they were likely to be encountered by any diver descending those lines. The other two were placed amidships, one at the outside of the port gunwale and one on the inside of the starboard gunwale, where they were likely to be seen by any diver swimming the length of the ship.

While two divers installed the plaques, approximately eight other members of the dive team, each carrying a clip with about twenty numbered tags, systematically affixed a tag with a plastic tie wrap to each significant artifact, whether loose or attached. On subsequent visits divers placed additional tags on any items overlooked on the first dive. With these tasks done, the measuring, surveying and photographing work began.

Because visibility averaged only three to ten feet on the site, the survey team, utilizing accepted archaeological techniques, opted to divide the ship into manageable sections that could be surveyed individually. This was accomplished by stringing one line, numbered in ten foot increments, to split the ship down its center. Nine lines were then strung horizontally to divide the ship into a total of twenty sections, each averaging two hundred and seventy five square feet. Lines were also secured from the ship to each of the debris fields to allow for quick location on subsequent dives.

During this process a diver discovered a series of numbers carved into a beam inside a hatch opening. After noting the numbers on his slate, he returned to the surface. Elation filled all on board when the project historian confirmed that the numbers matched the official hull number of the *Wells Burt*. Although everyone had been fairly certain of her identity from the physical remains and position of the wreck, the numbers supplied official confirmation.

Over the remainder of the summer seventy-five different divers, on approximately four hundred individual dives, surveyed the *Wells Burt* section by section. Divers used a regular number two pencil on mylar, which was attached to large acrylic slate boards, to record information. Five foot long PVC pipes, divided into one foot sections were used to record basic dimensions. A two hundred foot long plastic measuring tape on a reel was used to measure more exact dimensions. Each dive team recorded the outline and detail of the ship within a section assigned to them. On a subsequent dive the team would pencil in specific artifacts and record the assigned tag number with a description of the artifact. The project photographers and video cameramen would follow the dive teams and take photographs of each tagged artifact so that it could later be recorded in a data base.

Back on land, the project illustrator took each diver's sketch and began transferring the information to one large drawing in an effort to reconstruct the remains. As the sections were pieced together and accurately drafted, an overall view of the wreckage began to unfold. This preliminary illustration was transferred to waterproof mylar and divers returned to the site in October to verify its accuracy. In the fall, the photographic team began cataloging the slides and drafting a data base of each and every artifact found on the ship and in the debris fields. By late 1989 the final map was complete and all artifacts were catalogued.

Now the fate of the *Wells Burt* rests in the hands of the many sport divers who, even during the survey, were beginning to visit this historic wreck. We urge them to respect the integrity of the site and allow future divers the same exciting opportunity that they enjoy today.

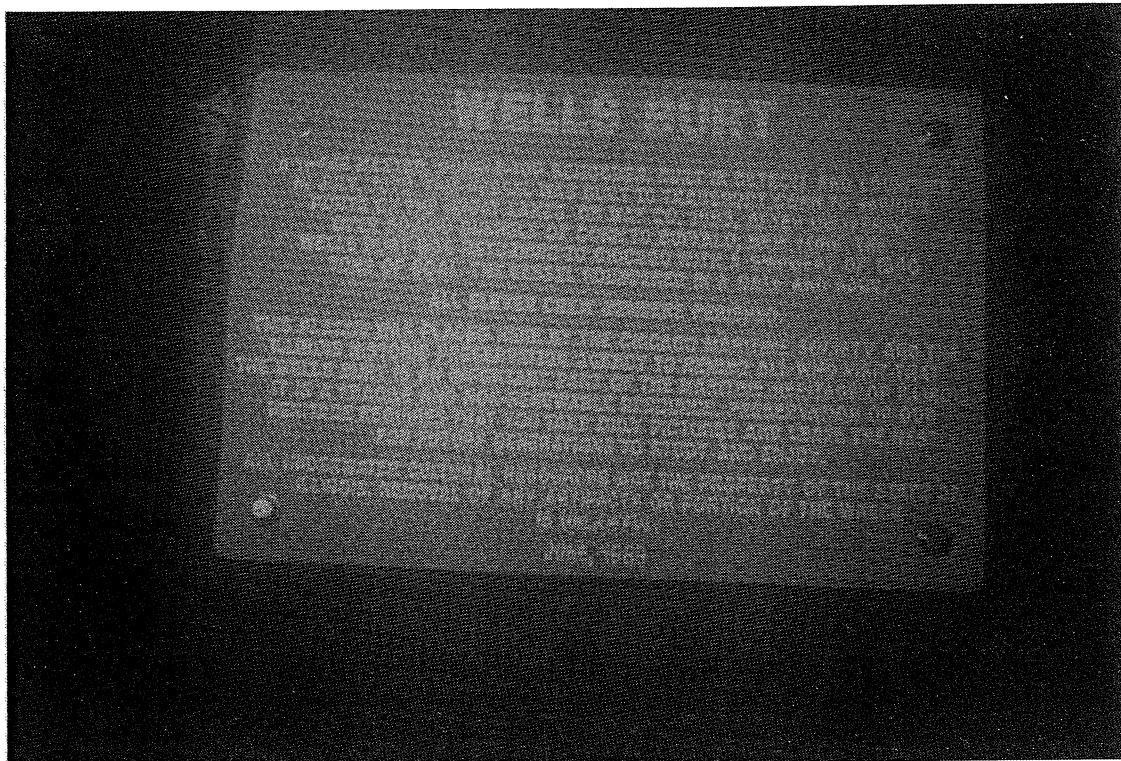


Figure 9. One of the four plaques installed on the *Wells Burt*.
Photo by David Taylor.



Figure 10. The official hull numbers of the *Wells Burt*,
discoverd on a main beam of the ship.
Photo by David Taylor.

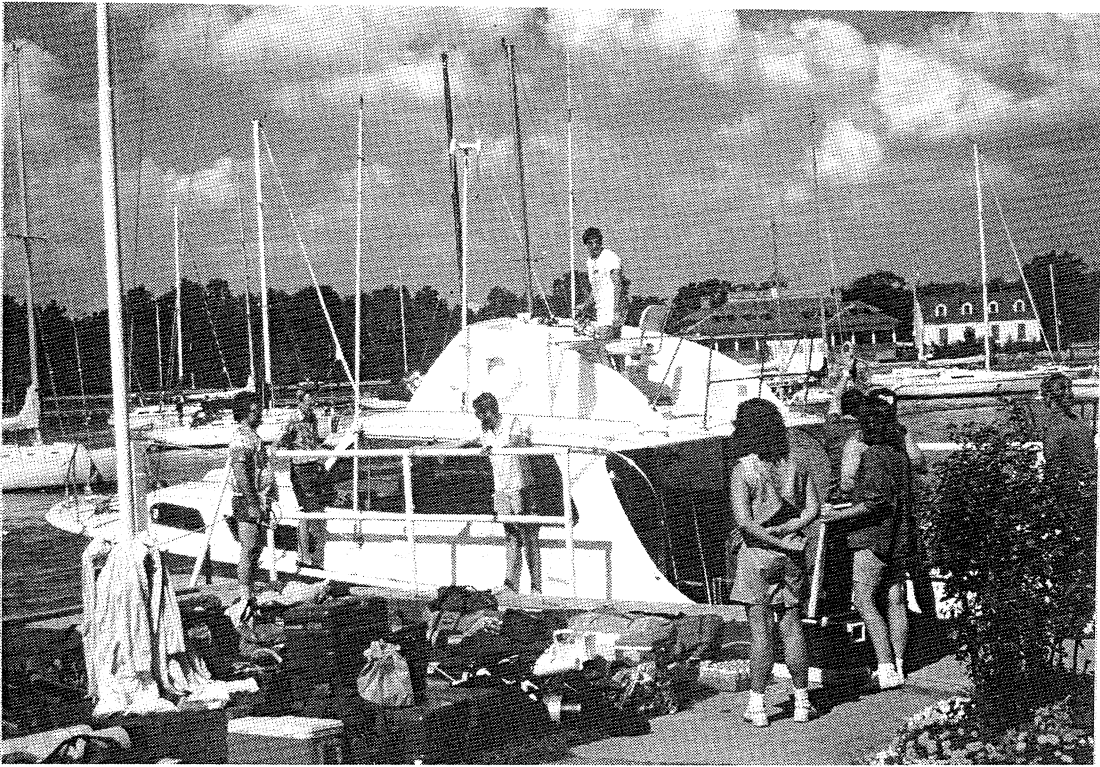


Figure 11. The dive team loads the project vessel "Intrigue" at Jackson Park harbor. Photo by David Taylor.



Figure 12. Briefing Session before the dive on the *Wells Burt*. Photo by Joe Oliver.

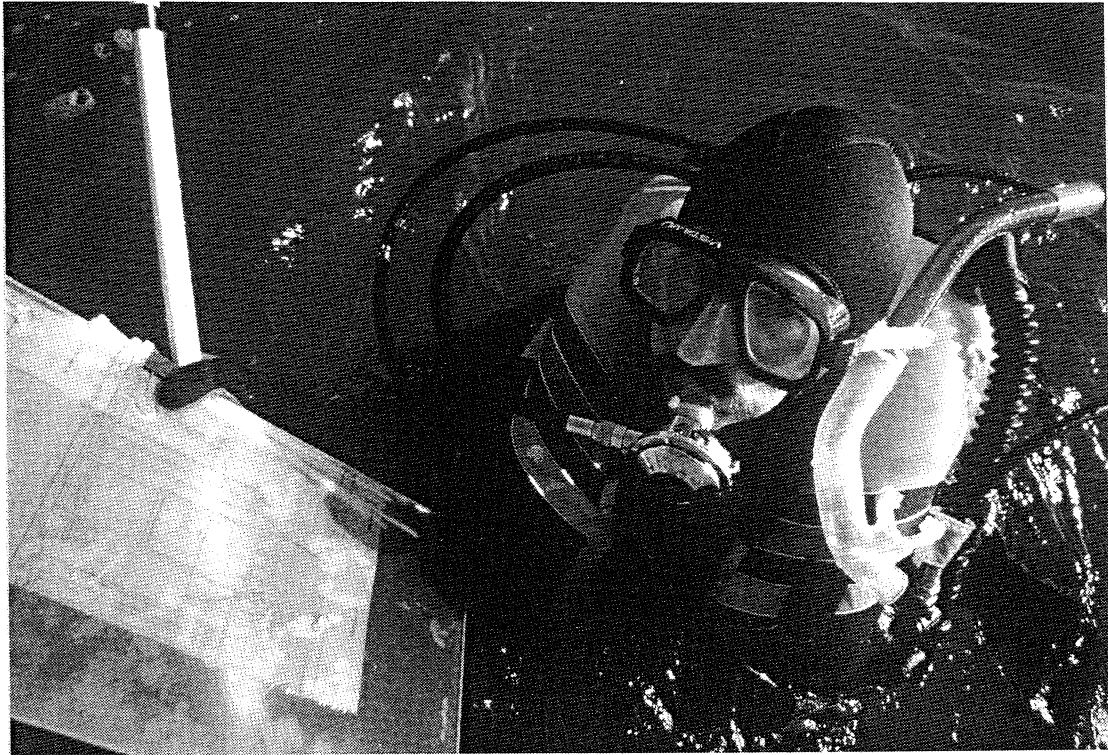


Figure 13. Diver prepares to descend to the *Wells Burt* with slate board and measuring stick. Photo by Joe Oliver.

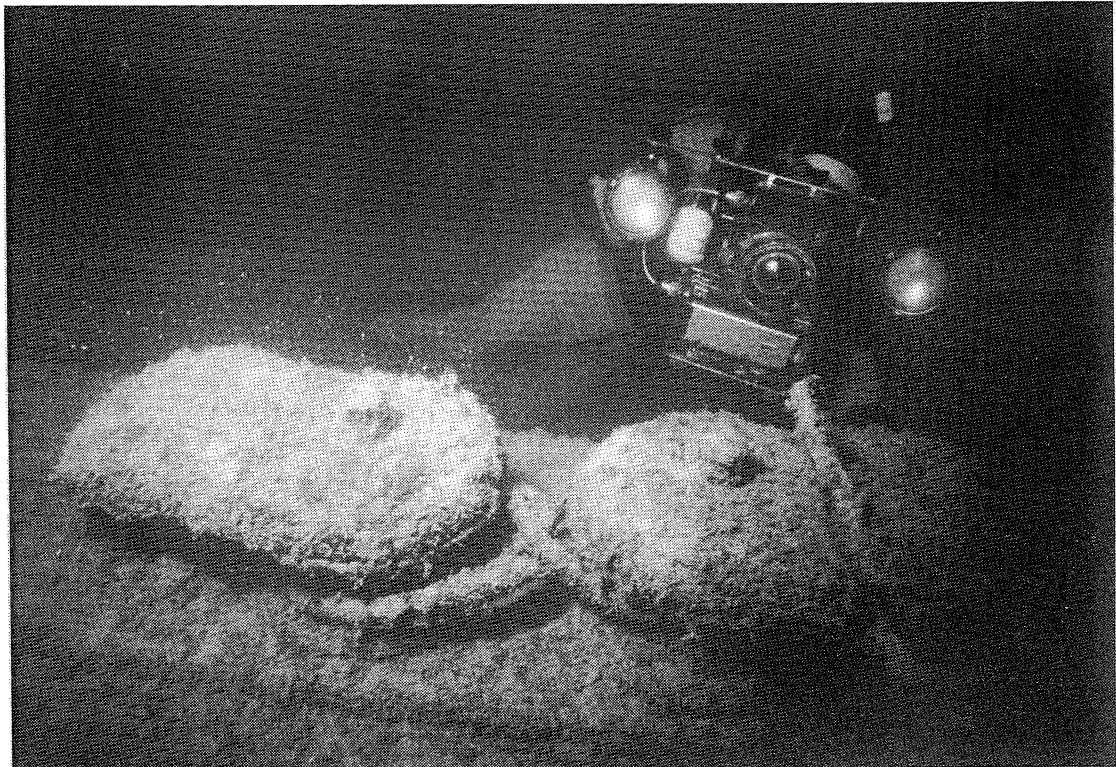


Figure 14. Underwater video photographer documents the wreck. Photo by Clair Gadbois.

Figure 15.
Diver records
information on a
slate board.
Photo by
David Taylor.

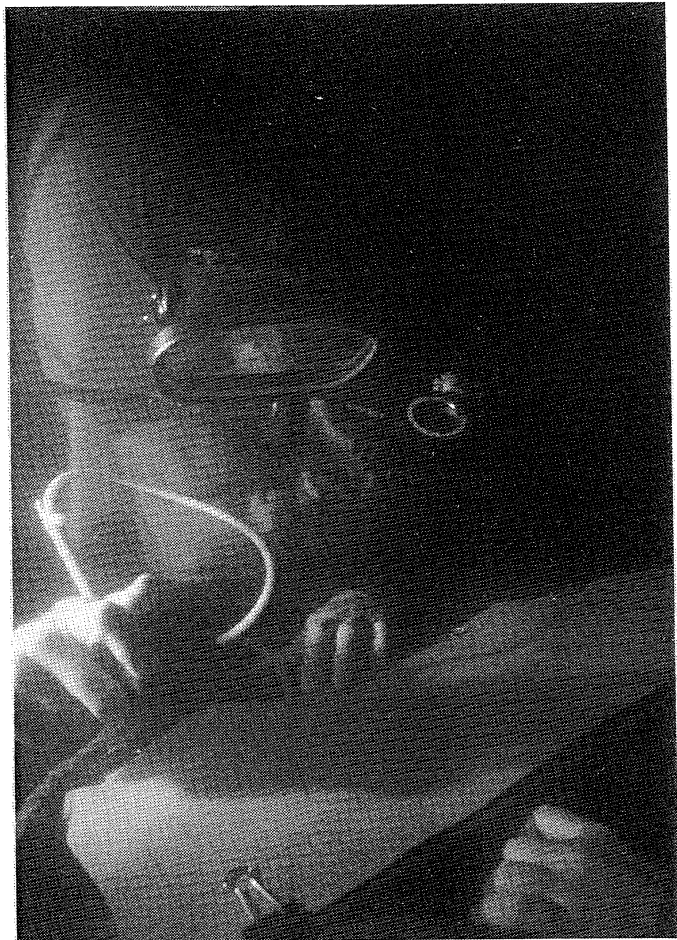
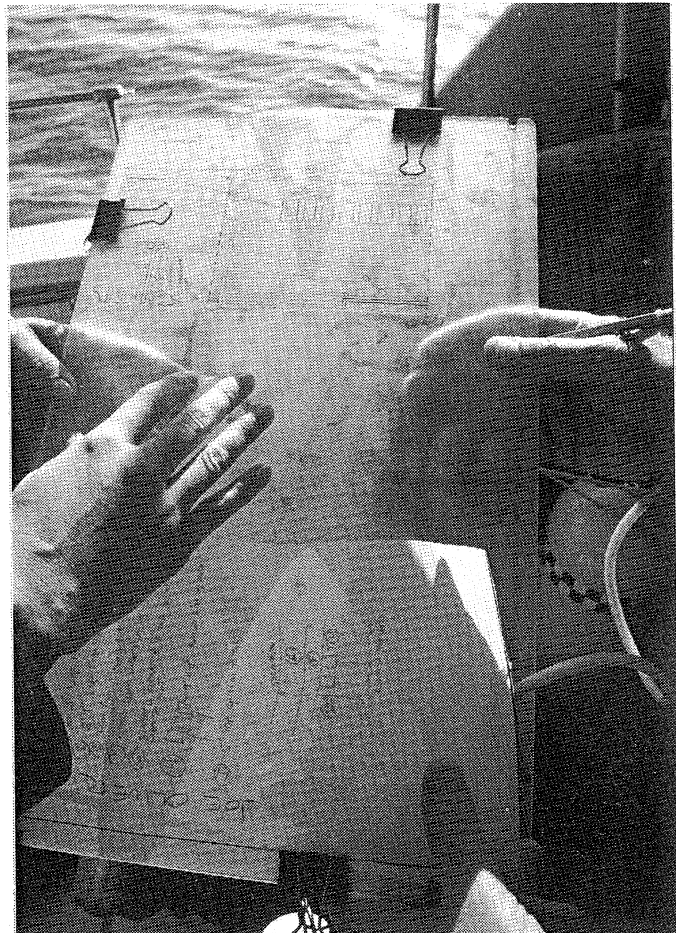


Figure 16.
On the surface
divers interpret
information collected
from the
Wells Burt.
Photo by
Joe Oliver.



THE WELLS BURT
AS SHE RESTS TODAY

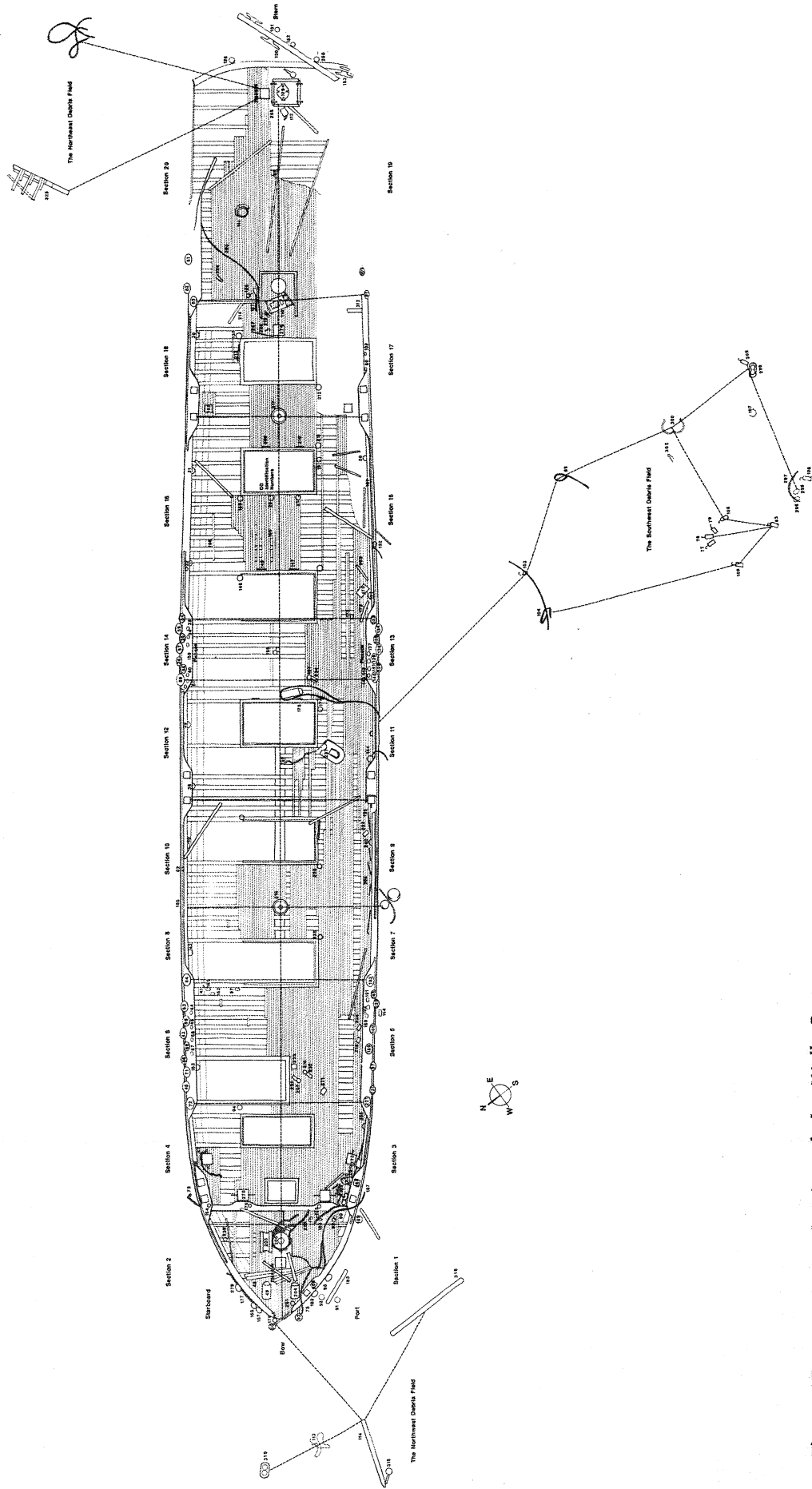


Figure 17. The survey drawing of the Wells Burt. Illustration by Valerie Olson.

WB-89-024	N	000	15	dxt	2B	Timbers
WB-89-025	U	000	00	dxt	2B	Deadeye and chainplate
WB-89-049	N	000	01	dxt	1B	Scupper
WB-89-050	N	000	01	dxt	2B	Plaque, bow
WB-89-051	N	000	01	dxt	1A	Plaque, bow
WB-89-052	N	000	01	dxt	1B	Hoses
WB-89-057	N	000	01	dxt	3C	Diver in hatch
WB-89-058	U	000	01	dxt	2B	Hawsepiper
WB-89-059	U	000	01	dxt	2B	Hawsepiper
WB-89-065	N	000	03	dxt	2A	Chain near hatch
WB-89-068	N	000	00	dxt	2B	Post
WB-89-069	O	000	00	000	00	00
WB-89-072	N	000	00	dxt	3C	Post
WB-89-074	N	000	00	dxt	1A	Beams, deck, and drifts
WB-89-077	N	000	10	dxt	3C	Post
WB-89-078	N	000	00	dxt	3C	Post
WB-89-079	N	000	00	dxt	3C	Timbers
WB-89-080	N	000	00	dxt	1B	Mooring post
WB-89-081	N	000	00	dxt	1A	Bulwark
WB-89-086	N	000	00	dxt	1A	Diver
WB-89-087	N	000	00	dxt	3C	Gunwhale, exterior
WB-89-088	N	000	00	cxg	3C	Post top with crayfish
WB-89-089	N	000	00	cxg	1B	Post top with crayfish
WB-89-090	N	000	00	dxt	2B	Mooring post
WB-89-091	N	000	00	dxt	1B	Mooring post
WB-89-092	N	000	00	dxt	1A	Scupper
WB-89-098	N	000	00	dxt	3C	Diver
WB-89-100	N	000	00	dxt	1A	Mooring post
WB-89-101	N	000	00	dxt	3C	Scupper
WB-89-102	N	000	00	dxt	2A	Rail
WB-89-103	N	000	00	dxt	2C	Bulwark in board
WB-89-104	N	000	00	dxt	2B	Scupper
WB-89-105	N	000	00	dxt	3C	Post top
WB-89-109	N	000	00	dxt	2B	Bulwark
WB-89-110	N	000	00	dxt	2C	Bulwark
WB-89-111	N	000	00	dxt	3C	Mooring post with line
WB-89-112	N	000	00	dxt	1C	Diver, Keith Pearson
WB-89-113	N	000	00	dxt	1B	Bulwark, broken
WB-89-115	N	000	00	dxt	1A	Bulwark with scupper, in board
WB-89-116	N	000	00	dxt	2B	Deck beam
WB-89-117	N	000	00	dxt	1B	Hatch coaming
WB-89-118	N	000	00	dxt	3B	Timber
WB-89-123	N	000	00	dxt	3B	Hatch coaming
WB-89-124	N	000	00	dxt	2B	Timbers
WB-89-125	N	000	00	dxt	3C	Timbers and drifts
WB-89-126	N	000	00	dxt	2C	Timbers and drifts
WB-89-133	N	000	00	dxt	1C	Sediment
WB-89-134	U	000	20	dxt	1C	Plaque, stern
WB-89-135	U	000	20	dxt	1A	Plaque, stern
WB-89-137	N	000	00	dxt	3C	No image
WB-89-141	O	000	00	000	00	00
WB-89-142	O	000	00	000	00	00
WB-89-143	O	000	00	000	00	00

WB-89-144	O	000	00	000	00	00	
WB-89-145	O	000	00	000	00	00	
WB-89-146	O	000	00	000	00	00	
WB-89-147	N	000	00	dxt	2C	Plaque, bow	
WB-89-149	N	000	13	dxt	2B	Plaque and planking	
WB-89-152	N	000	20	dxt	2B	Transom	
WB-89-154	U	000	00	dxt	2C	Deadeyes, two	
WB-89-155	U	000	00	dxt	2B	Eye screw	
WB-89-161	N	000	00	cxg	3C	Diver with camera lights	
WB-89-162	N	000	00	cxg	3C	Spars or stumps stuck in sand	
WB-89-165	N	000	00	cxg	3B	Deadeye with cable	
WB-89-166	U	000	00	cxg	3C	Deadeye	
WB-89-178	O	000	00	cxg	00	No image	
WB-89-179	O	000	00	cxg	00	No image	
WB-89-180	N	000	00	cxg	2B	Eye screw on beam	
WB-89-182	N	000	00	cxg	2B	Hatch coaming	
WB-89-183	N	000	15	cxg	1B	Hull numbers	
WB-89-185	N	000	00	000	00	00	
WB-89-187	N	000	00	cxg	2B	Deck beam with drifts	
WB-89-190	N	000	00	cxg	2B	Hatch coaming, joint separated	
WB-89-191	N	000	00	cxg	3C	Timber	
WB-89-194	N	000	15	cxg	3C	Hull numbers	
WB-89-195	O	000	00	cxg	00	No image	
WB-89-198	N	000	00	cxg	2A	Hatch coaming	
WB-89-201	N	000	00	cxg	2A	Hatch coaming hardware	
WB-89-203	N	000	17	cxg	2C	Hatch coaming corner	
WB-89-213	U	000	00	cxg	2A	Deadeye	
WB-89-215	U	000	00	cxg	2C	Deadeye and chainplate	
WB-89-217	N	000	15	cxg	1A	Hull numbers	
WB-89-218	N	000	15	cxg	3C	Hull numbers	
WB-89-219	N	000	15	cxg	3C	Hull numbers	
WB-89-220	N	000	15	cxg	2B	Hull numbers	
WB-89-222	N	000	00	cxg	3C	Hatch coaming	
WB-89-227	N	000	00	cxg	1B	Crayfish	
WB-89-228	N	000	00	cxg	1A	Crayfish	
WB-89-258	N	000	15	cxg	1B	Hull numbers	
WB-89-259	N	000	15	cxg	1A	Hull numbers	
WB-89-260	N	000	15	cxg	1B	Hull numbers	
WB-89-261	N	000	15	cxg	1A	Hull numbers	
WB-89-263	U	000	00	cxg	1B	Deadeyes, three	
WB-89-299	N	000	00	cxg	3C	Block shackled to eye screw	
WB-89-304	O	000	00	cxg	2C	Diver and capstan	
WB-89-305	O	000	00	cxg	1A	Diver stringing line, Bob Gadbois	
WB-89-306	O	000	00	cxg	2B	Diver, Dee Dee Taylor	
WB-89-307	O	000	00	cxg	2A	Diver with camera, Glenn Hockley	
WB-89-308	O	000	00	cxg	1A	Diver with dive slate and pole, Joe Oliver	
WB-89-309	O	000	00	cxg	2B	Diver, David Taylor	
WB-89-310	O	000	00	cxg	2C	Camera	
WB-89-311	O	000	00	cxg	1B	Diver with slate, Joe Oliver	
WB-89-316	N	000	00	cxg	2B	Slate	
WB-89-317	N	000	00	cxg	1A	Timbers	
WB-89-322	N	000	15	cxg	1A	Hull numbers	
WB-89-323	U	000	00	cxg	1A	Capstan	
WB-89-325	N	000	00	cxg	1A	Spar	
WB-89-333	N	000	00	dxt	2A	Timber, sand and nails	

WB-89-334	O	000	00	000	00	00	
WB-89-335	N	000	00	dxt	1b	Cap and boom in sand	
WB-89-341	N	000	00	cxg	1A	Ring, bulwark shackled to eye screw	
WB-89-347	N	000	00	dxt	1A	Hole in hull	
WB-89-348	N	000	00	dxt	1A	Ring through eye screw in bulwark	
WB-89-354	U	000	01	dxt	1A	Hawsepipe	
WB-89-356	N	000	00	cxg	2A	Hatch coaming	
WB-89-359	N	000	00	dxt	1A	Scupper	
WB-89-361	O	000	00	000	00	00	
WB-89-362	O	000	00	000	00	00	
WB-89-365	O	000	00	000	00	00	
WB-89-366	N	000	00	dxt	1B	Diver with slate	
WB-89-367	O	000	00	dxt	00	Diver, John McManamon with slate @ base of #217	
WB-89-369	O	000	00	000	00	00	
WB-89-370	O	000	00	dxt	00	00	
WB-89-372	N	000	00	dxt	1A	Chock 1	
WB-89-375	N	000	15	dxt	1A	Hull numbers	
WB-89-376	N	000	15	dxt	1A	Hull numbers	
WB-89-389	O	000	00	dxt	00	Diver, Norm Reno	
WB-89-395	O	000	00	000	00	00	Duplicate
WB-89-416	N	000	00	cxg	2C	Eye bolt, loose	
WB-89-417	O	000	00	dxt	00	00	
WB-89-418	U	000	00	dxt	2C	Hawsepipe	
WB-89-428	N	000	SW	cxg	2B	Cabeling	
WB-89-437	N	000	01	dxt	1A	Plaque, bow	
WB-89-438	N	000	14	dxt	2C	Plaque, starboard	
WB-89-439	N	000	01	dxt	2C	Plaque, bow	
WB-89-440	N	000	19	dxt	1A	Plaque, stern	
WB-89-442	O	000	00	000	00	00	
WB-89-444	O	000	00	000	00	00	
WB-89-449	O	000	03	dxt	1A	Charlie	
WB-89-453	O	000	03	dxt	2C	Charlie	
WB-89-454	O	000	03	dxt	1A	Charlie	
WB-89-455	O	000	03	dxt	2B	Charlie	
WB-89-456	O	000	03	dxt	2B	Charlie	
WB-89-457	N	000	00	dxt	3C	Hole in transom	
WB-89-459	N	000	00	dxt	2A	Bulwark	
WB-89-460	N	000	00	dxt	3C	Timbers	
WB-89-461	N	000	00	dxt	1A	Chock 1	
WB-89-463	N	000	00	dxt	1A	Chock 2	
WB-89-464	N	000	00	dxt	2A	Timbers	
WB-89-468	N	000	00	dxt	2B	Hole in transom	
WB-89-469	N	000	00	dxt	2C	Hole in transom	
WB-89-477	N	000	00	dxt	2A	Line tied to chain at timber in sand	
WB-89-482	N	000	00	dxt	3C	Timbers	
WB-89-483	N	000	00	dxt	2B	Timbers with block	
WB-89-484	N	000	00	dxt	2B	Timbers with block	
WB-89-486	O	000	00	dxt	3B	Grid	
WB-89-487	U	000	00	dxt	1A	Deadeyes, three	
WB-89-490	N	000	00	dxt	2C	Scupper	
WB-89-498	N	000	00	dxt	3C	Capstan	
WB-89-499	N	000	00	dxt	3C	Capstan	
WB-89-509	N	000	00	dxt	3C	Frayed rope	
WB-89-510	N	000	00	dxt	3C	Frayed rope	
WB-89-511	N	000	00	dxt	2C	Frayed rope	

WB-89-512	N	000	00	dxt	2B	Frayed rope
WB-89-513	N	000	00	dxt	2B	Frayed rope
WB-89-514	N	000	00	dxt	3C	Frayed rope
WB-89-515	N	000	00	dxt	3C	Frayed rope
WB-89-516	N	000	00	dxt	2B	Crayfish
WB-89-519	N	000	00	dxt	1A	Deadeye with chainplate
WB-89-520	N	000	00	dxt	2B	Hole in hull
WB-89-522	U	000	00	dxt	1A	Deadeyes, four
WB-89-524	U	000	00	dxt	1A	Deadeyes, four
WB-89-526	L	000	00	000	00	00
WB-89-529	O	000	00	dxt	3C	Diver's fins
WB-89-534	U	000	00	dxt	2A	Deadeyes, two
WB-89-536	U	000	00	dxt	2B	Deadeyes, two
WB-89-538	N	000	00	dxt	1B	Grid over spar
WB-89-541	U	000	00	dxt	3C	Chainplate
WB-89-558	O	000	00	dxt	3C	Diver with slate, Dee Dee Taylor
WB-89-559	O	000	00	dxt	2C	Diver with camera, Glenn Hockley
WB-89-560	O	000	00	dxt	2B	Diver measuring, John McManamon
WB-89-564	O	000	00	dxt	1A	Diver with grid, Dee Dee Taylor
WB-89-567	O	000	00	dxt	2A	Diver, Paul Kotcovich
WB-89-570	O	000	00	dxt	1A	Diver with camera
WB-89-571	O	000	00	000	00	Duplicate
WB-89-572	O	000	00	000	00	Duplicate
WB-89-573	O	000	00	000	00	Duplicate
WB-89-574	O	000	00	000	00	Duplicate
WB-89-575	O	000	00	000	00	Duplicate
WB-89-576	O	000	00	000	00	Duplicate
WB-89-577	O	000	00	000	00	Duplicate
WB-89-578	O	000	00	000	00	Duplicate
WB-89-579	O	000	00	000	00	Duplicate
WB-89-580	O	000	00	dxt	3C	Diver
WB-89-581	N	000	00	dxt	1A	Diver and bubbles
WB-89-582	O	000	00	dxt	1A	Diver recording information, John McManamon
WB-89-583	O	000	00	dxt	1A	Diver
WB-89-584	O	000	00	dxt	2B	Diver recording information, John McManamon
WB-89-586	O	000	00	000	00	Duplicate
WB-89-587	O	000	00	000	00	Duplicate
WB-89-588	O	000	00	000	00	Duplicate
WB-89-589	U	000	00	dxt	3C	Chock
WB-89-590	N	000	00	dxt	3C	Timbers
WB-89-591	N	000	20	dxt	2C	Frayed rope
WB-89-592	N	000	20	dxt	2C	Frayed rope
WB-89-593	N	000	20	dxt	3B	Frayed rope
WB-89-594	N	000	20	dxt	2B	Frayed rope
WB-89-595	N	000	20	dxt	2B	Frayed rope
WB-89-596	N	000	00	dxt	2A	Coal
WB-89-602	U	000	02	dxt	2C	Hardware over hawsepipe
WB-89-605	U	000	00	dxt	1A	Deadeyes, three
WB-89-607	N	000	00	dxt	1B	Timbers with crayfish
WB-89-609	O	000	00	kxp	3C	No image
WB-89-611	O	000	00	kxp	3C	No image
WB-89-612	N	000	00	kxp	3C	No image
WB-89-615	O	000	00	kxp	3C	No image
WB-89-617	O	000	00	kxp	3C	No image
WB-89-618	O	000	00	kxp	3C	No image
WB-89-620	O	000	00	kxp	3C	No image

WB-89-621	O	000	00	kxp	3C	Diver, Liz McQuillin
WB-89-622	N	000	15	kxp	3C	Hull numbers
WB-89-623	N	000	15	kxp	3C	Hull numbers
WB-89-624	N	000	15	kxp	3C	Hull numbers
WB-89-625	N	000	15	kxp	3C	Hull numbers
WB-89-628	N	000	15	kxp	3C	Hull numbers
WB-89-629	N	000	15	kxp	3C	Hull numbers
WB-89-630	N	000	15	kxp	3C	Hull numbers
WB-89-631	N	000	15	kxp	3C	Hull numbers
WB-89-633	O	000	00	dxt	1A	Diver measuring near mooring bitt 274
WB-89-634	O	000	00	dxt	1A	Diver measuring near capstan
WB-89-638	U	000	00	dxt	1B	Deadeye
WB-89-639	O	000	00	dxt	1A	Diver
WB-89-640	O	000	00	dxt	1A	Diver writing on slate, Mike Hoffner
WB-89-000	O	001	00	000	00	Tag not used
WB-89-000	O	002	00	000	00	Tag not used
WB-89-000	O	003	00	000	00	Tag not used
WB-89-000	O	004	00	000	00	Tag not used
WB-89-000	O	005	00	000	00	Tag not used
WB-89-000	O	006	00	000	00	Tag not used
WB-89-000	O	007	00	000	00	Tag not used
WB-89-000	O	008	00	000	00	Tag not used
WB-89-000	O	009	00	000	00	Tag not used
WB-89-000	O	010	00	000	00	Tag not used
WB-89-000	O	011	00	000	00	Tag not used
WB-89-000	O	012	00	000	00	Tag not used
WB-89-000	O	013	00	000	00	Tag not used
WB-89-000	O	014	00	000	00	Tag not used
WB-89-000	O	015	00	000	00	Tag not used
WB-89-000	O	016	00	000	00	Tag not used
WB-89-000	O	017	00	000	00	Tag not used
WB-89-000	O	018	00	000	00	Tag not used
WB-89-000	O	019	15	000	00	Circular hook, loose
WB-89-032	L	020	15	dxt	1A	Ring, bulwark shackled to eye screw
WB-89-450	L	020	15	dxt	1A	Ring, bulwark shackled to eye screw
WB-89-000	O	021	15	000	00	Ring, hatch coaming
WB-89-003	L	022	16	dxt	3A	Hatch closure hardware
WB-89-009	L	022	16	dxt	3A	Hatch closure hardware
WB-89-000	O	023	00	000	00	Tag not used
WB-89-000	O	024	03	000	00	Machinery, metal
WB-89-330	U	025	03	dxt	1A	Chain
WB-89-331	L	025	03	dxt	1A	Chain
WB-89-000	O	025	01	000	00	Block on chain
WB-89-000	O	026	00	000	00	Tag not used
WB-89-000	O	027	00	000	00	Tag not used
WB-89-000	O	028	00	000	00	Tag not used
WB-89-000	O	029	00	000	00	Tag not used
WB-89-107	L	030	18	dxt	1B	Ring, bulwark shackled to eye screw with scupper
WB-89-000	O	031	16	000	00	Ring, bulwark
WB-89-268	L	032	16	cxg	1A	Ring, bulwark shackled to eye screw
WB-89-270	L	033	14	cxg	1A	Eye screw on rail
WB-89-296	L	034	14	cxg	2A	Eye screw in rail
WB-89-297	L	035	14	cxg	2B	Eye screw in rail
WB-89-289	N	036	14	cxg	3C	Deadeye
WB-89-000	O	036	14	000	00	Deadeye

WB-89-000	O	037	14	000	00	Drift pin in rail
WB-89-000	O	038	12	000	00	Ring, bulwark
WB-89-000	O	039	12	000	00	Ring, bulwark
WB-89-000	O	040	10	000	00	Ring, bulwark
WB-89-223	L	041	06	cxg	1A	Drift pin in beam
WB-89-000	O	042	08	000	00	Ring, bulwark
WB-89-208	L	043	06	cxg	1B	Deadeye
WB-89-237	L	043	06	cxg	1A	Deadeye
WB-89-209	L	044	06	cxg	1A	Drift pin in rail
WB-89-210	L	044	06	cxg	2C	Eye screw in rail
WB-89-240	L	044	06	cxg	1A	Eye screw in rail
WB-89-211	L	045	06	cxg	2C	Eye screw in rail
WB-89-216	L	045	06	cxg	1A	Eye screw in rail
WB-89-214	L	046	06	cxg	2B	Deadeye
WB-89-231	L	046	06	cxg	2B	Deadeye
WB-89-550	L	046	06	dxt	2B	Deadeye
WB-89-000	O	047	04	000	00	Chain on bollard
WB-89-000	O	048	00	000	00	Tag not used
WB-89-042	U	049	02	dxt	2B	Chainbrake
WB-89-061	N	049	02	dxt	1A	Chainbrake and hawsepipe
WB-89-441	U	049	02	dxt	1A	Chainbrake and hawsepipe
WB-89-503	L	049	02	dxt	1B	Chainbrake
WB-89-601	L	049	02	dxt	2C	Chainbrake
WB-89-140	U	050	01	dxt	2B	Bowsprit shroud strap
WB-89-173	U	050	01	cxg	2B	Bowsprit shroud strap
WB-89-174	U	050	01	cxg	3C	Bowsprit shroud strap
WB-89-556	N	050	01	dxt	1C	Bowsprit shroud strap
WB-89-021	L	051	20	dxt	1B	Deadeye
WB-89-022	L	051	20	dxt	2B	Deadeye
WB-89-167	N	051	20	cxg	2B	Deadeye
WB-89-338	L	051	20	dxt	1A	Deadeye
WB-89-470	L	051	19	dxt	1B	Deadeye
WB-89-481	L	051	20	dxt	1B	Deadeye
WB-89-020	L	052	20	dxt	2B	Deadeye
WB-89-023	L	053	20	dxt	1B	Deadeye
WB-89-082	L	053	20	cxg	1B	Deadeye
WB-89-106	L	053	20	dxt	1B	Deadeye
WB-89-108	N	053	20	cxg	1B	Deadeye
WB-89-114	U	053	20	cxg	1B	Deadeye
WB-89-148	L	053	20	dxt	3B	Deadeye
WB-89-448	L	053	20	dxt	1B	Deadeye
WB-89-294	L	054	14	cxg	1A	Deadeye
WB-89-000	O	055	14	000	00	Deadeye
WB-89-292	L	056	14	cxg	3B	Deadeye chainplate
WB-89-293	L	056	14	cxg	3B	Deadeye chainplate
WB-89-291	L	057	14	cxg	2C	Deadeye chainplate
WB-89-000	O	057	14	000	00	Deadeye
WB-89-271	L	058	14	cxg	2B	Deadeye
WB-89-288	L	058	14	cxg	1A	Deadeye
WB-89-158	L	059	14	dxt	1B	Deadeye, large
WB-89-287	L	059	14	cxg	1A	Deadeye
WB-89-264	L	060	14	cxg	1A	Belaying pin
WB-89-284	L	060	14	cxg	3C	Belaying pin
WB-89-614	L	061	14	kxp	3C	Belaying pin

WB-89-344	L	062	10	dxt	1A	Downhaul	fairlead
WB-89-387	L	062	10	dxt	1A	Downhaul	fairlead
WB-89-393	L	062	10	dxt	1A	Downhaul	fairlead
WB-89-518	N	062	10	dxt	1A	Downhaul	fairlead
WB-89-535	L	062	10	dxt	1B	Downhaul	fairlead
WB-89-157	L	063	06	dxt	1A	Deadeyes,	two
WB-89-242	L	063	06	cxcg	1A	Deadeye	
WB-89-243	L	063	06	cxcg	3B	Deadeye	
WB-89-390	L	063	06	dxt	1A	Deadeyes,	three
WB-89-205	L	064	06	cxcg	2A	Deadeye	
WB-89-235	L	064	06	cxcg	1A	Deadeye	
WB-89-339	L	064	06	dxt	1A	Deadeyes,	three
WB-89-206	L	065	06	cxcg	2C	Deadeye	
WB-89-207	L	065	06	cxcg	2B	Deadeye	
WB-89-224	L	065	06	cxcg	2B	Deadeye	
WB-89-353	L	065	06	dxt	1A	Deadeye	
WB-89-230	L	066	06	cxcg	1B	Deadeye	
WB-89-234	L	066	06	cxcg	2A	Deadeye	
WB-89-318	L	066	06	dxt	1A	Deadeye	
WB-89-232	L	067	06	cxcg	1A	Eye screw	in rail
WB-89-238	L	067	06	cxcg	1A	Eye screw	in rail
WB-89-200	L	068	06	cxcg	1A	Eye screw	in rail
WB-89-229	L	068	06	cxcg	1A	Eye screw	in rail
WB-89-225	L	069	06	cxcg	1A	Deadeye	
WB-89-239	L	069	06	cxcg	1A	Deadeye	
WB-89-551	L	069	06	dxt	1A	Deadeye	
WB-89-632	L	069	06	cxcg	2A	Deadeye	
WB-89-000	O	070	00	000	00	Tag not	used
WB-89-160	L	071	06	dxt	1A	Deadeye	
WB-89-171	L	071	06	cxcg	1A	Deadeye	
WB-89-212	L	071	06	cxcg	2B	Deadeye	
WB-89-233	L	071	06	cxcg	2C	Deadeye	
WB-89-547	L	071	06	dxt	2A	Deadeye	
WB-89-168	L	072	06	cxcg	1A	Deadeye	
WB-89-236	L	072	06	cxcg	2A	Deadeye	
WB-89-262	L	072	06	cxcg	1A	Deadeye	
WB-89-549	L	072	06	dxt	2B	Deadeye	
WB-89-150	L	073	04	dxt	1B	Chain	
WB-89-383	N	073	04	dxt	1A	Chain	
WB-89-531	L	073	04	dxt	2B	Chain	
WB-89-532	N	073	04	dxt	1B	Chain	
WB-89-627	L	073	04	kxp	2B	Chain	
WB-89-000	O	074	00	000	00	Tag not	used
WB-89-000	O	075	01	000	00	Cable	
WB-89-000	O	076	06	000	00	Deadeye	
WB-89-000	O	077	NW	000	00	Block,	loose
WB-89-000	O	078	NW	000	00	Block,	loose
WB-89-000	O	079	NW	000	00	Block,	loose
WB-89-030	L	080	17	dxt	2B	Driftpin	
WB-89-070	L	080	17	dxt	2A	Driftpin	
WB-89-029	L	081	19	dxt	1A	Deadeye	
WB-89-031	L	081	19	dxt	1A	Deadeye	
WB-89-136	L	081	19	dxt	1B	Deadeye	
WB-89-000	O	082	00	000	00	Tag not	used
WB-89-000	O	083	NW	000	00	Block,	loose

WB-89-000	O	084	00	000	00	Tag not used
WB-89-000	O	085	00	000	00	Tag not used
WB-89-000	O	086	20	000	00	Deck board, loose
WB-89-429	L	087	05	cxg	1A	Deadeye
WB-89-430	L	087	05	cxg	1B	Deadeye
WB-89-422	L	088	01	dxt	1B	Deadeye at port gunwhale
12-89-281	L	089	03	cxg	2B	Eye screw in forecastle
WB-89-282	L	089	03	cxg	2B	Eye screw in forecastle
WB-89-569	L	089	03	dxt	1A	Eye screw in forecastle
WB-89-280	L	090	03	cxg	1A	Eye screw in forecastle
WB-89-471	U	091	01	dxt	1A	Deadeye off port bow
WB-89-000	O	091	01	000	00	Deadeye
WB-89-319	L	092	01	dxt	2B	Deadeye off port bow
WB-89-000	O	092	01	000	00	Deadeye
WB-89-504	L	093	01	dxt	2B	Shackle
WB-89-505	L	093	01	dxt	2B	Shackle
WB-89-000	O	093	01	000	00	Shackle
WB-89-188	L	094	04	cxg	2B	Ring shackled to eye screw on hatch beam
WB-89-197	L	094	04	cxg	3C	Ring shackled to eye screw on hatch beam
WB-89-000	O	095	00	000	00	Tag not used
WB-89-000	O	096	00	000	00	Tag not used
WB-89-177	L	097	06	cxg	2A	Ring shackled to eye screw on beam
WB-89-189	L	097	06	cxg	2B	Ring shackled to eye screw on beam
WB-89-000	O	098	00	000	00	Tag not used
WB-89-525	L	099	SW	dxt	1A	Standing rigging
WB-89-635	L	099	SW	dxt	1A	Standing rigging
WB-89-000	O	100	00	000	00	Tag not used
WB-89-000	O	101	NW	000	00	Deadeye
WB-89-026	L	102	17	dxt	2B	Driftpin
WB-89-084	L	102	17	dxt	2B	Driftpin
WB-89-636	L	103	SW	dxt	1A	Hook on line
WB-89-000	O	104	SW	000	00	Line bundle
WB-89-000	O	105	SW	000	00	Hook on line
WB-89-497	L	106	SW	dxt	1B	Block, loose
WB-89-000	O	107	NW	000	00	Iron half circle
WB-89-000	O	108	SW	000	00	Block, loose
WB-89-000	O	109	SW	000	00	Block, loose
WB-89-028	L	110	17	dxt	1B	Bilge pump
WB-89-122	U	110	17	dxt	2B	Bilge pump
WB-89-382	L	110	17	dxt	1A	Bilge pump
WB-89-447	L	110	17	dxt	2B	Bilge pump
WB-89-473	N	110	17	dxt	2C	Bilge pump
WB-89-528	U	110	17	dxt	1C	Bilge pump
WB-89-561	L	110	17	dxt	3C	Bilge pump
WB-89-016	L	111	20	dxt	1B	Traveler
WB-89-017	U	111	20	dxt	1B	Traveler with diver Norm Reno
WB-89-443	U	111	20	dxt	1A	Traveler with diver, Norm Reno
WB-89-451	L	111	20	dxt	1B	Traveler
WB-89-349	L	112	19	dxt	2B	Oil can
WB-89-368	N	112	19	dxt	2A	Oil can
WB-89-466	N	112	19	dxt	2B	Oil can
WB-89-493	N	112	19	dxt	1B	Oil can
WB-89-000	O	113	NW	000	00	Cable
WB-89-000	O	114	NW	000	00	Spar
WB-89-000	O	115	00	000	00	Tag not used

WB-89-494	L	116	SW	dxt	2B	Hooks on standing rigging
WB-89-523	L	116	SW	dxt	1B	Hooks on standing rigging
WB-89-613	L	116	SW	kxp	3C	Hooks on standing rigging
WB-89-000	O	117	00	000	00	Tag not used
WB-89-000	O	118	00	000	00	Tag not used
WB-89-000	O	119	00	000	00	Tag not used
WB-89-000	O	120	00	000	00	Tag not used
WB-89-000	O	121	00	000	00	Tag not used
WB-89-000	O	122	00	000	00	Tag not used
WB-89-000	O	123	00	000	00	Tag not used
WB-89-000	O	124	00	000	00	Tag not used
WB-89-000	O	125	00	000	00	Tag not used
WB-89-164	L	126	20	cxg	2B	Eye screw in transom
WB-89-027	L	127	20	dxt	1B	Lever, loose
WB-89-530	L	128	20	dxt	1B	Eye screw, loose
WB-89-151	N	129	19	cxg	1B	Rudder post
WB-89-156	N	129	19	cxg	2B	Rudder post
WB-89-170	N	129	19	cxg	2C	Rudder post
WB-89-324	N	129	19	dxt	1B	Rudder post
WB-89-350	N	129	19	dxt	1A	Rudder post
WB-89-351	N	129	19	dxt	1A	Rudder post
WB-89-377	N	129	19	dxt	1B	Rudder post
WB-89-378	N	129	19	dxt	2B	Rudder post
WB-89-379	N	129	19	dxt	3A	Rudder post
WB-89-380	N	129	19	dxt	3C	Rudder post
WB-89-385	N	129	19	dxt	1A	Rudder post with diver, Charlie Fisher
WB-89-467	N	129	19	dxt	2B	Rudderpost
WB-89-474	N	129	19	dxt	2C	Rudder post
WB-89-475	N	129	19	dxt	2C	Rudder post
WB-89-476	L	129	19	dxt	2C	Rudder post
WB-89-340	L	130	20	dxt	1A	Cleat on stern transom
WB-89-381	L	130	20	dxt	1A	Cleat on stern transom
WB-89-391	U	130	20	dxt	1A	Cleat on stern transom
WB-89-545	U	130	20	dxt	3C	Cleat on stern transom
WB-89-548	L	130	19	dxt	2A	Cleat on stern transom
WB-89-097	U	131	18	cxg	3C	Ring, hatch coaming
WB-89-600	L	131	18	dxt	2A	Ring, hatch coaming
WB-89-000	O	132	15	000	00	Drift pin on gunwhale
WB-89-172	L	133	13	cxg	2C	Deadeye
WB-89-315	L	133	13	cxg	1A	Deadeye
WB-89-314	L	134	13	cxg	1A	Deadeye
WB-89-392	L	134	13	dxt	1A	Deadeyes, two
WB-89-489	L	134	13	dxt	1A	Deadeyes, two
WB-89-139	U	135	13	dxt	2C	Deadeyes, two
WB-89-313	L	135	13	cxg	1A	Deadeyes, two
WB-89-521	U	135	13	dxt	1A	Deadeyes, two
WB-89-274	L	136	13	cxg	1A	Deadeye
WB-89-352	L	136	13	dxt	1A	Deadeyes, two
WB-89-247	L	137	13	cxg	1A	Belaying pin
WB-89-312	L	138	13	cxg	1A	Deadeye
WB-89-491	L	138	13	dxt	1B	Deadeye
WB-89-286	L	139	13	cxg	1B	Deadeye
WB-89-337	L	139	13	dxt	1A	Deadeyes, two with billet pins
WB-89-290	L	140	13	cxg	2B	Deadeye
WB-89-496	L	140	13	dxt	2B	Deadeye

WB-89-278	L	141	11	cxg	1A	Belaying pins
WB-89-302	L	142	13	cxg	1A	Belaying pin
WB-89-608	L	142	13	dxt	1A	Belaying pins
WB-89-283	L	143	13	cxg	1B	Belaying pin
WB-89-300	L	143	13	cxg	1C	Belaying pins
WB-89-301	L	143	13	cxg	2B	Belaying pin
WB-89-610	L	143	13	kxp	3C	Belaying pin
WB-89-637	L	144	11	dxt	1A	Hardware at port gunwhale
WB-89-397	L	145	05	cxg	1A	Deadeye
WB-89-431	L	145	05	cxg	2B	Deadeye
WB-89-000	O	146	00	000	00	Tag not used
WB-89-000	O	147	15	000	00	Hatch closure hardware
WB-89-000	O	148	16	000	00	Ring on beam
WB-89-000	O	149	16	000	00	Hatch closure hardware
WB-89-000	O	150	16	000	00	Ring, hatch coaming
WB-89-546	L	151	19	dxt	3C	Eye screw on stern transom
WB-89-000	O	152	19	000	00	Transom, broken off
WB-89-465	U	153	19	dxt	3C	Cleat
WB-89-000	O	153	19	000	00	Cleat on transom
WB-89-094	U	154	00	dxt	2B	Deck timber
WB-89-095	L	154	00	dxt	2C	Deck timber
WB-89-067	L	155	18	cxg	3C	Mooring bitt
WB-89-071	U	155	18	cxg	3C	Mooring bitt
WB-89-073	L	155	18	cxg	2B	Mooring bitt
WB-89-093	U	155	18	dxt	1A	Mooring bitt
WB-89-099	N	155	18	cxg	2B	Mooring bitt
WB-89-403	N	155	18	cxg	3C	Mooring bitt
WB-89-004	L	156	16	dxt	2B	Decking, single plank
WB-89-005	L	156	16	dxt	2B	Decking, single plank
WB-89-000	O	157	15	000	00	Drift pin in gunwhale
WB-89-616	L	158	14	kxp	3C	Rail
WB-89-000	O	159	10	000	00	Rail, loose
WB-89-373	L	160	00	dxt	1A	Eye screw in rail
WB-89-196	L	161	06	cxg	2B	Eye screw on deck beam
WB-89-202	L	162	06	cxg	2B	Eye screw on deck beam
WB-89-204	L	162	06	cxg	2B	Eye screw on deckbeam
WB-89-184	L	163	06	cxg	2B	Ring, bulwark shackled to eye screw
WB-89-226	L	163	06	cxg	1A	Ring, bulwark shackled to eye screw in gunwhale
WB-89-241	L	163	06	cxg	3C	Ring, bulwark shackled to eye screw in gunwhale
WB-89-626	L	164	04	kxp	3C	Hole in mooring post rail
WB-89-000	O	164	04	000	00	Hole in gollard
WB-89-000	O	165	00	000	00	Tag not used
WB-89-000	O	166	00	000	00	Tag not used
WB-89-000	O	167	02	000	00	Drift pin in gunwhale
WB-89-598	L	168	02	dxt	1B	Hardware over starboard hawsepipe
WB-89-252	L	169	03	cxg	1A	Hardware at port bow
WB-89-277	L	169	03	cxg	2A	Hardware at port bow
WB-89-543	U	169	03	dxt	3C	Hardware at port bow
WB-89-606	L	169	03	dxt	1B	Hardware at port bow
WB-89-036	L	170	15	dxt	1B	Plumbing pipes
WB-89-039	L	170	15	dxt	1A	Plumbing pipes
WB-89-033	L	171	15	dxt	1A	Ring, bulwark shackled to eye screw
WB-89-303	L	172	15	cxg	2B	Drift pin in timbers
WB-89-488	L	172	15	dxt	2B	Drift pin in timbers
WB-89-298	L	173	15	cxg	3C	Timbers on deck

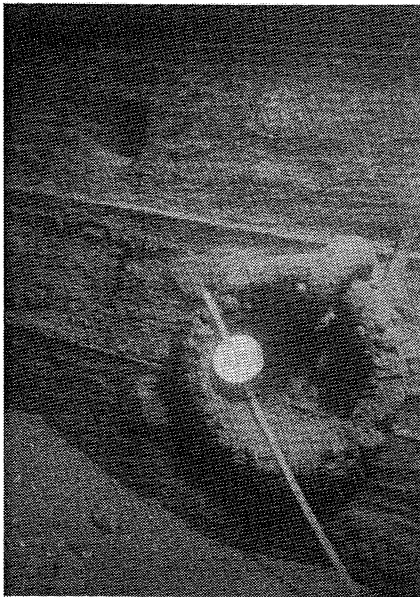
WB-89-169	U	174	11	dxt	2B	Ring, hatch coaming
WB-89-000	O	175	11	000	00	Hatch hardware
WB-89-000	O	176	04	000	00	Ring in forecastle crossbeam
WB-89-054	N	177	02	dxt	2B	Chain
WB-89-055	N	177	02	dxt	2C	Chain
WB-89-508	L	177	02	dxt	1B	Chain
WB-89-568	L	177	01	dxt	1A	Capstan chain
WB-89-000	O	178	00	000	00	Tag not used
WB-89-000	O	179	01	000	00	Pin in bow
WB-89-163	L	180	01	cxg	2A	Chainplate with hardware
WB-89-485	U	180	00	dxt	1B	Chainplate with hardware
WB-89-000	O	181	00	000	00	Tag not used
WB-89-060	U	182	01	dxt	2B	Deadeye over port hawsepipe
WB-89-495	U	182	01	dxt	1B	Deadeye over port hawsepipe
WB-89-506	N	182	01	dxt	1B	Deadeye over port hawsepipe
WB-89-507	N	182	01	dxt	2C	Deadeye over port hawsepipe
WB-89-517	U	182	01	dxt	1A	Deadeye over port hawsepipe
WB-89-539	U	182	01	dxt	1A	Deadeye over port hawsepipe
WB-89-000	O	182	NW	000	00	Deadeye
WB-89-256	L	183	NW	cxg	1A	Bolt in spar
WB-89-276	L	183	NW	cxg	2C	Bolt in spar
WB-89-279	L	184	03	cxg	2B	Eye screws in forecastle with ring
WB-89-320	L	184	03	dxt	1A	Eye screw in forecastle with ring
WB-89-255	L	185	03	cxg	2B	Ring shackled to eye screw on forecastle
WB-89-265	L	185	03	cxg	1A	Ring shackled to eye screw on forecastle
WB-89-000	O	186	00	000	00	Tag not used
WB-89-552	U	187	03	dxt	1B	Cable disappearing into sand at port side
WB-89-000	O	187	03	000	00	Line into sand
WB-89-400	L	188	05	dxt	1A	Eye screw in rail
WB-89-408	L	189	05	cxg	1A	Deadeye
WB-89-434	L	189	05	cxg	2C	Deadeye
WB-89-345	L	190	05	cxg	1B	Deadeye
WB-89-346	L	190	05	cxg	1B	Deadeye
WB-89-401	L	191	05	cxg	2C	Eye screw in rail
WB-89-399	L	192	05	cxg	1A	Eye screw in rail
WB-89-398	L	193	05	cxg	1A	Deadeye with crayfish
WB-89-435	L	193	05	cxg	1A	Deadeye with crayfish
WB-89-533	L	193	05	dxt	2B	Deadeyes, four
WB-89-425	L	194	05	cxg	1B	Chainplate, empty
WB-89-426	L	194	05	cxg	1C	Chainplate, empty
WB-89-000	O	195	09	000	00	Metal bar, loose
WB-89-000	O	196	11	000	00	Chain to amid ships winch
WB-89-272	L	197	13	cxg	1A	Eye screw in deck with block shackled
WB-89-266	L	198	14	cxg	2A	Plumbing pipe
WB-89-285	L	198	14	cxg	2B	Plumbing pipe
WB-89-000	O	199	14	000	00	Deck planks
WB-89-015	L	200	20	dxt	2B	Rigging on deck
WB-89-000	O	201	01	000	00	Chain mover, double hooks under forecastle
WB-89-000	O	202	01	000	00	Chain under forecastle
WB-89-000	O	203	00	000	00	Tag not used
WB-89-267	L	204	01	cxg	2B	Chainbrake
WB-89-326	L	204	01	dxt	1A	Chainbrake
WB-89-332	L	204	01	dxt	1A	Chainbrake
WB-89-555	L	204	01	dxt	1A	Chainbrake
WB-89-557	L	204	01	dxt	1A	Chainbrake
WB-89-566	L	204	01	dxt	1A	Chainbrake

WB-89-041	N	205	02	dxt	1A	Windlass
WB-89-043	U	205	02	dxt	1A	Windlass, with patent date
WB-89-044	U	205	02	dxt	2B	Windlass
WB-89-053	N	205	02	dxt	1A	Windlass
WB-89-062	N	205	02	dxt	1A	Windlass
WB-89-063	N	205	02	dxt	2B	Windlass
WB-89-064	N	205	02	dxt	2B	Windlass
WB-89-342	U	205	02	dxt	1A	Windlass with patent date
WB-89-355	U	205	01	dxt	1A	Windlass with patent date
WB-89-492	N	205	02	dxt	1A	Windlass, under forecastle
WB-89-501	U	205	02	dxt	1A	Windlass with patent date
WB-89-554	U	205	02	dxt	1A	Windlass
WB-89-604	U	205	02	dxt	2B	Windlass
WB-89-603	U	205	02	dxt	2B	Windlass
WB-89-002	U	206	01	dxt	2B	Capstan, bow with diver
WB-89-040	L	206	01	dxt	1B	Capstan, bow
WB-89-045	U	206	01	dxt	1B	Capstan, bow with chain
WB-89-046	L	206	01	dxt	1B	Capstan, bow
WB-89-056	N	206	01	dxt	1B	Capstan, bow
WB-89-138	U	206	01	cxg	1B	Capstan, bow
WB-89-153	U	206	01	dxt	2C	Capstan
WB-89-175	L	206	01	cxg	2B	Capstan, bow
WB-89-244	L	206	01	cxg	3B	Capstan, bow, base
WB-89-358	N	206	01	dxt	2B	Capstan, bow, top
WB-89-371	U	206	01	dxt	2B	Capstan, bow, top
WB-89-384	N	206	01	dxt	1A	Capstan and chain
WB-89-386	N	206	01	dxt	1A	Capstan, bow with chain
WB-89-388	N	206	01	dxt	1A	Capstan, bow with chain
WB-89-396	N	206	01	dxt	1A	Capstan, with diver videotaping
WB-89-445	U	206	01	cxg	1B	Capstan, bow with chain
WB-89-446	N	206	01	dxt	3C	Capstan
WB-89-478	N	206	01	dxt	2B	Capstan, bow, with chain at base
WB-89-479	U	206	01	dxt	2B	Capstan, bow, with chain
WB-89-502	N	206	01	dxt	2C	Capstan, bow, top
WB-89-553	U	206	01	dxt	2C	Capstan, bow
WB-89-585	U	206	01	dxt	1A	Capstan, bow with video camera
WB-89-186	L	207	05	cxg	2A	Eye screw in deck with block shackled
WB-89-221	L	207	05	cxg	1A	Eye screw in deck with block shackled
WB-89-250	L	207	05	cxg	1A	Eye screw in deck with block shackled
WB-89-006	L	208	00	dxt	2B	Timber in sand with crayfish
WB-89-013	L	208	00	dxt	2B	Timber in sand with crayfish
WB-89-000	O	209	16	000	00	Hatch hardware
WB-89-038	L	210	15	dxt	1A	Hatch hardware
WB-89-014	L	211	15	dxt	2B	Ring, hatch coaming
WB-89-034	L	211	15	dxt	2B	Ring, hatch coaming
WB-89-035	L	212	17	dxt	2B	Ring, hatch coaming
WB-89-120	L	212	17	cxg	1A	Ring, hatch coaming
WB-89-121	L	212	17	cxg	1A	Ring, hatch coaming
WB-89-597	L	212	17	dxt	2B	Ring, hatch coaming
WB-89-096	L	213	18	cxg	1B	Hatch coaming hardware
WB-89-019	L	214	18	dxt	2B	Timbers, loose
WB-89-083	L	214	18	cxg	1A	Timbers, loose
WB-89-472	L	215	18	dxt	1A	Drifts, loose bundle
WB-89-251	U	216	05	cxg	1A	Eye screw with block shackled
WB-89-405	L	216	05	dxt	1A	Eye screw with block shackled

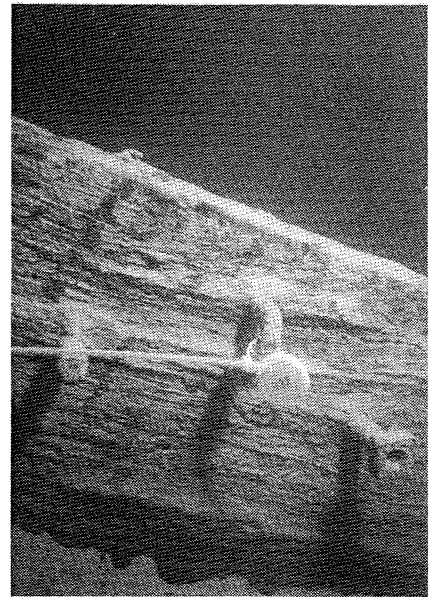
WB-89-407	L	216	05	dxt	2A	Eye screw with block shackled
WB-89-001	U	217	15	dxt	2B	Capstan, stern, 150 flag showing
WB-89-007	N	217	15	dxt	2B	Capstan, stern, top
WB-89-008	U	217	15	dxt	2B	Capstan, stern
WB-89-010	N	217	15	dxt	2B	Capstan, stern, 150 flag showing, top
WB-89-011	N	217	15	dxt	2B	Capstan, stern, 150 flag showing, top
WB-89-037	U	217	15	dxt	1C	Capstan, stern, base
WB-89-075	N	217	15	dxt	1A	Capstan
WB-89-076	U	217	15	cxg	2C	Capstan, amid ships
WB-89-129	N	217	15	cxg	1B	Capstan, stern top
WB-89-130	L	217	15	cxg	1B	Capstan, stern with diver's hand
WB-89-131	U	217	15	cxg	2C	Capstan, stern
WB-89-132	N	217	15	cxg	2C	Capstan
WB-89-159	U	217	15	cxg	2C	Capstan, stern
WB-89-176	L	217	15	cxg	2C	Capstan, stern
WB-89-394	N	217	15	dxt	2B	Capstan, stern, top
WB-89-424	N	217	15	dxt	1A	Capstan with diver, Dee Dee Taylor
WB-89-452	U	217	15	000	2C	Capstan, stern, base
WB-89-562	U	217	15	dxt	2B	Capstan with diver measuring, John McManamon
WB-89-563	N	217	15	dxt	2B	Capstan with diver, Dee Dee Taylor
WB-89-565	U	217	15	dxt	1A	Capstan with diver, John McManamon
WB-89-012	N	218	07	dxt	2B	Capstan, amid ships, top
WB-89-360	N	218	07	dxt	2B	Capstan, amid ships, top
WB-89-458	N	218	15	dxt	1B	Capstan, amid ships, top
WB-89-462	N	218	07	dxt	2C	Capstan, amid ships, top
WB-89-500	N	218	07	dxt	2B	Capstan, amid ships, top
WB-89-414	L	219	05	cxg	1B	Block, loose
WB-89-415	L	219	05	cxg	2B	Block, loose
WB-89-432	L	220	05	cxg	2B	Deadeye
WB-89-433	L	220	05	cxg	1A	Deadeye
WB-89-245	L	221	05	cxg	3A	Deadeye
WB-89-275	L	221	05	cxg	1A	Deadeye
WB-89-321	L	221	05	dxt	1A	Deadeye
WB-89-409	L	221	05	cxg	1B	Deadeye
WB-89-410	L	221	05	cxg	2B	Deadeye
WB-89-000	O	222	09	000	00	Block, loose
WB-89-412	L	223	05	cxg	2C	Deadeye
WB-89-436	L	223	05	cxg	2C	Deadeye
WB-89-413	L	224	05	cxg	2B	Block
WB-89-427	L	224	05	cxg	1A	Block
WB-89-018	L	225	20	dxt	2B	Bolts next to drifts
WB-89-328	U	226	03	dxt	1B	Chain pull hooks
WB-89-000	O	227	00	000	00	Tag not used
WB-89-329	L	228	01	dxt	1B	Chain pull hooks
WB-89-253	L	229	01	cxg	1A	Eye screw in deck with ring shackled
WB-89-254	L	229	01	cxg	1A	Eye screw in deck with ring shackled
WB-89-257	L	229	01	cxg	1A	Eye screw on deck with ring shackled
WB-89-327	L	229	01	cxg	1B	Hooks on ring
WB-89-066	L	230	03	dxt	1A	Hook
WB-89-336	L	230	03	dxt	1A	Hook
WB-89-181	N	231	05	cxg	1B	Block shackled to eye screw on deck
WB-89-249	L	231	05	cxg	1A	Block shackled to eye screw on deck
WB-89-404	L	231	05	cxg	1B	Block shackled to eye screw on deck
WB-89-406	L	231	05	cxg	1B	Block shackled to eye screw on deck
WB-89-192	L	232	05	cxg	1A	Block shackled to eye screw on deck

WB-89-269	L	232	05	cxg	1B	Block shackled to eye screw on deck
WB-89-374	L	232	05	dxt	1A	Block shackled to eye screw on deck
WB-89-402	L	232	05	dxt	1A	Block shackled to eye screw on deck
WB-89-411	L	232	05	cxg	2A	Block shackled to eye screw on deck
WB-89-193	L	233	05	cxg	2C	Downhaul fairlead
WB-89-199	L	233	05	cxg	3C	Downhaul fairlead
WB-89-248	L	233	05	cxg	3C	Downhaul fairlead
WB-89-273	L	234	13	cxg	2B	Block shackled to eye screw on deck
WB-89-295	L	234	13	cxg	2B	Block shackled to eye screw on deck
WB-89-364	L	234	13	dxt	1A	Grid over block shackled to eye screw on deck
WB-89-540	L	234	13	dxt	1A	Grid over block shackled to eye screw on deck
WB-89-542	L	234	13	dxt	1A	Grid over block shackled to eye screw on deck
WB-89-000	O	235	11	000	00	Ring, hatch coaming
WB-89-000	O	236	09	000	00	Ring, hatch coaming
WB-89-619	L	237	11	kxp	2A	Centerboard winch
WB-89-000	O	238	00	000	00	Tag not used
WB-89-000	O	239	02	000	00	Hooks, double
WB-89-000	O	240	09	000	00	Ring, bulwark
WB-89-000	O	241	00	000	00	Tag not used
WB-89-000	O	242	00	000	00	Tag not used
WB-89-000	O	243	00	000	00	Tag not used
WB-89-000	O	244	00	000	00	Tag not used
WB-89-000	O	245	00	000	00	Tag not used
WB-89-000	O	246	00	000	00	Tag not used
WB-89-000	O	247	00	000	00	Tag not used
WB-89-000	O	248	00	000	00	Tag not used
WB-89-000	O	249	00	000	00	Tag not used
WB-89-000	O	250	00	000	00	Tag not used
WB-89-000	O	251	00	000	00	Tag not used
WB-89-000	O	252	00	000	00	Tag not used
WB-89-000	O	253	00	000	00	Tag not used
WB-89-000	O	254	00	000	00	Tag not used
WB-89-000	O	255	20	000	00	Block under deck
WB-89-599	L	256	18	dxt	2B	Metal bars, loose
WB-89-000	O	257	18	000	00	Metal rod
WB-89-000	O	258	00	000	00	Tag not used
WB-89-000	O	259	00	000	00	Tag not used
WB-89-000	O	260	19	000	00	Ring on transom
WB-89-000	O	261	01	000	00	Drift pin in gunwhale
WB-89-000	O	262	00	000	00	Tag not used
WB-89-000	O	263	15	000	00	Timber loose on deck
WB-89-000	O	264	00	000	00	Tag not used
WB-89-000	O	265	00	000	00	Bollard
WB-89-000	O	266	01	000	00	Shovel under forecastle
WB-89-000	O	267	01	000	00	Chain mover under forecastle
WB-89-000	O	268	01	000	00	Bollard
WB-89-000	O	269	00	000	00	Tag not used
WB-89-000	O	270	04	000	00	Mooring bitt
WB-89-246	L	271	05	cxg	1A	Block shackled to eye screw on deck
WB-89-000	O	272	03	000	00	Mooring bitt
WB-89-420	L	273	01	dxt	1B	Metal equipment and nails under forecastle
WB-89-423	L	273	01	dxt	1B	Metal equipment and nails under forecastle
WB-89-085	N	274	17	cxg	2C	Mooring bitt
WB-89-119	N	274	17	cxg	2B	Mooring bitt
WB-89-127	N	274	17	dxt	2A	Mooring bitt

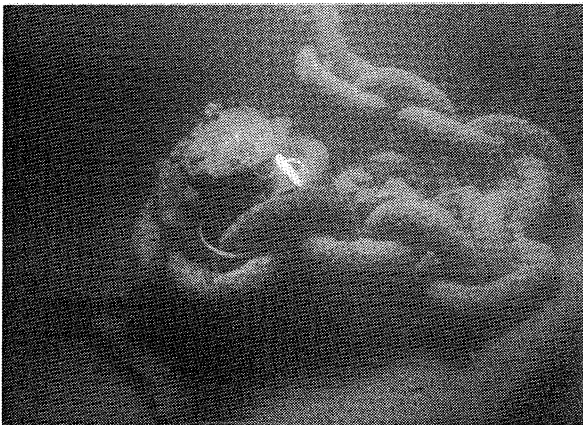
WB-89-128	U	274	17	dxt	2B	Mooring bitt
WB-89-000	O	275	18	000	00	Wood strap
WB-89-000	O	276	00	000	00	Tag not used
WB-89-000	O	277	00	000	00	Tag not used
WB-89-000	O	278	00	000	00	Tag not used
WB-89-047	N	279	02	dxt	2B	Shackle for bobstay on starboard gunwhale
WB-89-048	L	279	02	dxt	1A	Shackle for bobstay on starboard gunwhale
WB-89-000	O	280	00	000	00	Tag not used
WB-89-000	O	281	00	000	00	Tag not used
WB-89-419	L	282	20	dxt	2B	Deadeye chainplate
WB-89-421	L	282	20	dxt	1A	Deadeye chainplate
WB-89-000	O	283	00	000	00	Tag not used
WB-89-000	O	284	00	000	00	Tag not used
WB-89-000	O	285	15	000	00	Block
WB-89-000	O	286	00	000	00	Tag not used
WB-89-000	O	287	NW	000	00	Bolt
WB-89-000	O	288	NW	000	00	Blocks (two)
WB-89-000	O	289	NW	000	00	Block with hook
WB-89-000	O	290	00	000	00	Tag not used
WB-89-000	O	291	00	000	00	Tag not used
WB-89-000	O	292	00	000	00	Tag not used
WB-89-000	O	293	00	000	00	Tag not used
WB-89-000	O	294	00	000	00	Tag not used
WB-89-000	O	295	NW	000	00	Metal ring
WB-89-000	O	296	SW	000	00	Metal ring
WB-89-000	O	297	SW	000	00	Rigging
WB-89-000	O	298	SW	000	00	Mast step
WB-89-000	O	299	SW	000	00	Block
WB-89-527	L	300	SW	dxt	1A	Boom band
WB-89-000	O	300	SW	000	00	Boom band
WB-89-000	O	301	00	000	00	Tag not used
WB-89-000	O	302	SW	000	00	Cable splicer
WB-89-000	O	303	00	000	00	Tag not used
WB-89-000	O	304	00	000	00	Tag not used
WB-89-000	O	305	03	000	00	Ring, bulwark
WB-89-000	O	306	09	000	00	Metal bars
WB-89-000	O	307	00	000	00	Tag not used
WB-89-000	O	308	00	000	00	Tag not used
WB-89-000	O	309	00	000	00	Tag not used
WB-89-000	O	310	00	000	00	Tag not used
WB-89-000	O	311	00	000	00	Tag not used
WB-89-000	O	312	00	000	00	Tag not used
WB-89-000	O	313	17	000	00	Deck support
WB-89-000	O	314	00	000	00	Tag not used
WB-89-343	L	315	NW	dxt	1A	Deadeye and jib boom
WB-89-363	L	315	NW	dxt	1A	Grid over deadeye and jib boom
WB-89-537	L	316	00	dxt	3C	Grid over chain and shackle
WB-89-000	O	317	00	000	00	Tag not used
WB-89-357	L	318	NW	dxt	1A	Jib boom
WB-89-544	L	318	NW	dxt	3C	Grid over jib boom
WB-89-000	O	319	NW	000	00	Mast step
WB-89-000	O	320	00	000	00	Tag not used
WB-89-000	O	321	00	000	00	Tag not used
WB-89-000	O	322	00	000	00	Tag not used
WB-89-000	O	323	00	000	00	Tag not used
WB-89-000	O	324	00	000	00	Tag not used
WB-89-480	L	325	NE	dxt	2B	Stern gunwhale, loose section



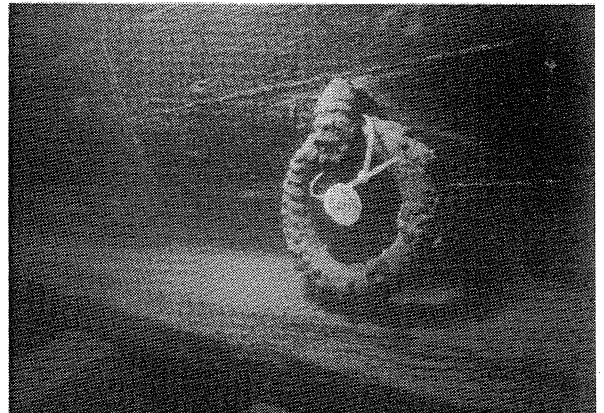
WB-89-032 L 020 15 dxt Bulwark ring



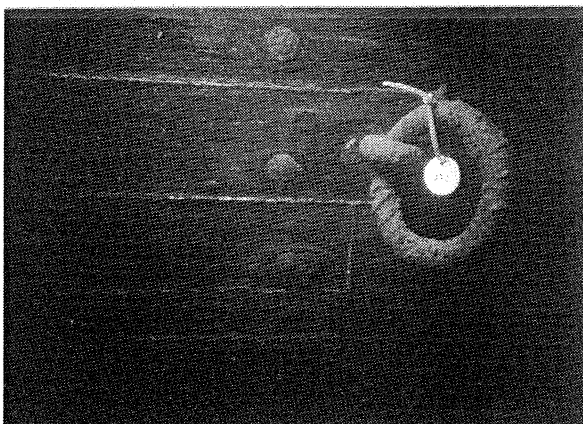
WB-89-009 L 022 16 dxt Hatch hardware



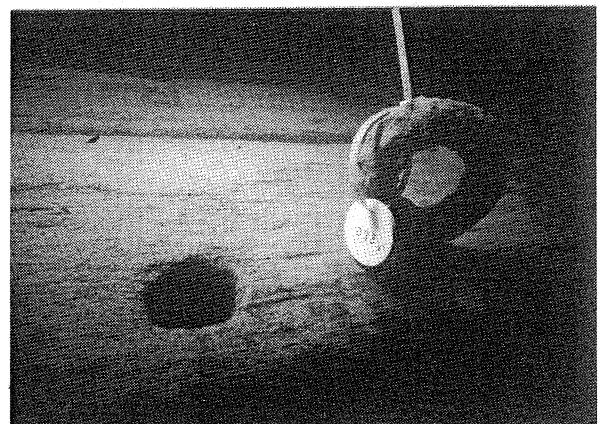
WB-89-330 4 025 03 dxt Chain



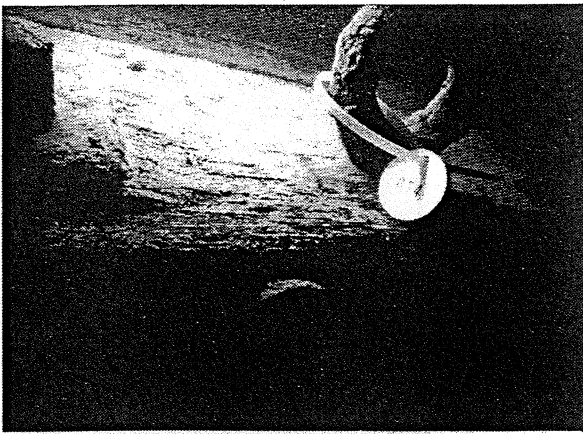
WB-89-107 L 030 18 dxt Bulwark Ring



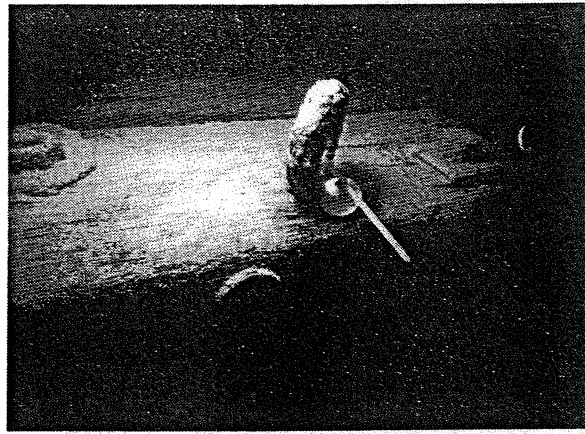
WB-89-268 L 032 16 cxg Bulwark Ring



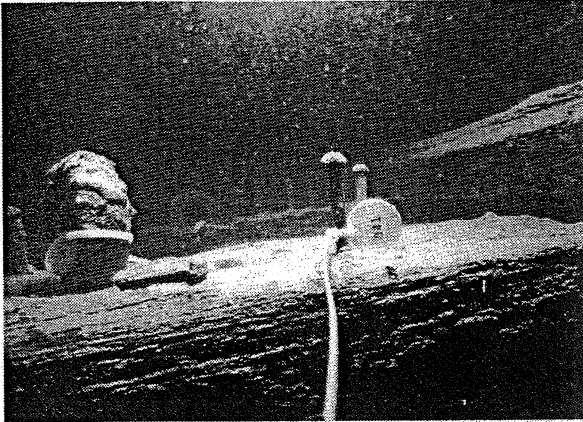
WB-89-270 L 033 14 CXG Eye screw



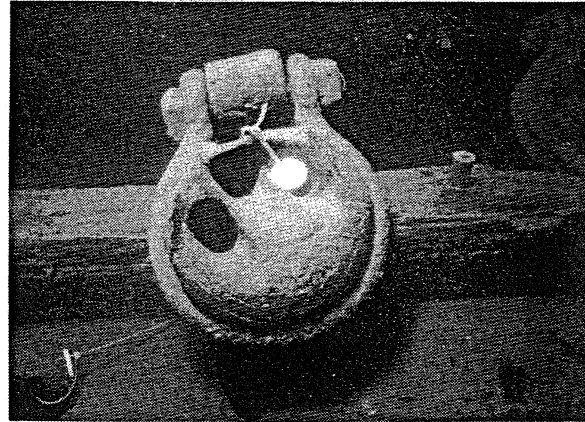
WB-89-296 L 034 14 cxg Eye screw



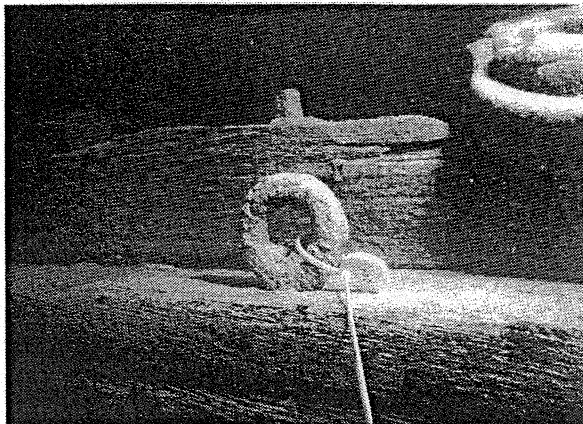
WB-89-297 L 035 14 cxg Eye Screw



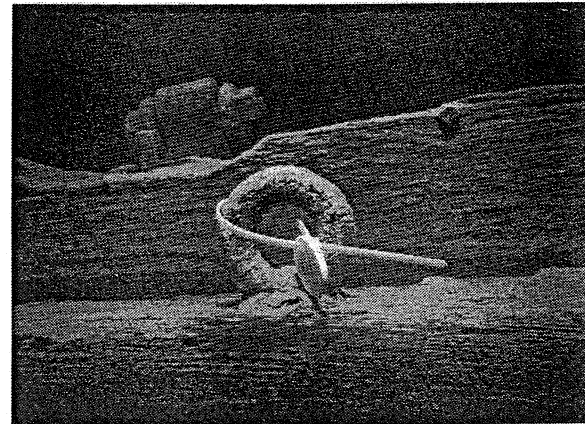
WB-89-223 L 041 06 cxg Drift pin



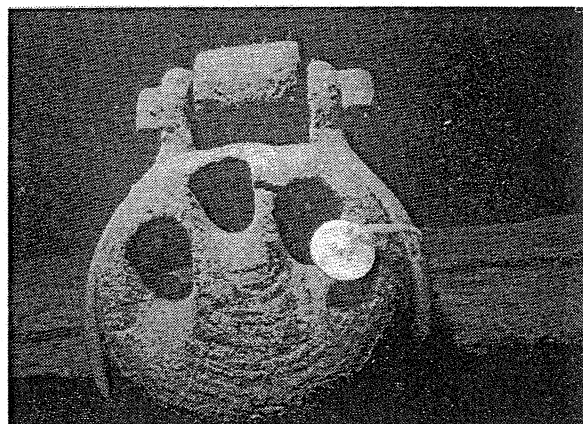
WB-89-208 L 043 06 cxg Deadeye



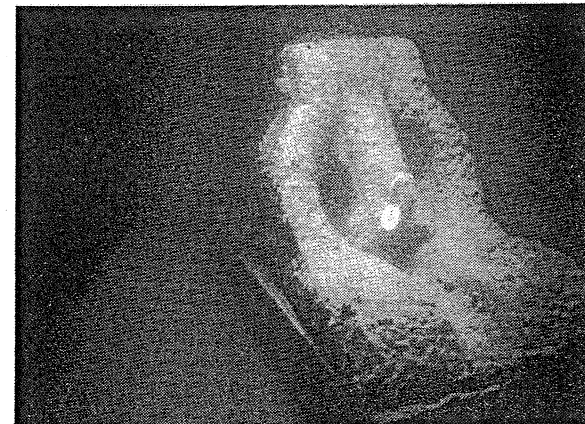
WB-89-240 L 044 06 cxg Eye screw



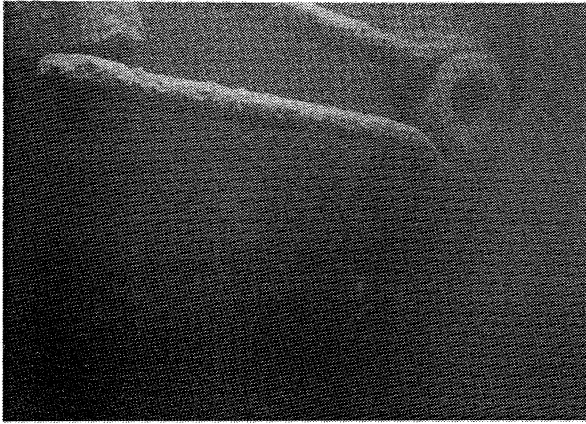
WB-89-216 L 045 06 cxg Eye Screw



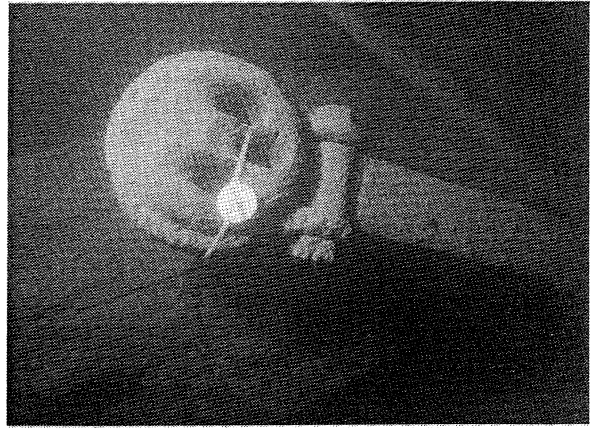
WB-89-231 L 046 06 cxg Deadeye



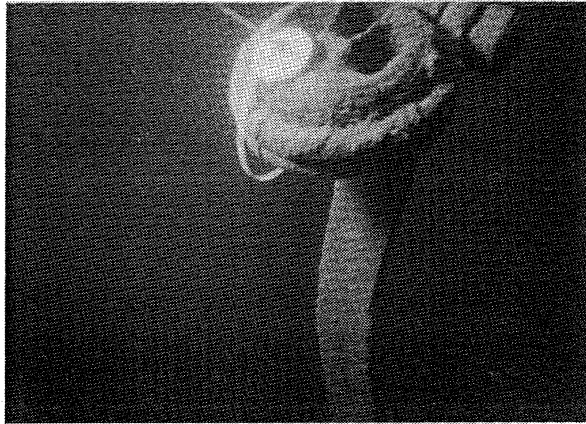
WB-89-503 L 049 02 dxt Chainbrake



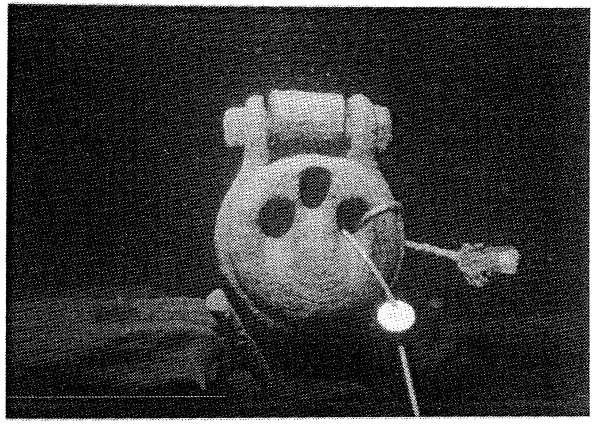
WB-89-556 N 050 01 dxt Bowsprit strap



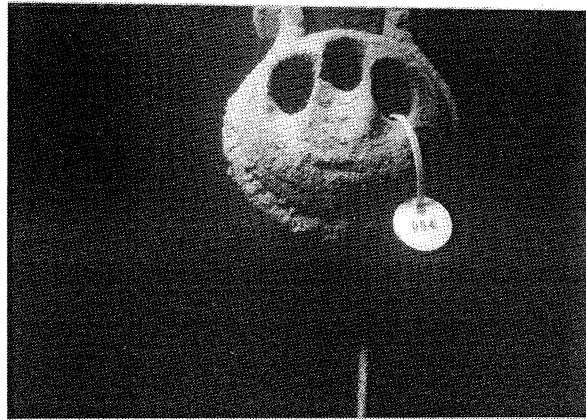
WB-89-021 L 051 20 dxt Deadeye



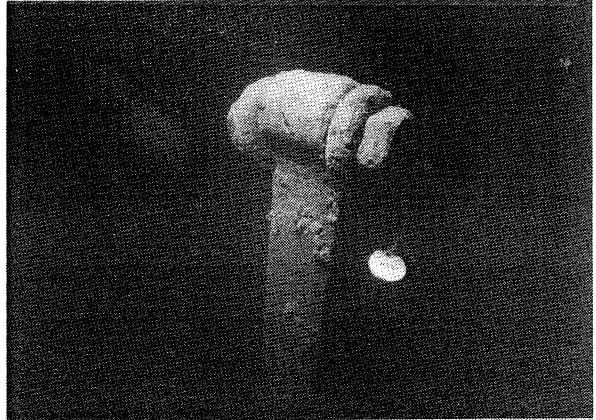
WB-89-020 L 052 20 dxt Deadeye



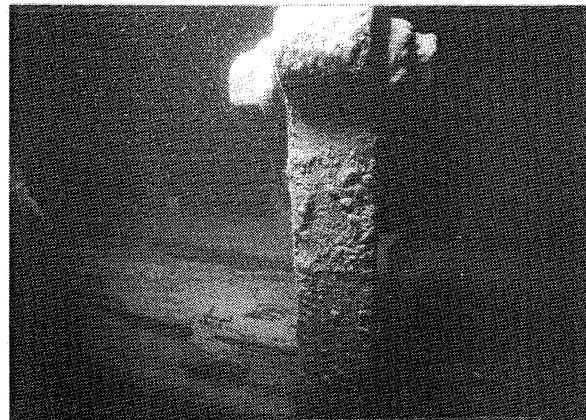
WB-89-082 L 053 20 cxg Deadeye



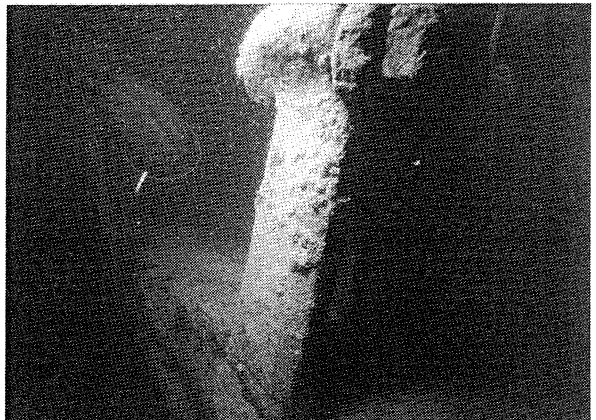
WB-89-294 L 054 14 cxg Deadeye



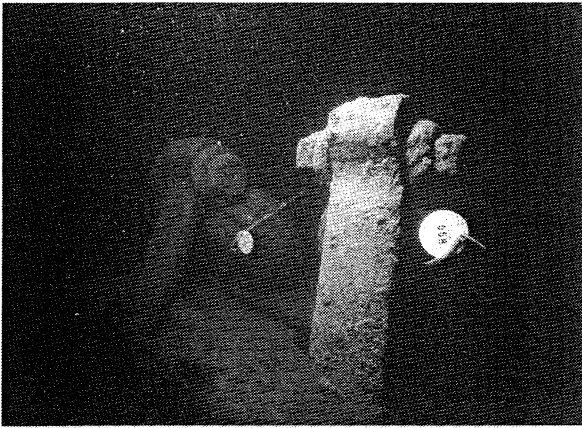
WB-89-293 L 055 14 cxg Deadeye



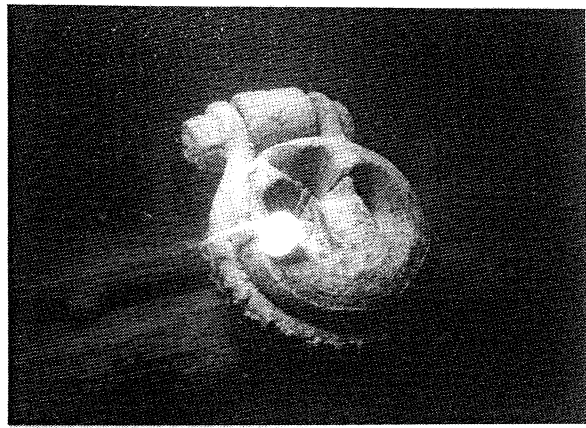
WB-89-292 L 056 14 cxg Deadeye



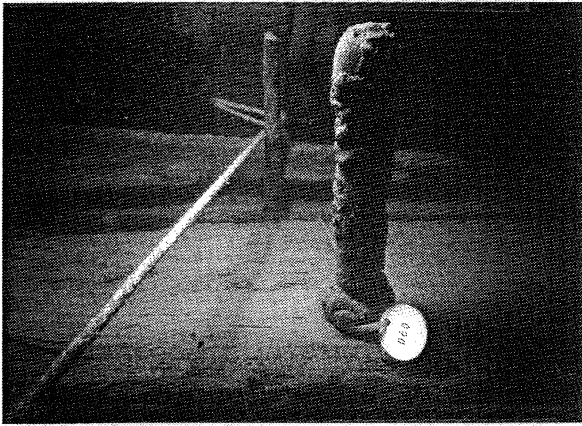
WB-89-291 L 057 14 cxg Deadeye



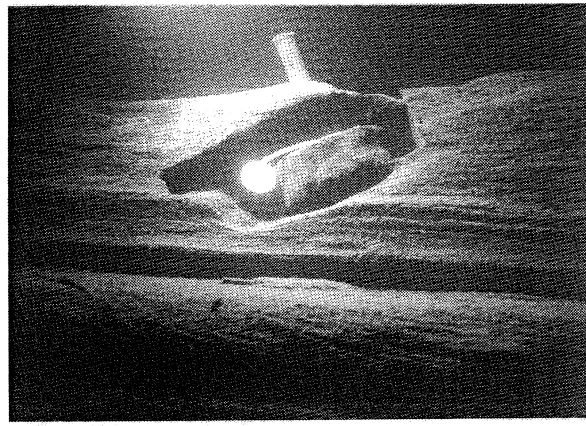
WB-89-271 L 058 14 cxg Deadeye



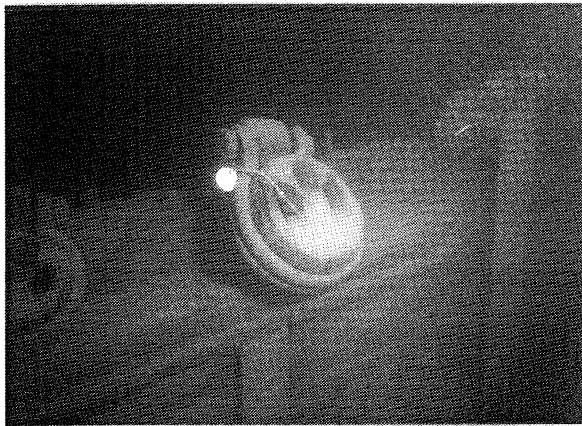
WB-89-287 L 059 14 cxg Deadeye



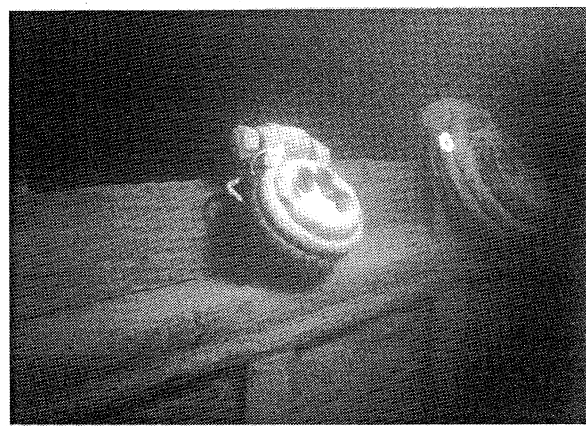
WB-89-264 L 060 14 cxg Belaying pin



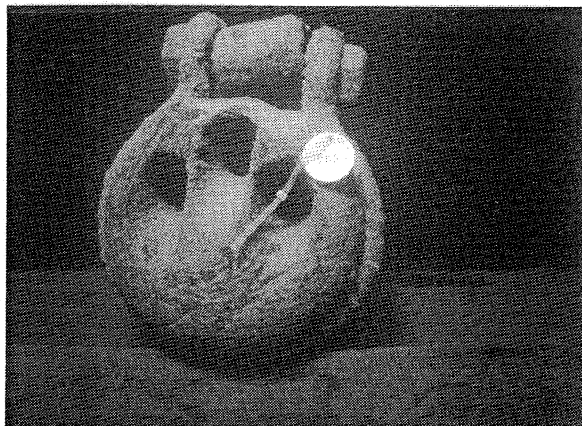
WB-89-535 L 062 10 dxt Downhaul fairlead



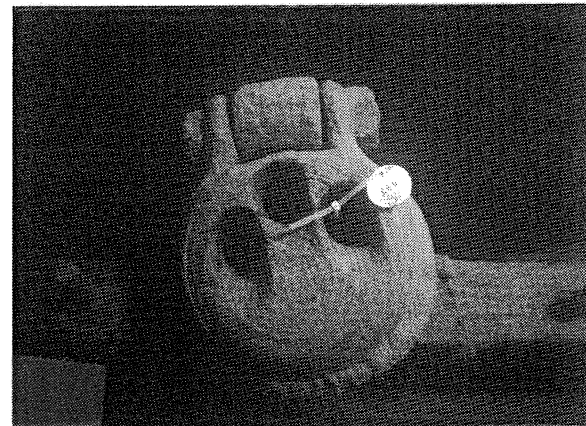
WB-89-390 L 063 06 dxt Deadeye



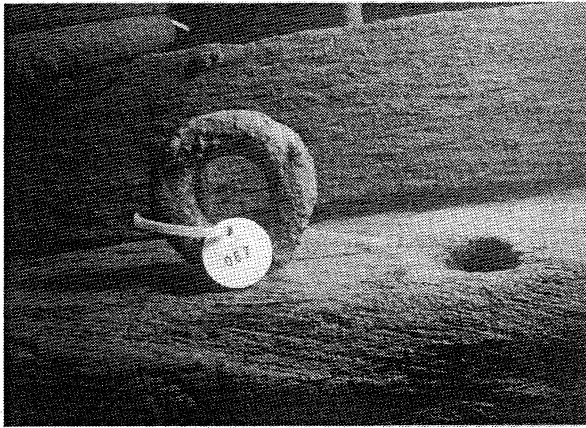
WB-89-339 L 064 06 dxt Deadeye



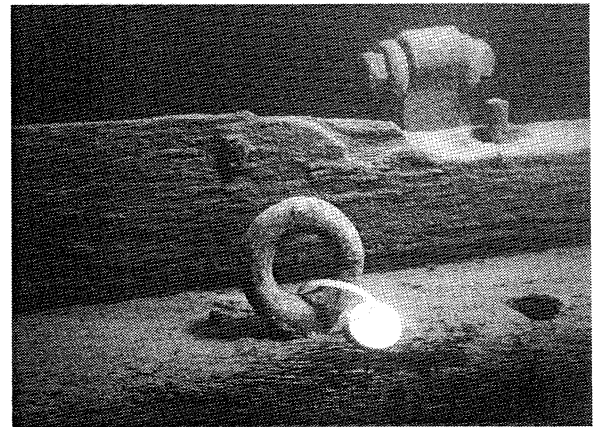
WB-89-206 L 065 06 cxg Deadeye



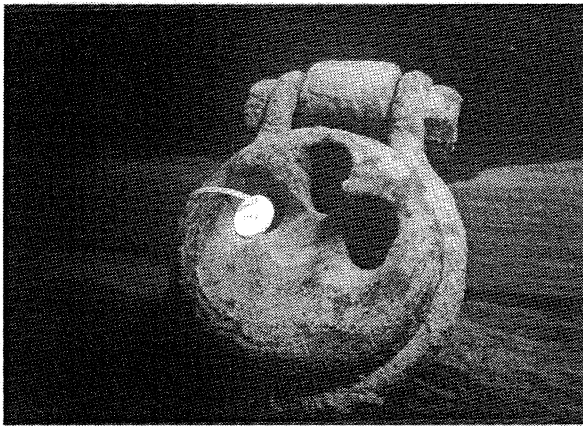
WB-89-230 L 066 06 cxg Deadeye



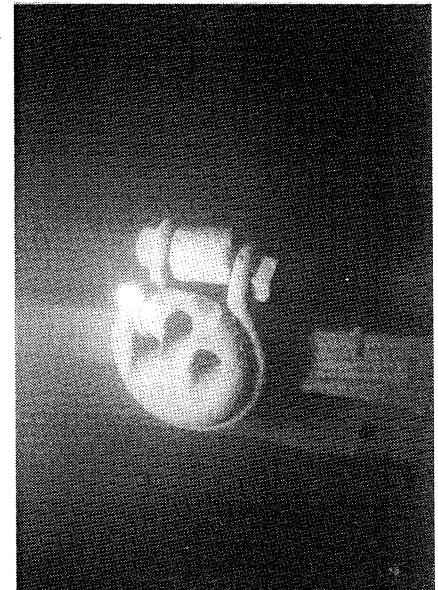
WB-89-232 L 067 06 cxg Eye screw



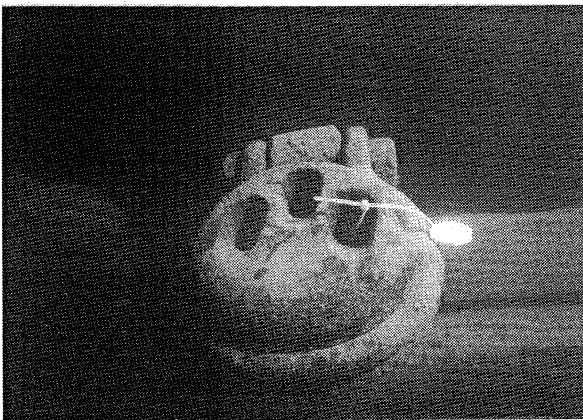
WB-89-200 L 068 06 cxg Eye screw



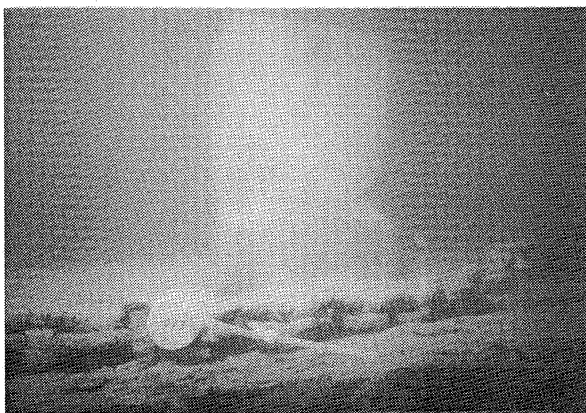
WB-89-239 L 069 06 cxg Deadeye



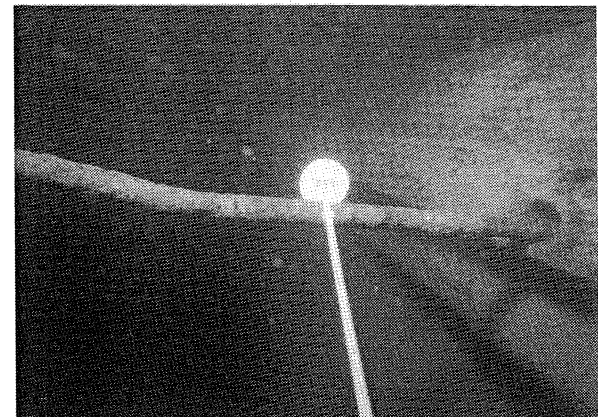
WB-89-547 L 071 06 dxt Deadeye



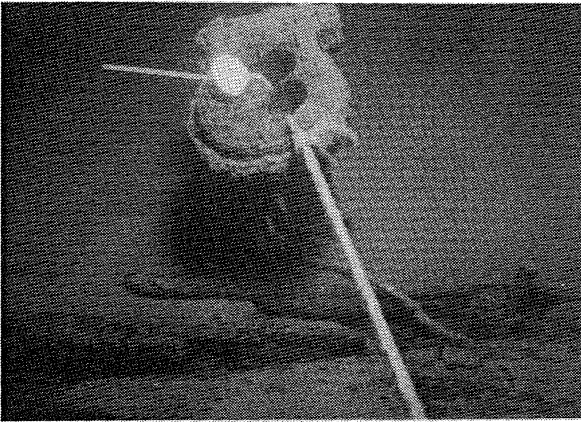
WB-89-262 L 072 06 cxg Deadeye



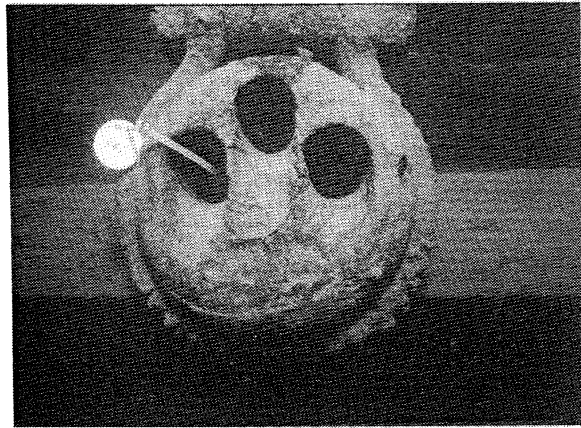
WB-89-150 L 073 04 dxt Chain



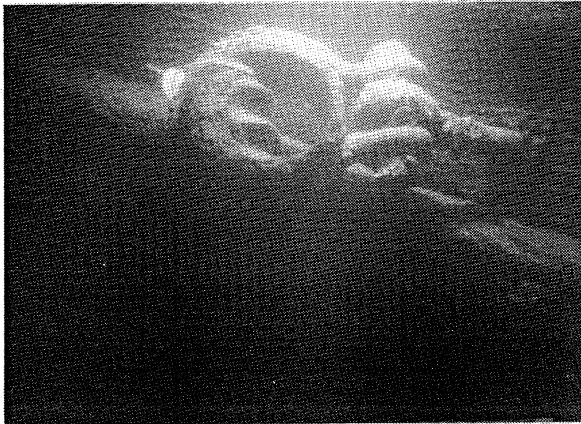
WB-89-070 L 080 17 dxt Drift pin



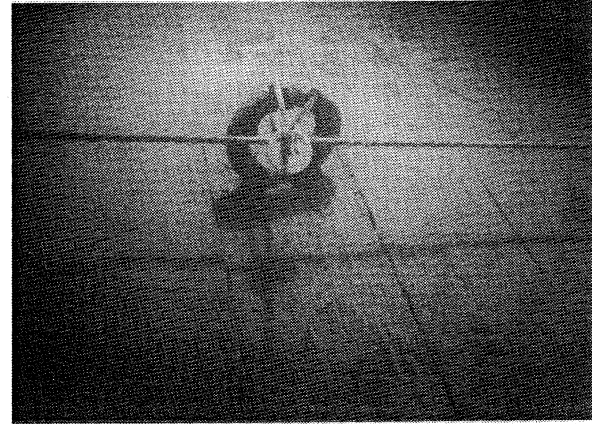
WB-89-136 L 081 19 dxt Deadeye



WB-89-429 L 087 05 cxg Deadeye



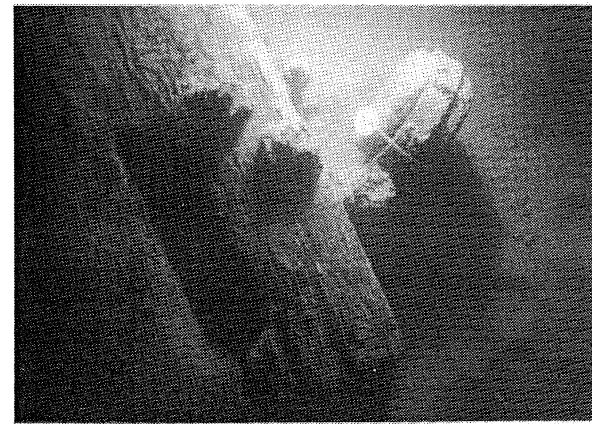
WB-89-422 L 088 01 dxt Deadeye



WB-89-569 L 089 03 dxt Eye Screw



WB-89-280 L 090 03 cxg Eye screw



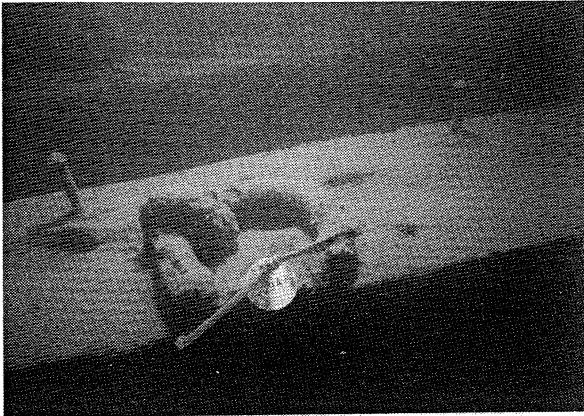
WB-89-471 U 091 01 dxt Deadeye



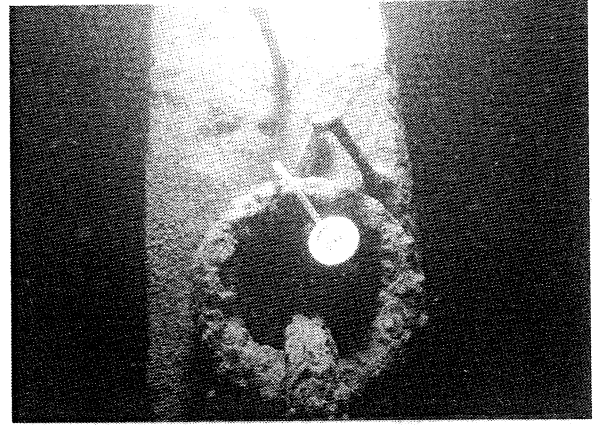
WB-89-319 L 092 01 dxt Deadeye



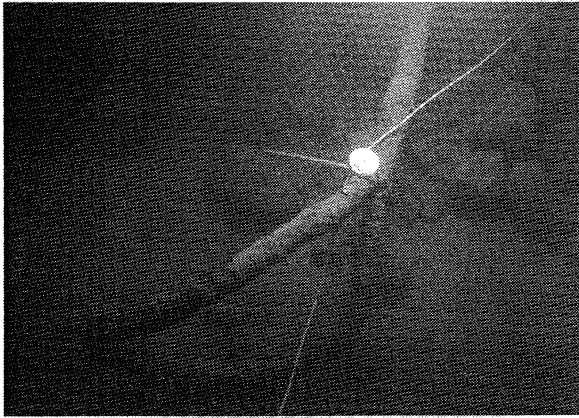
WB-89-505 L 093 01 dxt Shackle



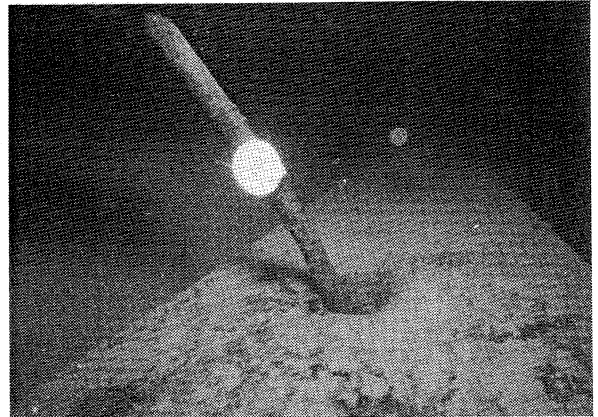
WB-89-188 L 094 04 cxg Ring



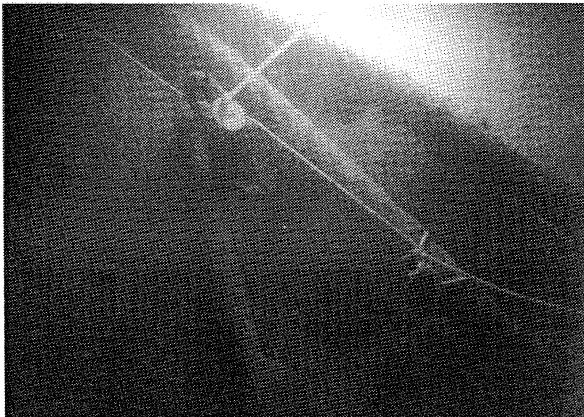
WB-89-177 L 097 06 cxg Ring



WB-89-525 L 099 SW dxt Standing rigging



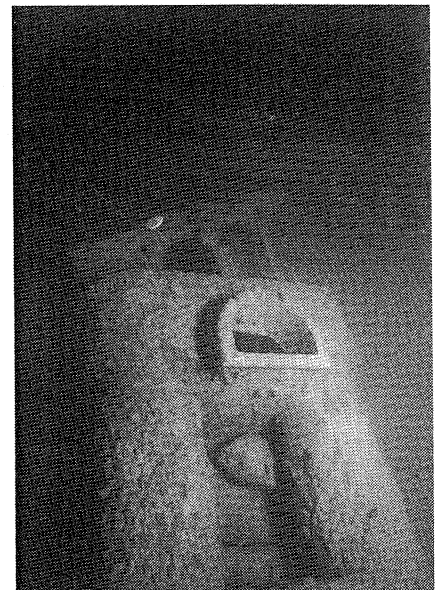
WB-89-084 L 102 17 dxt Drift pin



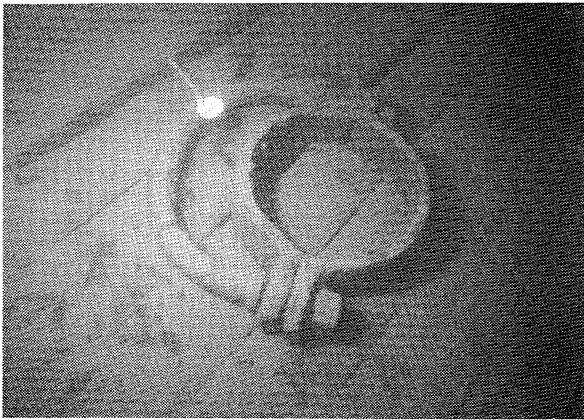
WB-89-636 L 103 SW dxt Hook on line



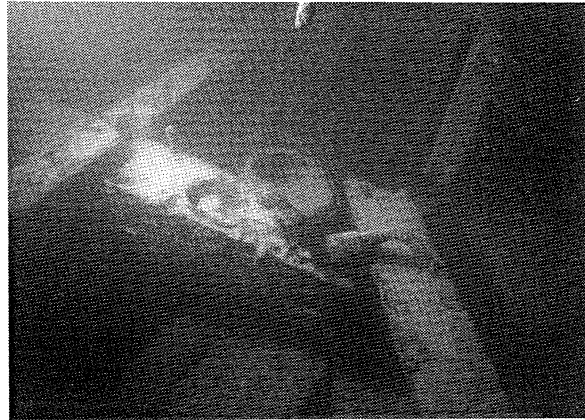
WB-89-497 L 106 SW dxt Loose block



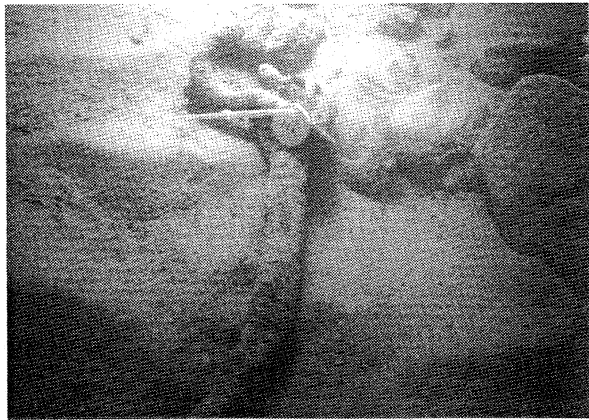
WB-89-122 U 110 17 dxt Bilge Pump



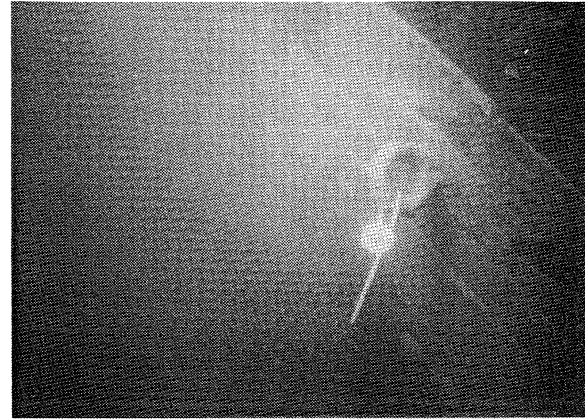
WB-89-451 L 111 20 dxt Traveler



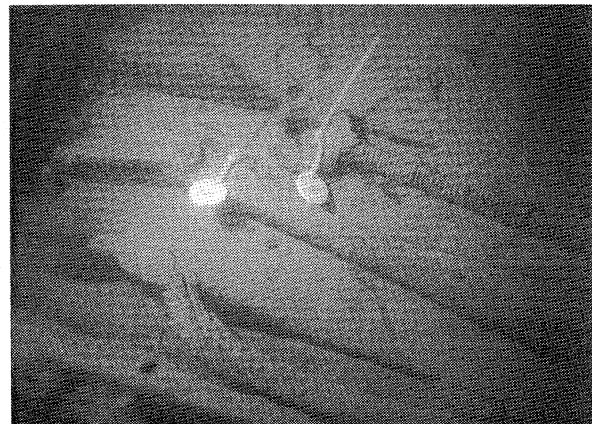
WB-89-466 N 112 19 dxt Oil can



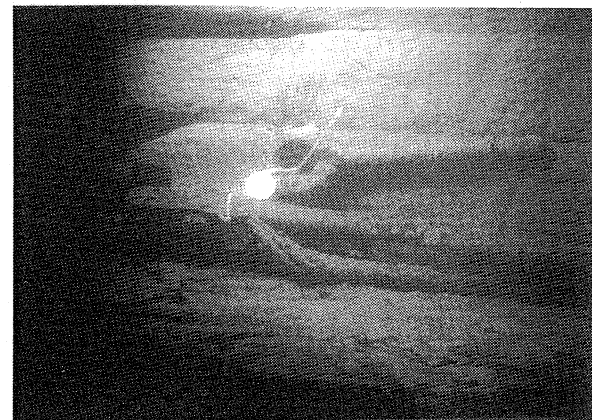
WB-89-523 L 116 SW dxt Hooks



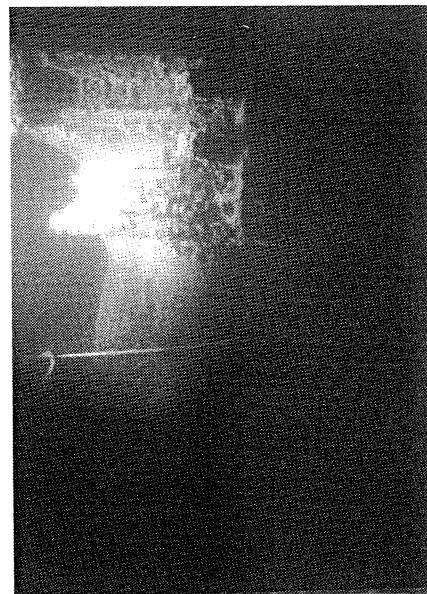
WB-89-164 L 126 20 cxg Eye screw



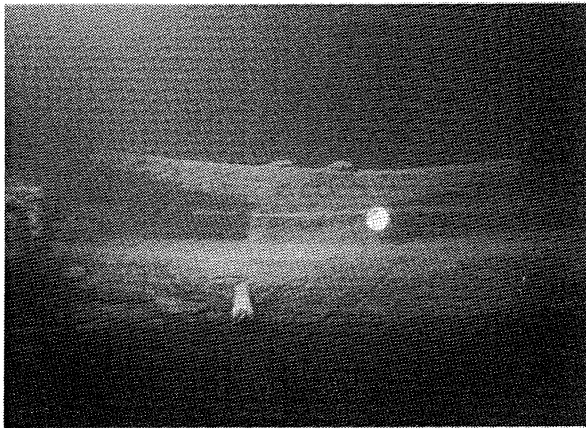
WB-89-027 L 127 20 dxt Loose lever



WB-89-530 L 128 20 dxt Eye screw



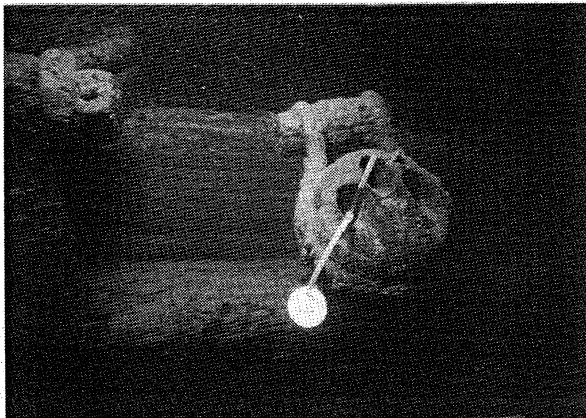
WB-89-351 N 129 19 dxt Rudder post



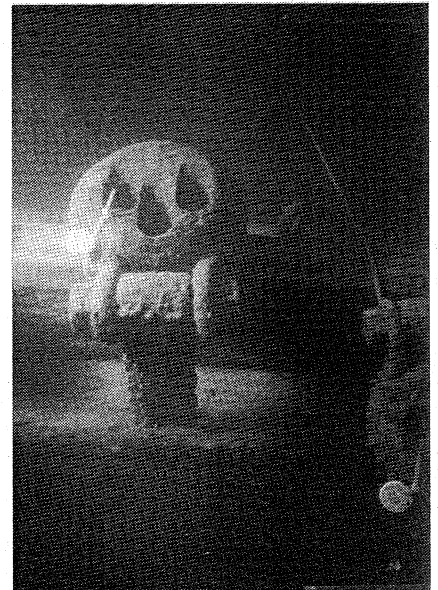
WB-89-548 L 130 19 dxt Cleat



WB-89-600 L 131 18 dxt Hatch coaming ring



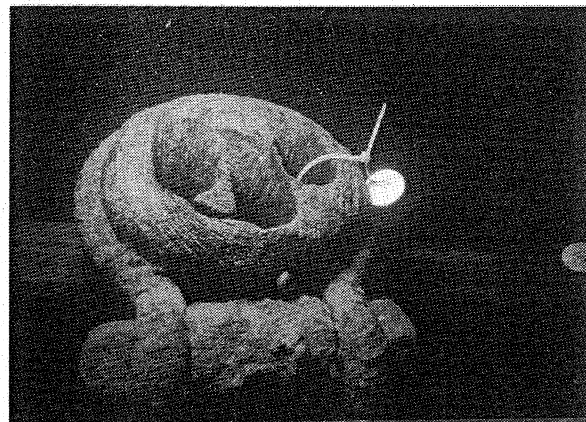
WB-89-315 L 133 13 cxg Deadeye



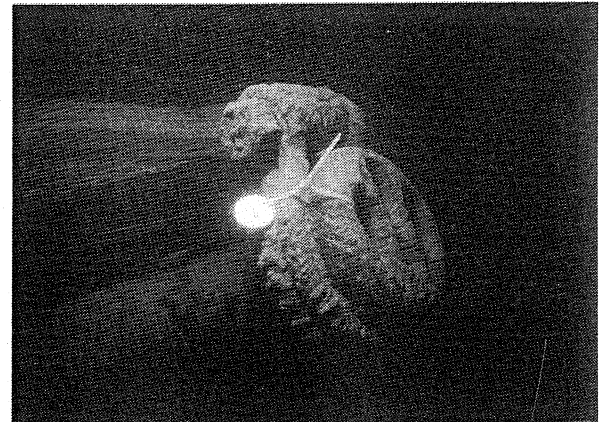
WB-89-489 L 134 13 dxt Deadeye



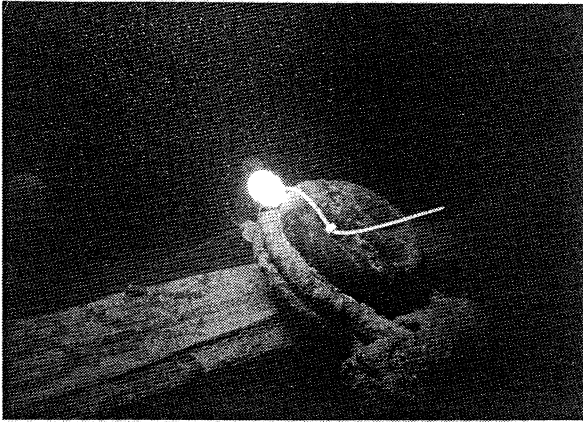
WB-89-313 L 135 13 cxg Deadeye



WB-89-274 L 136 13 cxg Deadeye



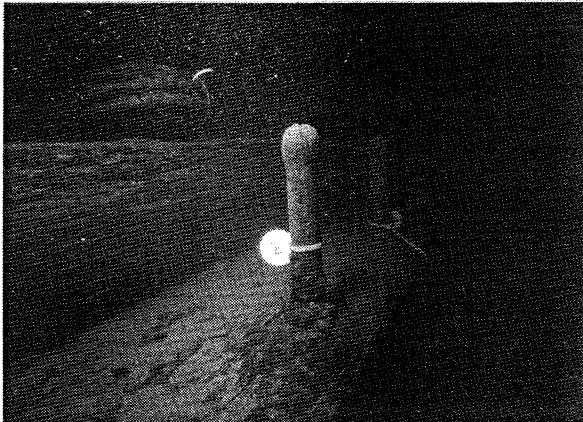
WB-89-312 L 138 13 cxg Deadeye



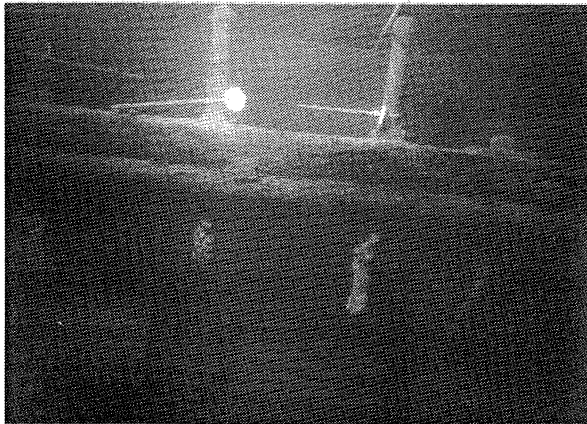
WB-89-286 L 139 13 cxc Deadeye



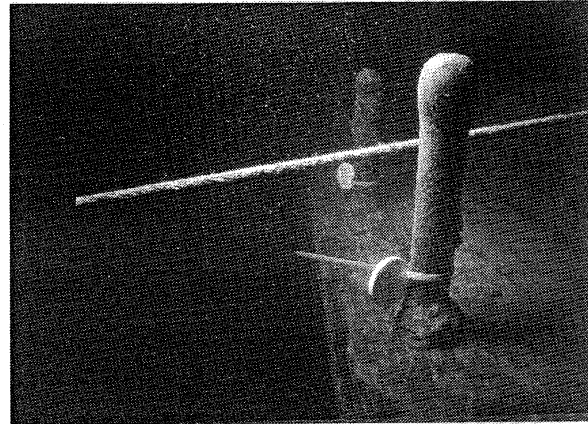
WB-89-496 L 140 13 cxt Deadeye



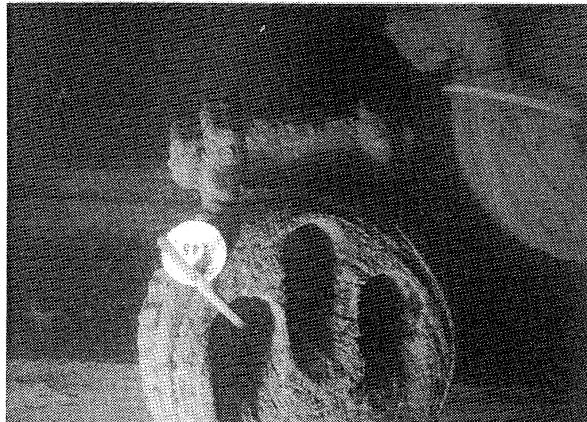
WB-89-278 L 141 11 cxc Belaying pin



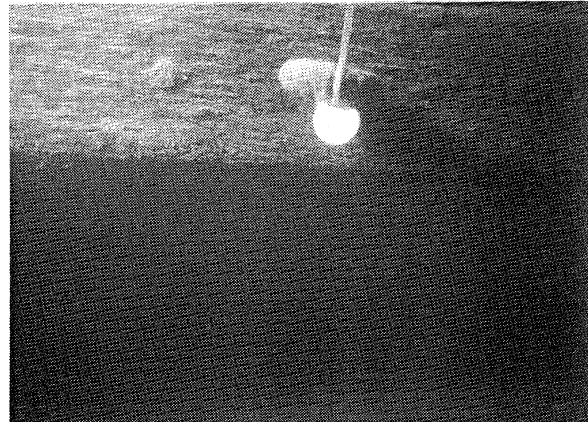
WB-89-608 L 142 13 dxt Belaying pin



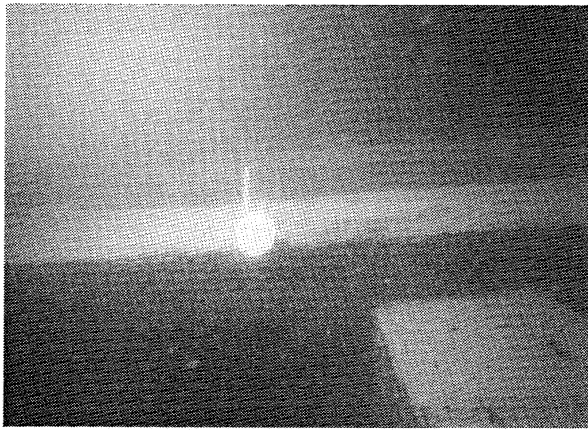
WB-89-283 L 143 13 cxc Belaying pin



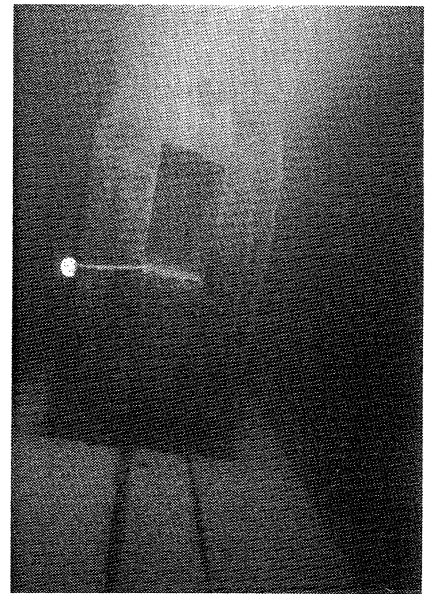
WB-89-397 L 145 05 cxc Deadeye



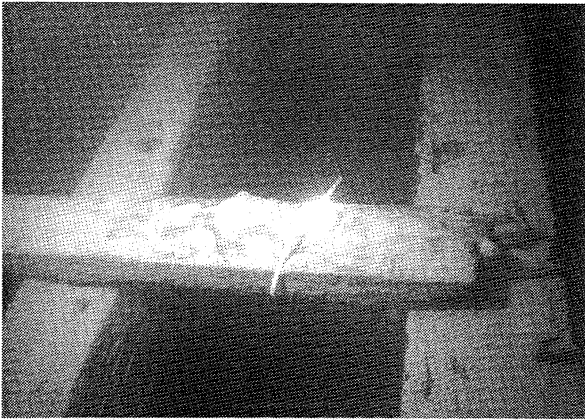
WB-89-546 L 151 19 dxt Eye screw



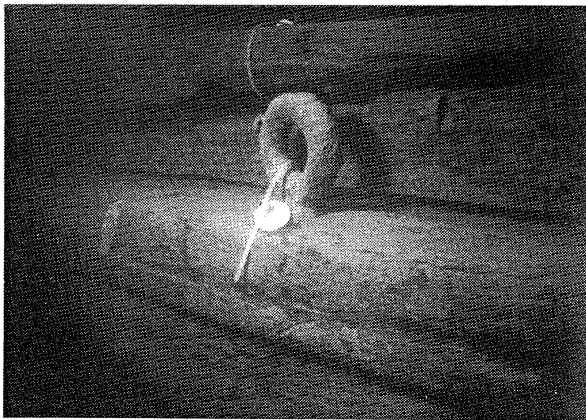
WB-89-095 L 154 00 dxt Deck Timber



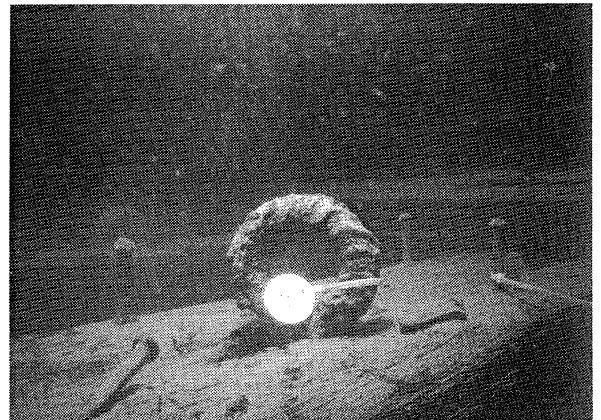
WB-89-093 U 155 18 dxt Mooring bitt



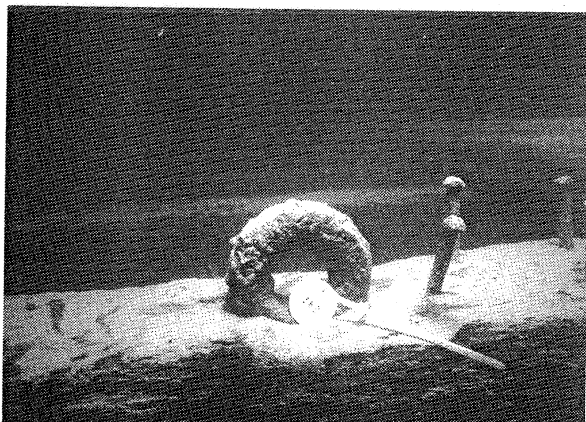
WB-89-005 L 156 16 dxt Deck Timber



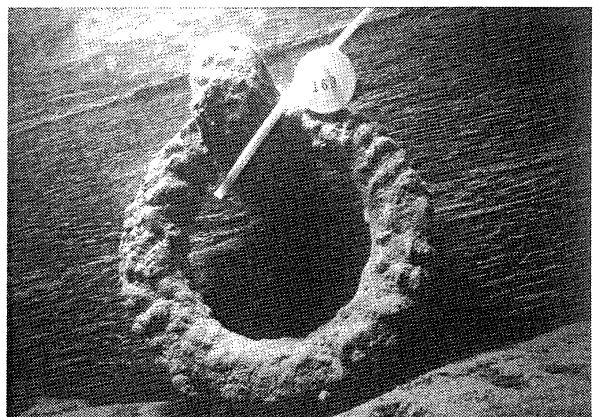
WB-89 373 L 160 00 dxt Eye screw



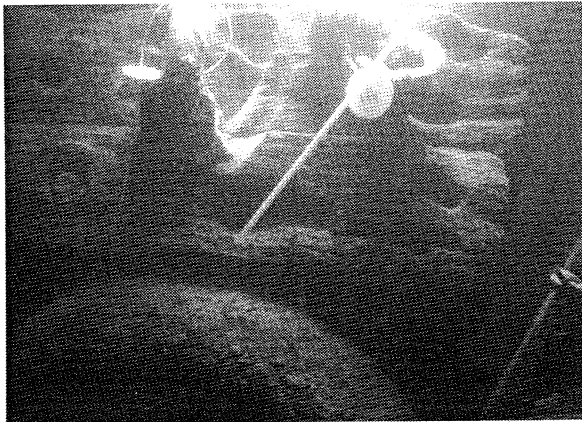
WB-89-196 L 161 06 cxg Eye screw



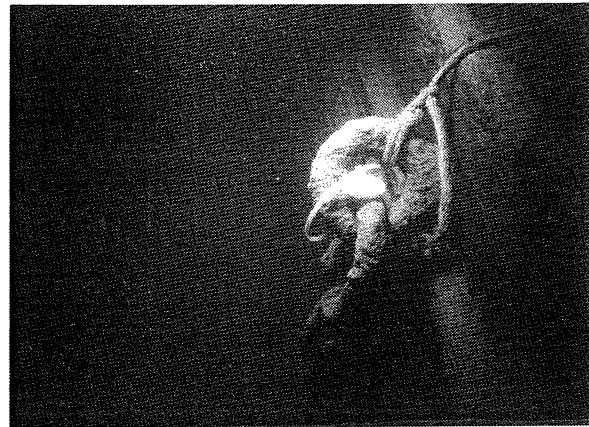
WB-89-202 L 162 06 cxg Eye screw



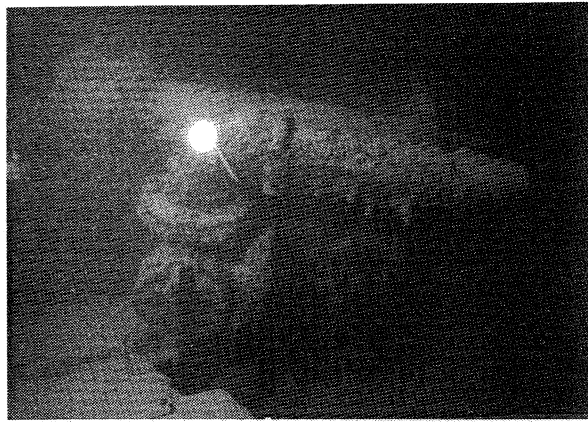
WB-89 226 L 163 06 cxg Bulwark ring



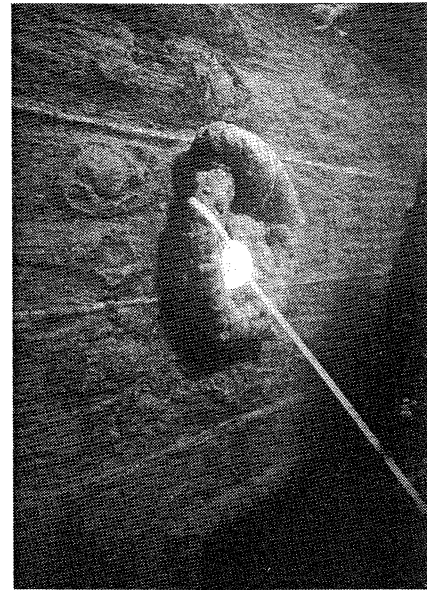
WB-89 598 L 168 02 dxt Hardware



WB-89-252 L 169 03 cxg Hardware



WB-89-036 L 170 15 dxt Plumbing pipes



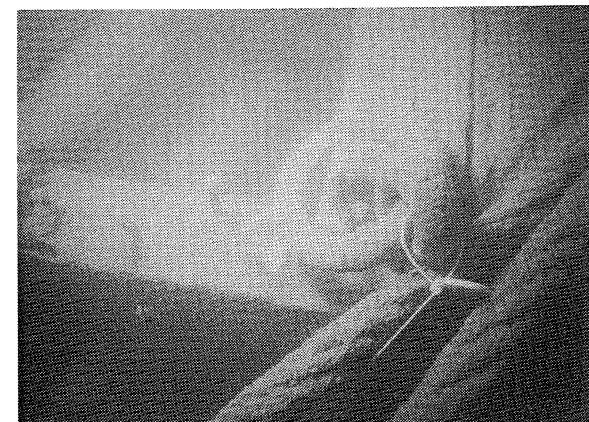
WB-89-033 L 171 15 dxt Bulwark ring



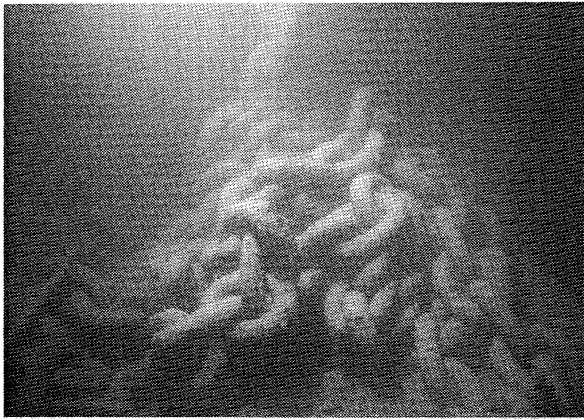
WB-89-488 L 172 15 dxt Drift pin



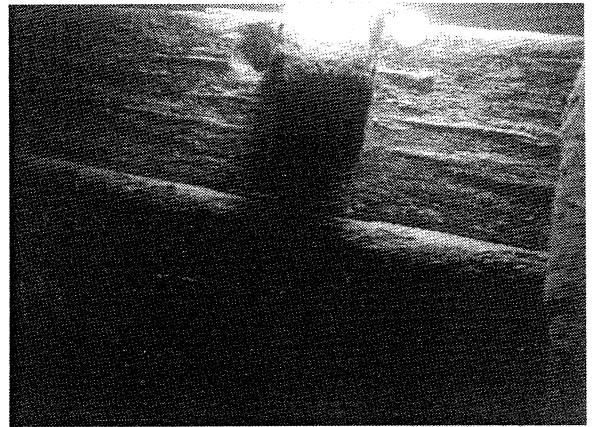
WB-89-298 L 173 15 cxg Timbers



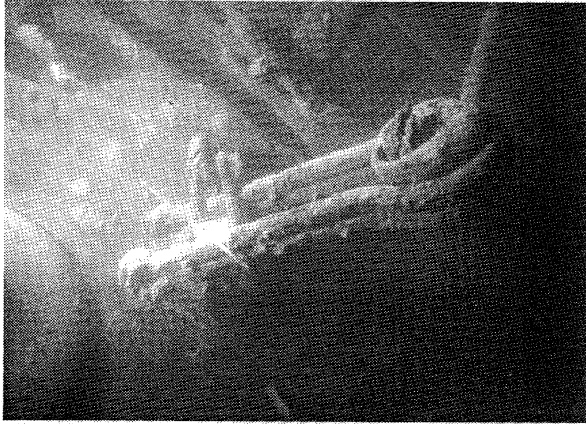
WB-89-169 U 174 11 dxt Hatch coaming ring



WB-89-054 N 177 02 dxt Chain



WB-89-485 U 180 00 dxt Chainplate



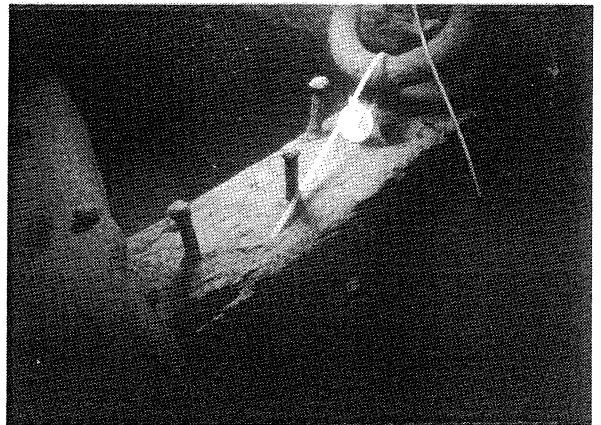
WB-89-495 U 182 01 dxt Deadeye



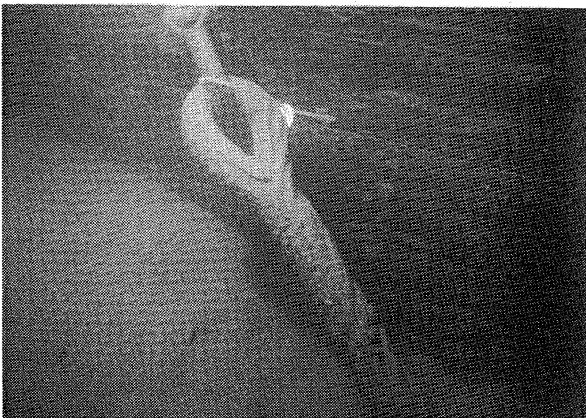
WB-89-256 L 183 NW cxg Bolt in span



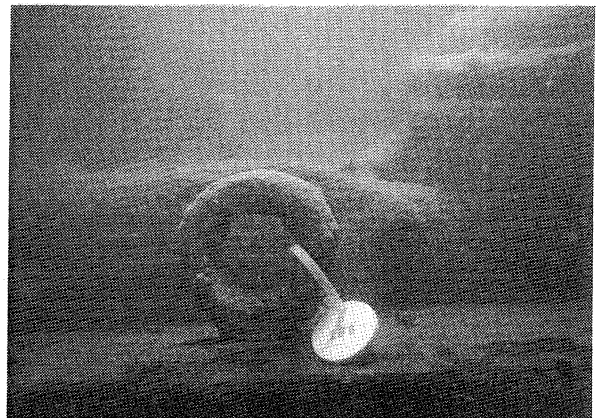
WB-89-320 U 184 03 dxt Eye screw



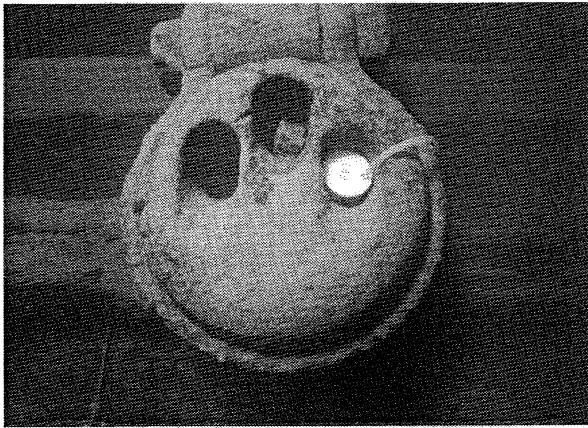
WB-89-255 L 185 03 cxg Ring



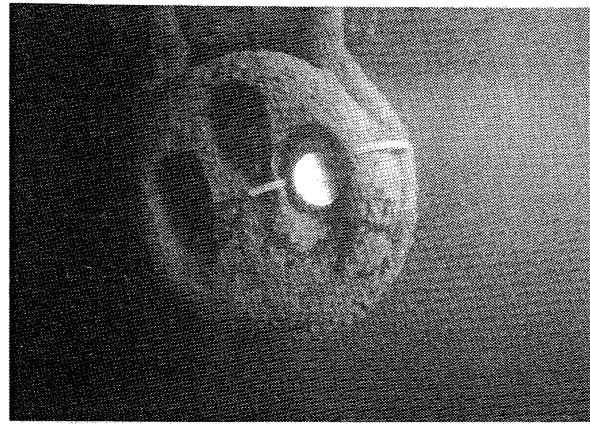
WB-89-552 U 187 03 dxt Cable



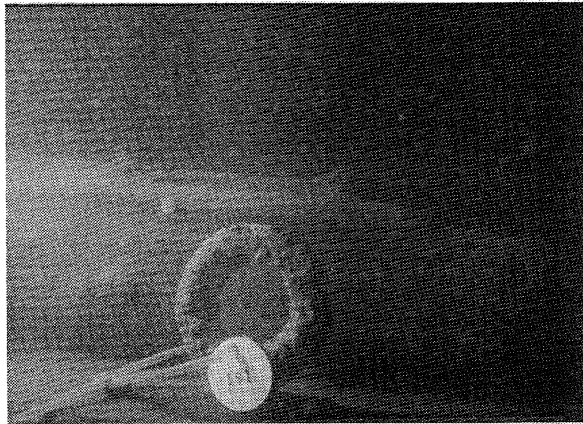
WB-89-400 L 188 05 dxt Eye screw



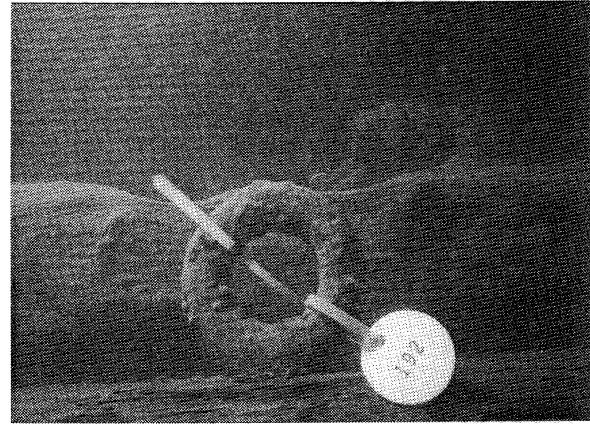
WB-89-408 L 189 05 cxg Deadeye



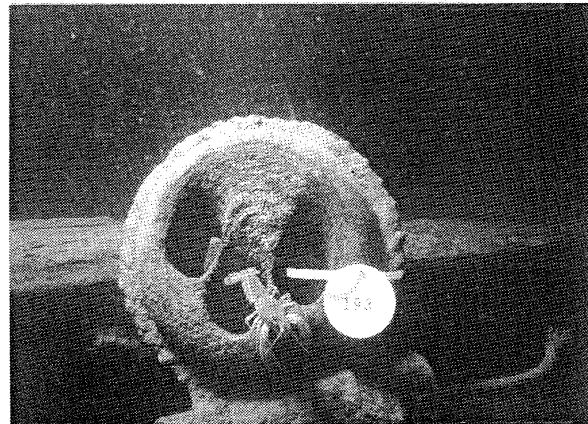
WB-89-346 L 190 05 cxg Deadeye



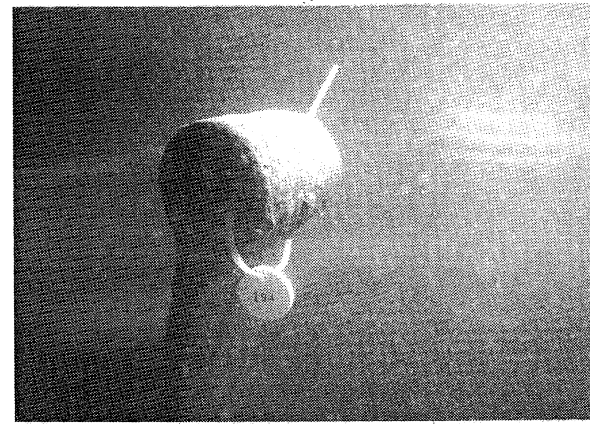
WB-89-401 L 191 05 cxg Eyescrew



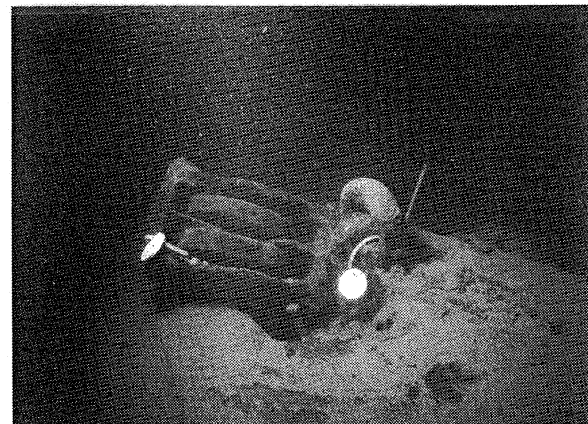
WB-89-399 L 192 05 cxg Eyescrew



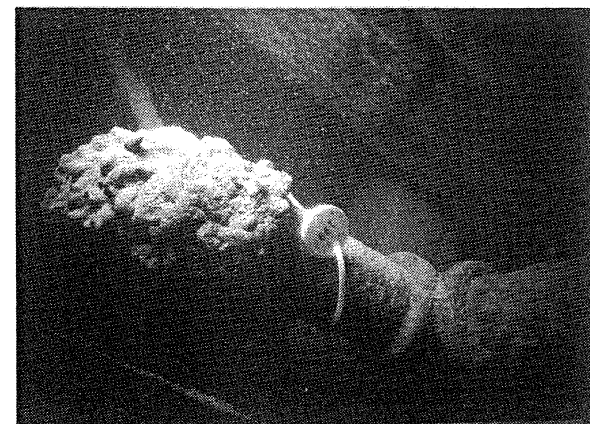
WB-89-435 L 193 05 sxx Deadeye



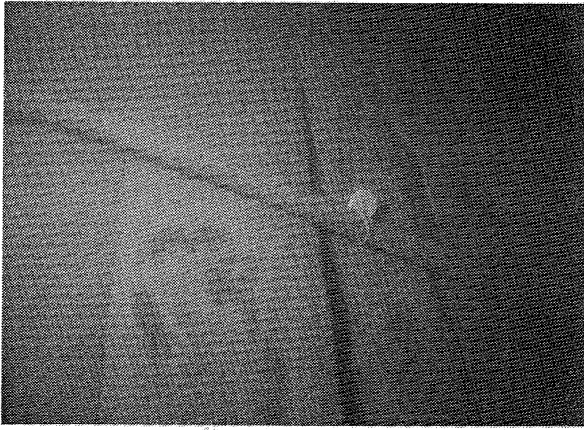
WB-89-425 L 194 05 cxg Chainplace



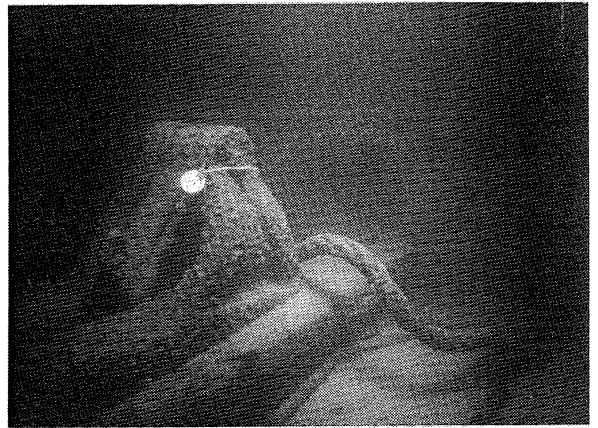
WB-89-272 L 197 13 cxg Eyescrew



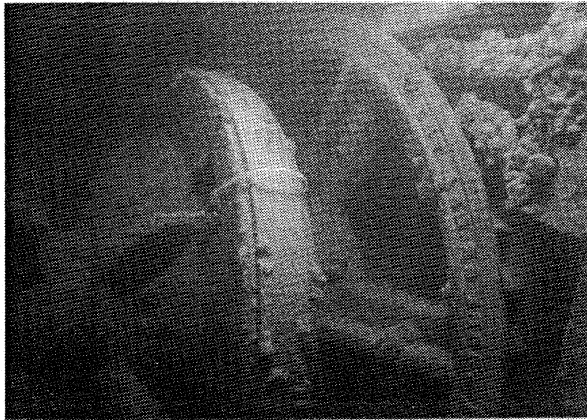
WB-89-285 L 198 14 cxg Plumbing pipes



WB-89-015 L 200 20 dxt Rigging



WB-90-555 L 2-4 01 dxt Chainbrake



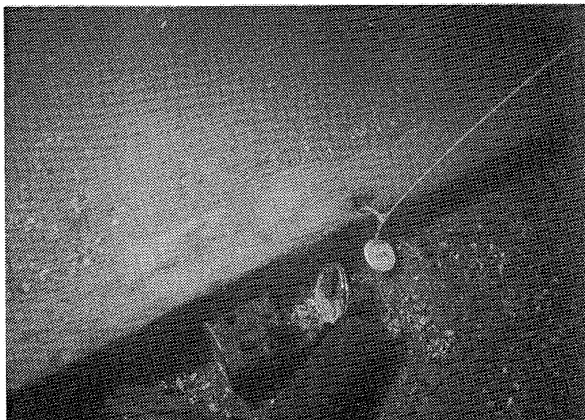
WB-89-342 U 205 02 dxt Windlass



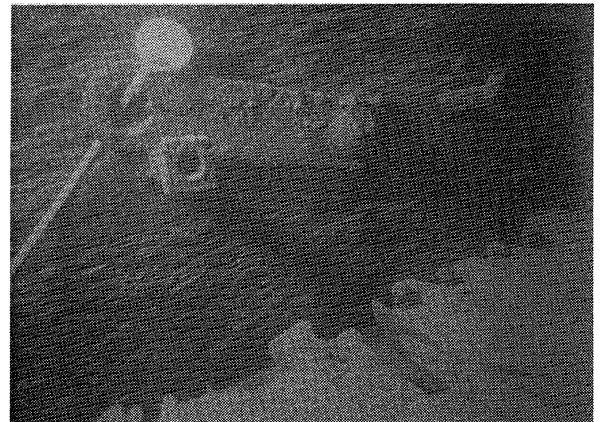
WB-89-479 U 206 01 dxt Bow Capstan



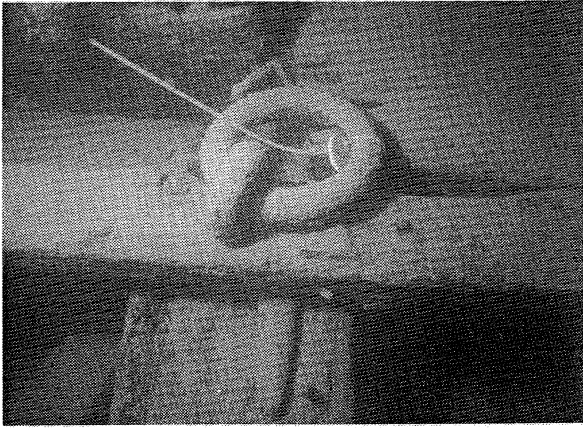
WB-89-186 L 207 05 cxg Eye screw



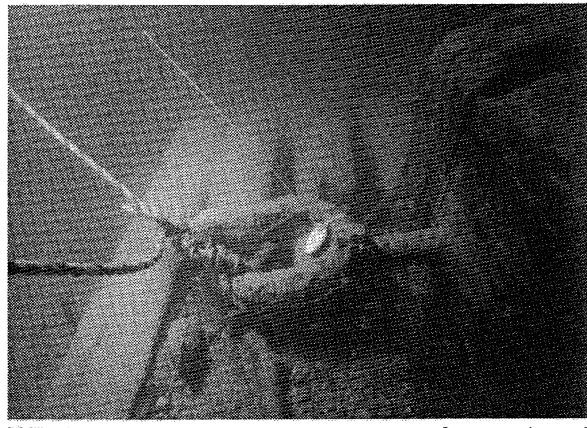
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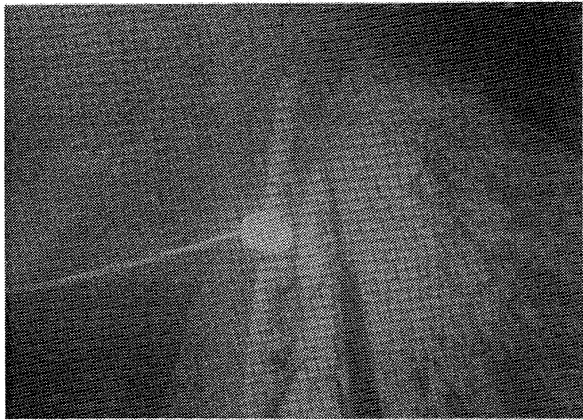
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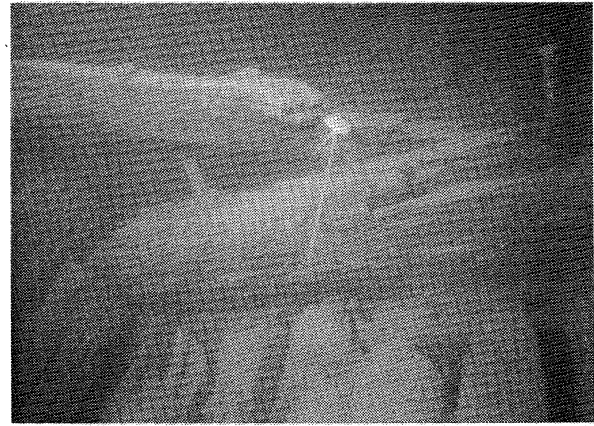
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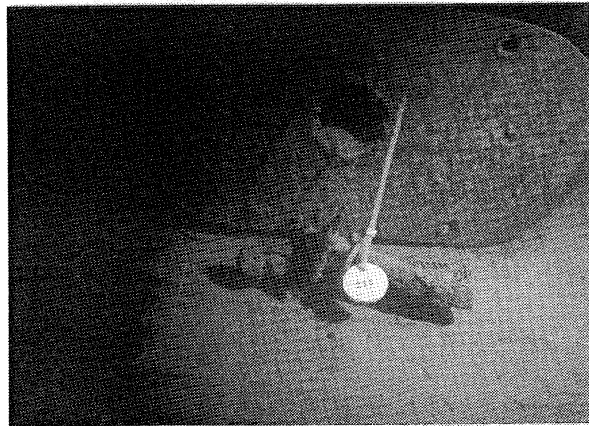
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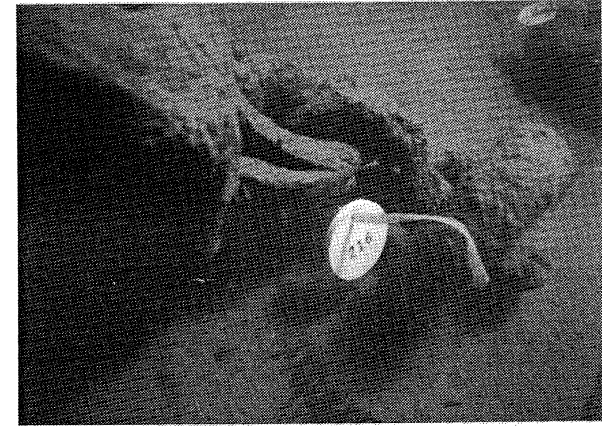
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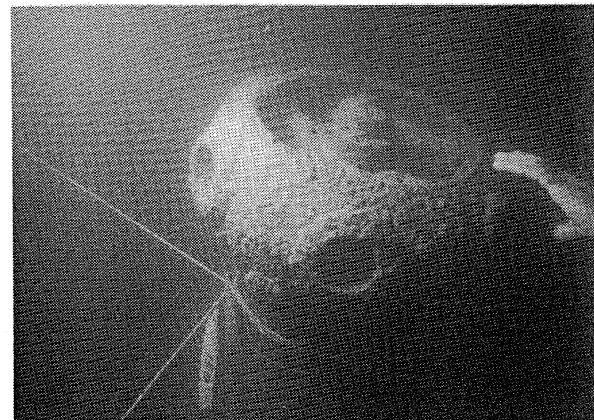
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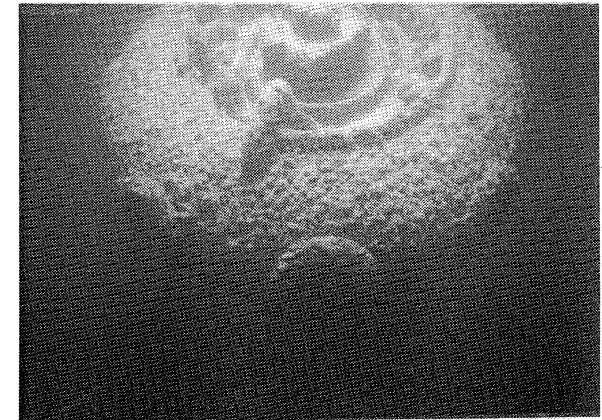
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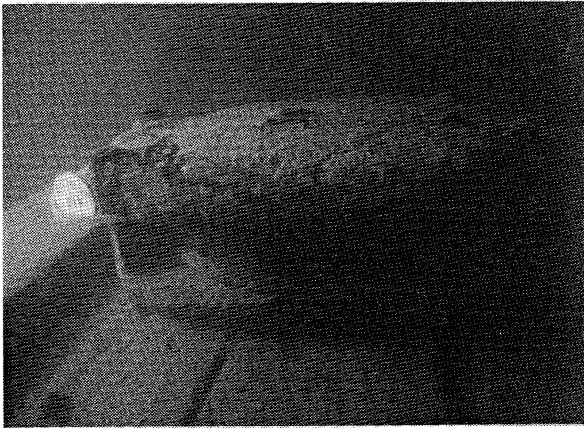
WB-89-407 L 216 05 dxt Eye screw



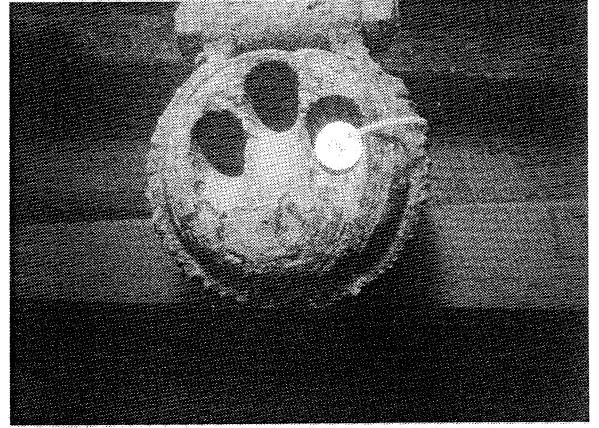
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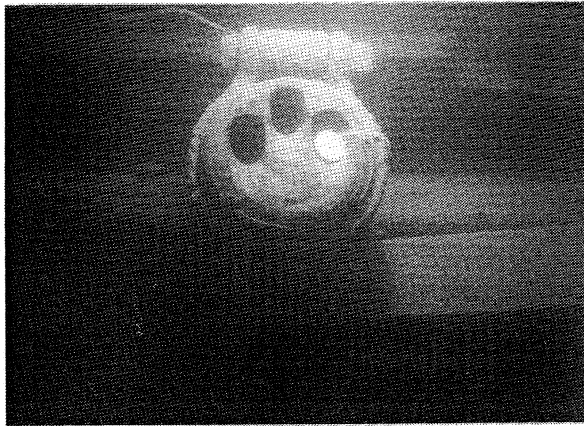
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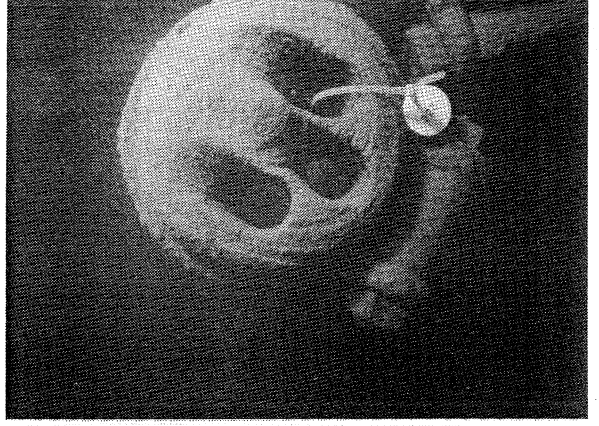
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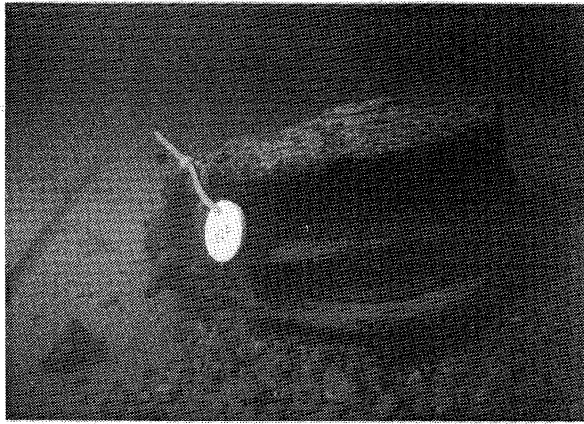
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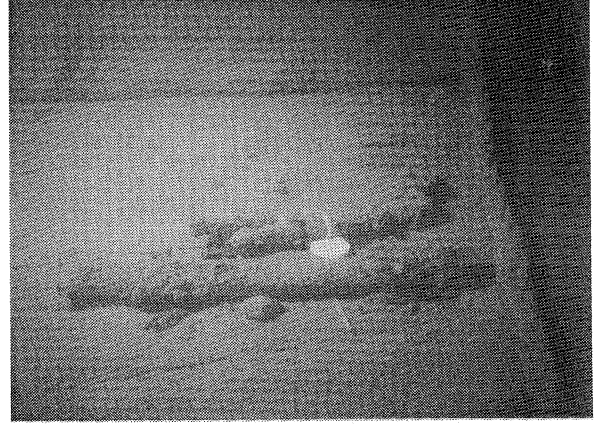
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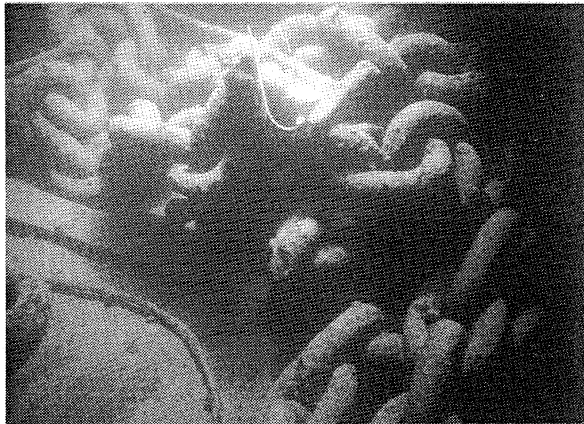
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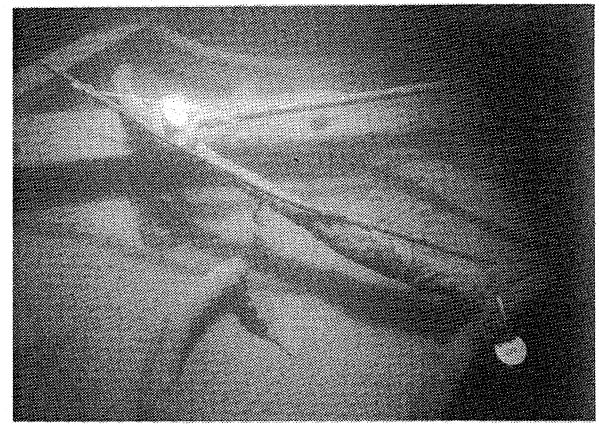
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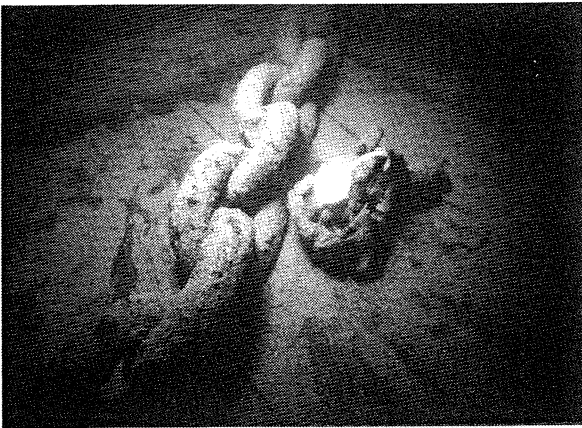
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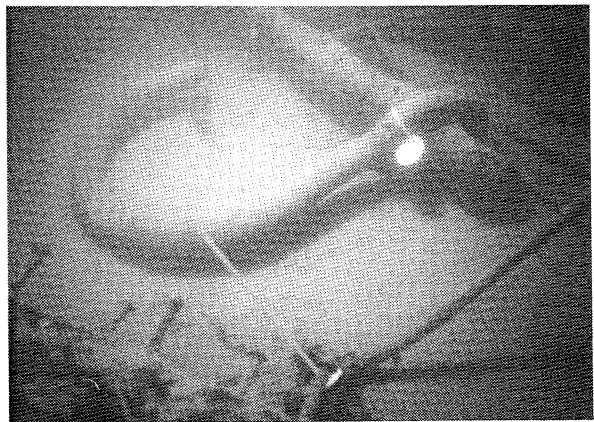
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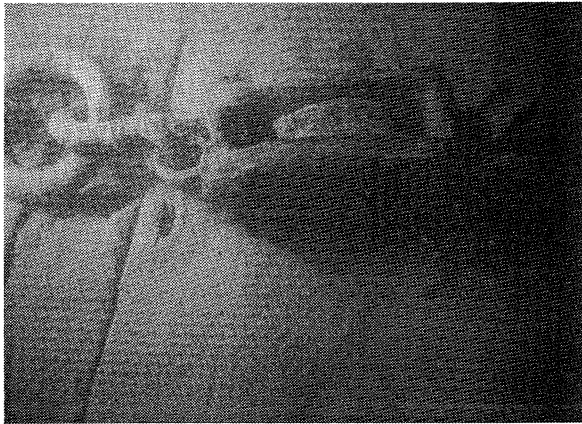
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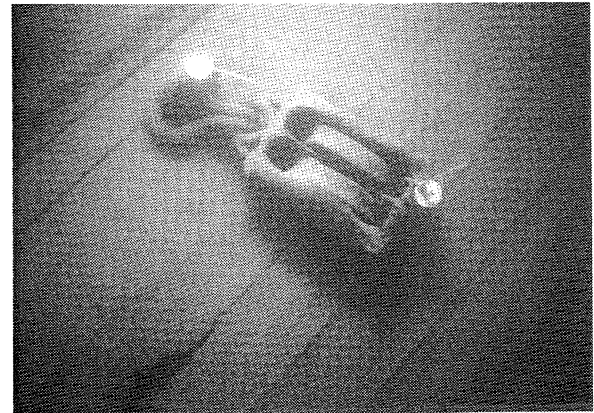
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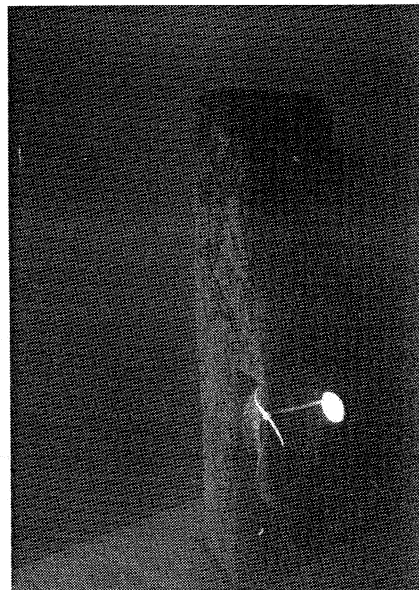
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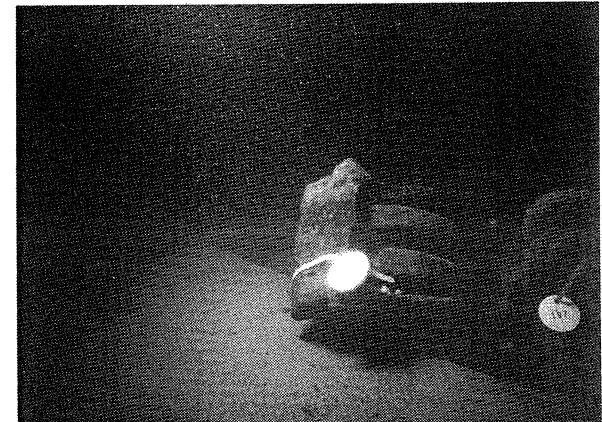
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WB-89-374 L 232 05 dxt Block



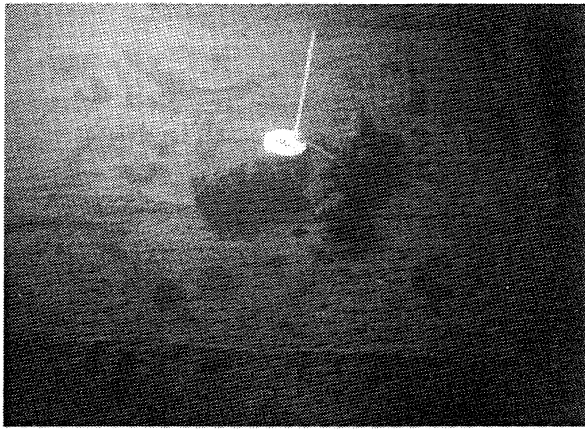
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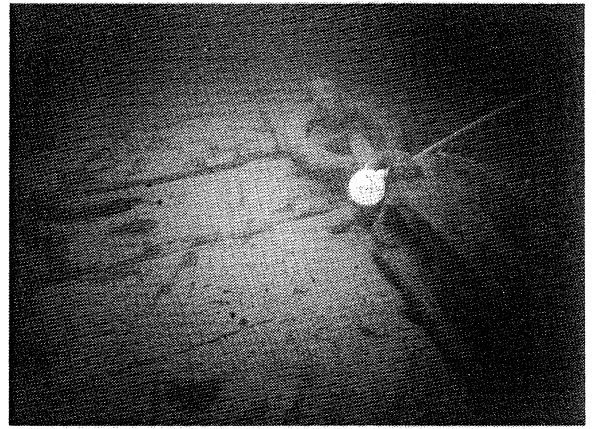
WB-89-273 L 234 13 cxg Block



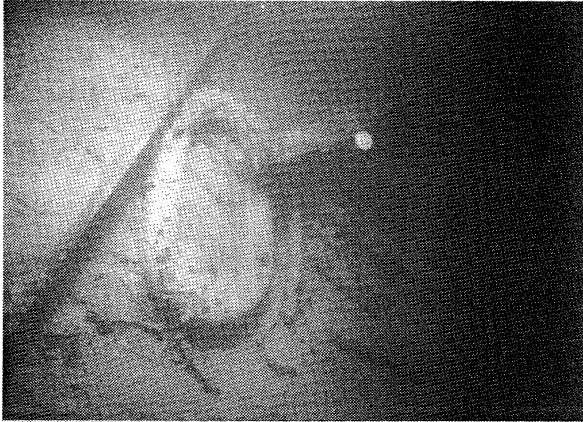
WB-89-619 L 237 11 kxp Centerboard winch



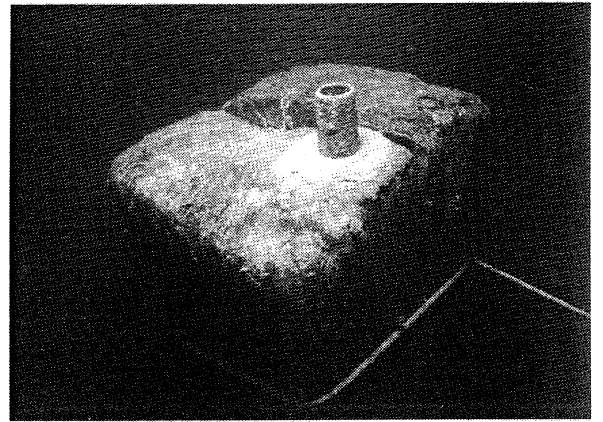
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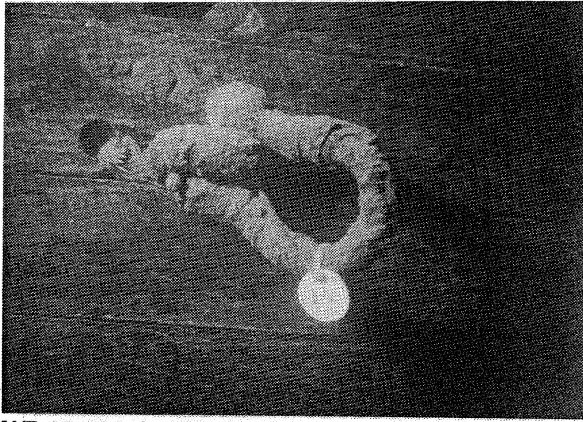
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WB-89-420 L 273 01 dxt Metal equipment



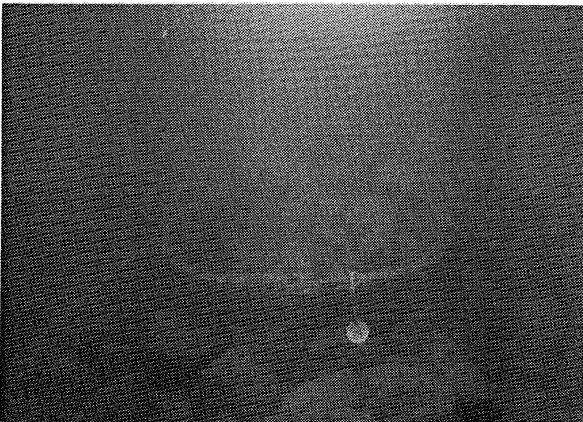
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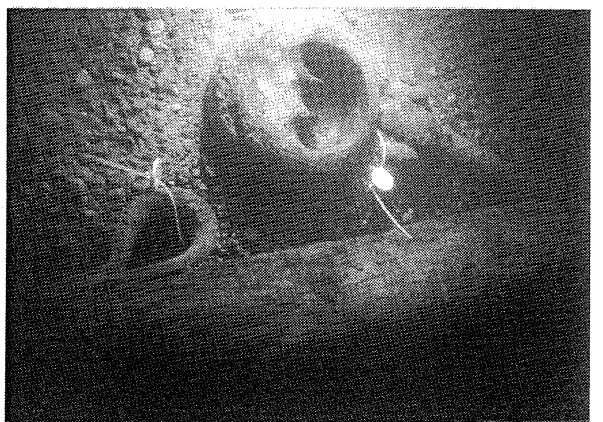
WB-89-048 L 279 02 dxt Shackle



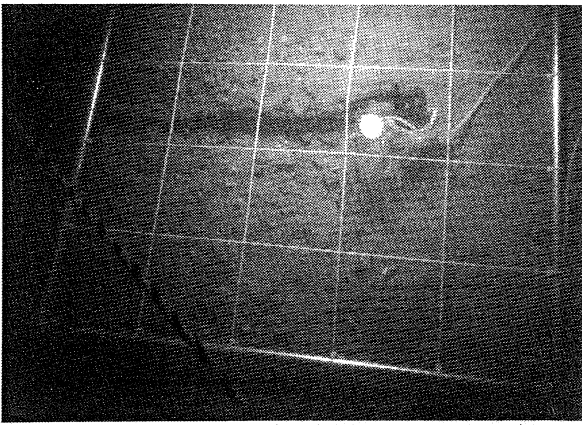
WB-89-421 L 282 20 dxt Deadeye Chainplate



WB-89-527 L 300 SW dxt Boom band



WB-89-343 L 315 NW dxt Deadeye and jib boom



WB-89-537 L 316 00 dxt Chain and shackle



WB-89-357 L 318 NW dxt jib boom



WB-89-480 L 325 NE dxt Stern gunwale

CHAPTER SIX

UNDERWATER

Archaeological
Society

Of Chicago

The Underwater Archaeological Society of Chicago

In 1982 the Chicago Maritime Society (CMS) was established to foster an interest in Chicago's role as a major inland center of maritime trade and commerce. In 1987 a small group of society members decided to apply their diving skills to survey the wreck of the *David Dows*, the largest schooner to sail the great lakes. The success of the *David Dows* project and the enthusiastic interest of the public in general, particularly the dive community, led this group to organize the Underwater Archaeological Committee (UAC) of the Chicago Maritime Society.

When the UAC became involved in the Wells Burt Project, the sheer magnitude of the work generated a rapid expansion of the membership roster. Today the group, renamed the Underwater Archaeological Society of Chicago (UASC), is a not-for-profit organization and retains an affiliation with the CMS. Membership has increased to nearly two hundred. The Wells Burt Project fund raiser, "An Evening with Great Lakes Divers", has become an annual spring event. In addition, a fall fund raiser and many other activities continue to finance ongoing UASC projects.

The UASC continues to operate as an entirely volunteer organization which meets regularly at the Chicago Maritime Museum with planned programs and seminars.



Figure 18. Entrance to exhibit in Chicago Maritime Museum depicting *Wells Burt* and the *David Dows* projects. Photo by Joe Oliver.

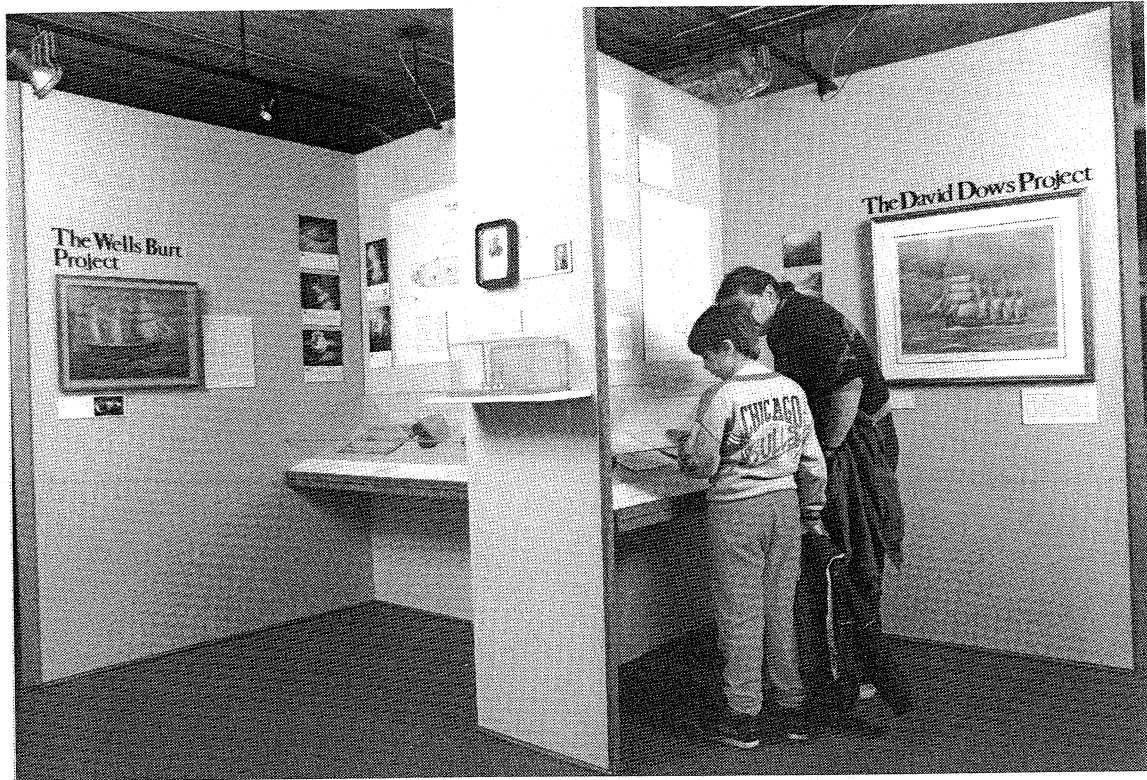


Figure 19. Exhibit in the Chicago Maritime Museum depicting the *Wells Burt* and the *David Dows* Projects. Photo by Joe Oliver.

CONCLUSION



The *Wells Burt* is the most intact shipwreck of a nineteenth-century schooner found to date in Illinois waters. It lay virtually undisturbed for one hundred five years before discovery by professional divers. The survey of the *Wells Burt* records the condition of the schooner upon discovery with drawings, photos and video documentation. For the interest of the public, the UASC has designed an exhibit depicting the ship and her history which is on display at the Chicago Maritime Museum.

Since the underwater survey was completed, the UASC has made the *Wells Burt* location available to the diving community. Hundreds of people have gazed upon her pristine decks and have taken away a sense of history. We hope that this is all they take away as they continue to visit this fascinating wreck that belongs to us all.

The UASC will continue to monitor the site with the hope that it will remain an intact reminder of the way our ancestors lived and traded over one hundred years ago.

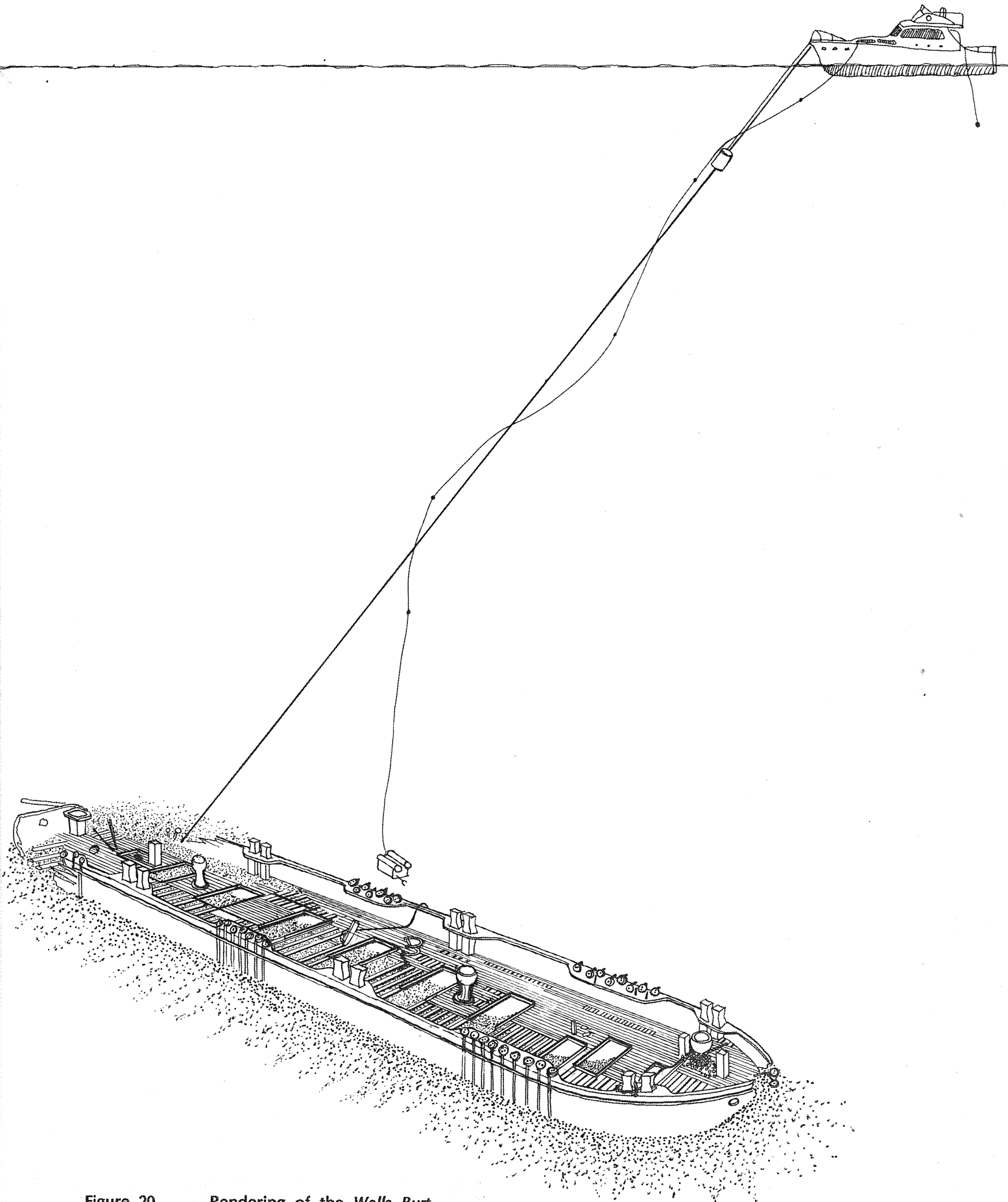


Figure 20

Rendering of the *Wells Burt*.
Illustration by Valerie Olson.

AFTERWORD

UASC members returned to the *Wells Burt* on May 12, 1991 to re-inventory artifacts on the wreck and check on her condition. It was the first dive on the wreck and the first close inventory of its artifacts since July 1990. Regretfully, this visit determined that, though the ship remains largely intact, 10 deadeyes and other items - including one of four interpretive plaques placed on board during the survey - are missing.

What nature and 105 years of lake currents could not do a few divers unfortunately have taken on themselves to do.

To fellow Lake Michigan divers, dive shop owners, and charter captains: If you know the whereabouts of these artifacts please don't be silent. If your hobby or business benefits by having shipwrecks like the *Wells Burt* in local waters, then speak up. Their disappearance (and the loss of others in the future) is everyone's loss. Tell this person (or these people) that you would sure like the deadeyes back. They make things more enjoyable and interesting for every diver who visits this valuable local wreck this summer - and better for every charter service and dive shop that gets them there! In case you haven't yet heard, the Illinois Shipwrecks Act forbids the removal of artifacts from any Illinois shipwreck. Prosecution could result in a \$10,000 fine. In fact, the State of Illinois has offered a \$2000 reward for any information leading to the arrest and conviction of the thief or thieves.

Members of the UASC are as interested as everyone in sparing the *Wells Burt* from being added to the long list of Illinois shipwrecks that have been stripped to the bone. That is why we have taken steps to protect it from the same fate.

Upon learning of the missing artifacts, the State of Illinois directed the UASC to remove all loose artifacts from the *Wells Burt* for preservation and protection at the Chicago Maritime Museum. This has been done. Additionally, the remaining deadeyes and other artifacts have been secured in place with lock and chain. We deeply regret having to resort to this. It is unfortunate for all divers who visit this site to have to view the wreck through chains. We initially hoped such measures would be unnecessary; however, quick action was needed to ensure the security, conservation and continued study of the *Wells Burt*. Although the vast majority should be applauded for being responsible divers, one or two thoughtless individuals have spoiled things for everyone.

To the person or persons who now hold the missing deadeyes: No matter how large your self-perceived gain may seem, it cannot equal the loss everyone else must now suffer. Please return these artifacts either to the wreck site or to the Chicago Maritime Museum. We hope that in time the missing deadeyes can be re-installed, the chains removed, and the *Wells Burt* returned to her original state.

Endnotes

1. Chicago Maritime Society, The Maritime History of Chicago, p. ix.
2. Chicago Maritime Society, Historic Lighthouses and Navigational Aids of The Illinois Shore of Lake Michigan, pp. 2.
3. *Ibid.*, p. 5.
4. *Ibid.*, p. 5.
5. *Ibid.*, p. 7
6. National Trust for Historic Preservation, Historic Shipwrecks, Issues in Management, p. 2.
7. *Ibid.*, p. 7.
8. *Ibid.*, p. 10.
9. *Ibid.*, p. 10.
10. Hoagland, Wage Bargaining, pp.11-12; and Ericson, "Sails."
11. Detroit News, 23 August 1893; Farmer, Detroit, pp. 910-14; Around the Lakes; and Barry, 300 Years, pp. 124-25.
12. Detroit Free Press, 13 July 1873. Enrollment No. 17 of the U.S. Customs Service for the Northern, Northeastern and Northwestern Frontier of the United States was registered on 8 August 1873.
13. Farmer, Detroit, pp. 102, 362, 435, 700, 1178-85; Michigan Biographies, #1:131-33; and Burt, They Left Their Mark. We are grateful to Mr. John Clarke of Boca Raton, Florida, who gave us much useful information on his Burt ancestors.
14. Michigan Biographies, 1:132; and Carter, Voyageurs' Harbor, pp. 18-20.
15. Chicago Tribune, 30 May 1883, where Coyne is quoted as mistakenly saying that he sold the vessel to Capt. Stone of Milwaukee. The card file of the Institute for Great Lakes Research, citing information in the Buffalo Community Advisor, of 26 February 1876, gives the correct details of the sale. On the relationship between owner and master, see Hoagland, Wage Bargaining, pp. 9-10, 24-26.
16. Farmer, Detroit, p. 863 See further *ibid.*, pp. 56, 71, 92, 142-43, 224-25, 305, 310-11, 394, 506, 523, 565-67, 641, 652, 718, 731, 736, 738-39, 746-47, 785, 839, 860-63, 911; and Michigan Biographies, 2:165

17. The report was made to the Chicago Tribune by the vessel's original owner, Mr. Hugh Coyne. It was published shortly after the sinking on 30 May 1883. As previously stated, Coyne confused Mr. Stone with Mr. Owen of Detroit.
18. Andreas, Chicago, 3:294-95; and Mansfield (ed.), Great Lakes, 2:8-11
19. Reports from the Detroit Free Press (10/28 August 1873) excerpted in the card file of the Institute for Great Lakes Research.
20. Chicago Daily News, 23 May 1883; and Hoagland, Wage Bargaining, p. 11.
21. Kelly "Log." The Manitowoc Maritime Museum posses the original copy. Material from the log was also summarized in the article of Capt. Edward Carus that was apparently published in the Manitowoc Herald News ("Reminiscent").
22. Industrial Chicago, 2:396-99
23. Carus, "Reminiscent."
24. Chicago Daily News, 19 May 1883; Chicago Tribune, 20 May 1883.
25. Chicago Tribune, 21/22 May 1883.
26. Chicago Tribune, 21 May 1883.
27. Chicago Tribune, 22 May 1883; Chicago Daily Inter-Ocean, 22-23 May 1883; Chicago Daily News, 23 May 1883. The report in the Daily Inter-Ocean on May 22 listed further sightings of the masts by the captain of the schooner *Bertha Barnes*, by Captain Baxter of the *C. J. Roeder* ("four miles off south Evanston"), and by the Captain of the *Ida Keith* (who indicated that the vessel was one-half mile closer to shore than indicated by Baxter and had only one mast still standing).
28. Chicago Tribune, 23 May 1883; Milwaukee Sentinel, 23 May 1883 as excerpted in Milwaukee Public Library, Marine Historical Collection, Ship Information and Data Record, Off. No. 80365 (*Wells Burt*); Chicago Daily Inter-Ocean, 22/23 May 1883, where Captain Channon is identified as a shipchandler in whose sail-loft the roof mentioned in the following paragraph was sewn. Cf. also Chicago Daily Times, 23 May 1883, which mentions general debris that included a compass box and the pasteboard tag from the oil can.
29. Chicago Tribune, 23 May 1883; Chicago Daily Inter-Ocean, 23 May 1883.
30. Chicago Daily Inter-Ocean, 23 May 1883.
31. Chicago Tribune, 24 May 1883 ("at Fifty-Second Street") Chicago Daily Inter-Ocean, 24 May 1883 ("at Twenty-First Street"); Milwaukee Sentinel (as excerpted in the Milwaukee Public Library file), 25 May 1883 ("at the foot of Forty-Second Street").
32. In addition to the preceding references to Chicago newspapers, see also Milwaukee Sentinel (as excerpted in the Milwaukee Public Library file), 23 May 1883; Duluth Daily Tribune, 23 May 1883 ("Willis Burt"); Fond du Lac Daily Reporter, 24 May 1883.
33. Chicago Tribune, 23 May 1883; Chicago Daily Inter-Ocean, 23 May 1883, where a telegram was published from the Life-Saving crew at Evanston, who reached the sunken vessel on May 22.

34. Chicago Daily News, 23/24 May 1883, and Milwaukee Sentinel (as excerpted in the Milwaukee Public Library file), 24 May 1883.
35. Chicago Daily Inter-Ocean, 24/25 May 1883, and Milwaukee Sentinel, 26 May 1883 (as excerpted in the Milwaukee Public Library file).
36. Chicago Daily Inter-Ocean, 25 May 1883. See also Chicago Tribune, 24 May 1883; Milwaukee Sentinel (as excerpted in the Milwaukee Public Library), 24 May 1883; and Duluth Daily Tribune, 24 May 1883.
37. Chicago Tribune, 26 May 1883 (the notice) and 28 May (examination of the body). Further references to unidentified bodies recovered after the storm in the area of South Chicago appeared in *ibid.*, 24/25 May 1883; Chicago Daily Inter-Ocean, 24/25 May 1883.
38. Chicago Tribune, 23/24 May 1883; Chicago Daily Inter-Ocean, 24/25/28 May 1883; Milwaukee Sentinel, 23/24 May 1883 (as excerpted in the Milwaukee Public Library file); Fond du Lac Daily Reporter, 24 May 1883; Hoagland, pp.13-17; and Schneirov, pp. 2-17. Cf. McNergney Vinyard, pp. 101-42.
39. Chicago Daily Inter-Ocean, 23 May 1883; and the account of the *Board of Trade* controversy from the Chicago Tribune (17 August 1874) quoted in Cooper, "Mysterious Voyage," pp. 98-99.
40. Chicago Tribune, 23 May 1883.
41. Chicago Tribune, 23 May 1883; Chicago Daily Inter-Ocean, 23 May 1883.
42. The Companies and respective amounts were: 1) Continental \$5,000; 2) Boston Marine, \$5,000; 3) Union Insurance of Philadelphia, \$5,000; 4) State Insurance Company of Pennsylvania, \$4,000; 5) Thames and Mersey, \$3,700; and 5) Western Insurance Company of Toronto, \$3,000. Their names were published in the Tribune, Daily News, and Daily Inter-Ocean, on May 23 and in the Milwaukee Sentinel the following day.
43. Chicago Tribune, 23 May 1883 ("C. E. Hedstrom"); Milwaukee Sentinel (as excerpted in the Milwaukee Public Library File). 25 May 1883 ("Meeker, Henderson & Co."); and Andreas, Chicago, 2:673-74.
44. Chicago Tribune, 28 May 1883; Chicago Daily Inter-Ocean, 28 May 1883; Milwaukee Sentinel (as excerpted in the Milwaukee Public Library File), 29 May 1883; Cleveland Herald (quoting the Chicago Times), 30 May 1883.
45. The newspapers offer somewhat contradictory details on this crucial evidence. The Tribune (28 May) stated that the rudder "lay on the bottom of the lake apparently uninjured." The Milwaukee Sentinel (29 May) stated that "her stern is badly smashed in." The Daily Inter-Ocean (28 May) claimed that the whole stern is gone, "steering apparatus and all." On May 25, the Tribune reported that "a vessel's rudder ... entire and undamaged, lies high and dry on the beach near the foot of Sixty-First Street. It is about fifteen feet in length and four feet in breadth at its widest part. No name or fragment of lettering was found on anything." From visual inspection of the wreck, the author can confirm that the stern is damaged but not entirely gone.
46. Mansfield (ed.), Great Lakes, 1:739-42
47. Chapelle, American Sailing Ships, pp. 268-72

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1) Chicago Tribune

1. 19 May 1883: "A Night's Horrors. Chicago Had a Death Dealing Funnel on Each Side Last Evening"
2. 19 May 1883: "Yesterday's Weather"
3. 20 May 1883: "Friday's Furies. On the Lake"
4. 22 May 1883: "An Unknown Schooner"
5. 23 May 1883: "The Storm"
6. 24 May 1883: "Marine News"
7. 26 May 1883: Untitled ["Marine News?"]
8. 28 May 1883: "Marine News"

2) Chicago Daily Inter-Ocean

1. 22 May 1883: "In Sight of Succor"
2. 23 May 1883: "Not a Soul Saved"
3. 24 May 1883: "Giving Up Its Dead"
4. 25 May 1883:
5. 28 May 1883: "The Wells Burt's Burial Place"
6. 2 June 1883: "Rudder-Heads Wrung"

3) Chicago Daily News

1. 19 May 1883: "The Cyclone"
2. 21 May 1883: "The Storm on the Lake"
"A Wild Morning"
3. 23 May 1883: "The Dreadful Storm"
"The Result of the Gale"
4. 24 May 1883: "Result of the Great Storms"

4) Detroit Free Press

1. 13 July 1873: "Launch of the Wells Burt"

5) Detroit News

1. 23 August 1893: "Detroit Dry Dock Co."

6) Cleveland Herald

1. 24 May 1883: "Where Are They?"
2. 25 May 1883: "Marine News."
3. 26 May 1883: "Marine News."
4. 30 May 1883: "Marine News."
5. 6 June 1883: "Marine News. Traps on the Lakes"

7) Duluth Daily Tribune

1. 23 May 1883: "The Lake Storms"
2. 24 May 1883: "Other Vessels Missing"

8) Fond du Lac Daily Reporter

1. 24 May 1883: "With All Hands: The Schooner *Wells Burt* Adds Eleven Souls to the List of Lost on the Lake"

B. Milwaukee Public Library, Marine Historical Collection, Ship Information and Data Record, Off. No. 80365 (*Wells Burt*), pp. 1-4 (with extensive excerpts from articles in the Milwaukee Sentinel (22-29 May 1883).

C. Institute for Great Lakes Research, Bowling Green State University Card File, *Wells Burt* (No. 80365).

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