



RLAMPS ILLUMINATOR

Racine Lighthouse and Maritime Preservation Society

OCTOBER 2019

WWW.RLAMPS.ORG

FROM THE PRESIDENT

Hello RLAMPS members! Fall's here soon to expose all its colorful splendor!

What a great Education Night we had with Steve Radovan in September! So interesting the film with the film maker (and one of the actors as well) was really a treat! There were over 70 of us and everyone seemed to really appreciate his story. We were so honored to have him.

Speaking of Education Nights we have now started booking 2020. We are all in for treats with the intriguing upcoming evenings! We are honored that these people can take time out to share their expertise us!

RLAMPS have been focusing on our finances lately. We decided to form a budget committee (a necessary evil), started appealing to local businesses and organizations to help us afford these wonderful education events, and been evaluating our fixed costs.

We have been blessed with organizations like Educator's Credit Union and TCF bank helping us in the past and hope that they will continue. There is always room for others. If you have any ideas, please share with us.

One of our most expensive fixed costs is our storage area. We have decided that we need to reduce what we are storing and find a more compact facility. So... we will be selling some of our lightly used items instead of storing them. We will be sharing what those items are soon. Maybe you need an aluminum 8ft. step ladder or a wet dry vac. Opps, I let the cat out of the bag. Those are two of the items we will be selling. We will be sharing the other items at a later date.

Other things the group has been working on are: a base for our capstan. It is one of the huge artifacts that we have been storing. We are lucky to have the talented Robert Jaeck working on it. It was last seen at the Wind Point Lighthouse. We are looking forward to it being displayed again!

We are also working with Ken Bevry to film him and his adventures living at the Wind Point Lighthouse. He is one of the oldest members of our community that actually live at our lighthouse. You will be seeing more info on this in the future!

There is a nominal \$5 charge for non-members and FREE for you our members. Donations are always accepted. As usual we will be hawking our Wind Point Lighthouse wares as well.

Please mark your calendars, our own Ron Lutrell will be teaching us all on model Ship building Nov. 7th. Another one not to be missed. November 7th our own Ron Lutrell will be presenting an intriguing presentation on model ship building. Again at Dewey's (they are so generous to host us!) Please RSVP to 262-639-8135 (leave a voice message - there will be no return calls) or jwfrank@wi.rr.com.

There is a nominal \$5 fee for non-members and no charge for our members. By the way we are still accepting your 2019-2020 membership dues if you may have missed our requests. We will be selling some of our Wind Point Lighthouse wares as well (another way to lighten the storage load).

RLAMPS is still seeking volunteers. If interested, please reach out to our volunteer coordinator, Lynne Jossart at 262-930-0259.

Did you meet our new volunteer, Al Nelson, at the last Education Night? He was helping check guests in. Thank you Al!

Thank you to our members for supporting RLAMPS! Without you there is no us!



Laura (Lauri) Tomasek
President, Friends of the Wind Point Lighthouse dba
Racine Lighthouse and Maritime Preservation Society (RLAMPS)



Racine Lighthouse and Maritime
Preservation Society

Rockford resident celebrates 99th birthday with record-setting dive

SOUTH BELOIT — For most, turning 99 years old is an accomplishment in itself.

And then there are the likes of Rockford resident Bill Lambert who celebrated the milestone by attempting to become the oldest male scuba diver in the world.

Pending certification, Lambert accomplished the feat Thursday at Pearl Lake by staying 32 feet underwater for 20 minutes.

Lambert, who was born Sept. 5, 1920, made the dive in the company of several other divers including friend, Dan Johnson, owner of Loves Park Scuba. Johnson, who was underwater with Lambert, recorded the event and will submit footage of the record-setting attempt to Guinness World Records.

Lambert didn't start scuba diving until last fall.

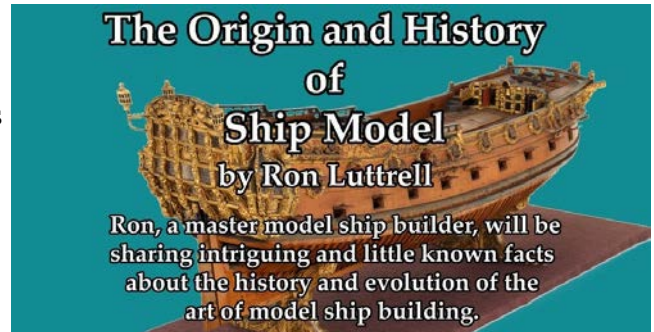


Board of Directors — Racine Lighthouse and Maritime Preservation Society

President Lauri Tomasek
Vice President & Webmaster Jim Charnon
Secretary Marilyn Blood
Treasurer Juanita Clobes

Directors:
 Bill Frank, Newsletter
 Bob Jaeck, Historian
 Lynne Jossart, Membership
 Linda Frank
 Chris Larsen
 Ron Luttrell

Upcoming Education Night: November 7, 2019 at 6:30 PM - Join RLAMPS in welcoming Steve Radovan to Racine. Steve will present: **The Origin and History of the Ship Model** RLAMPS own Ron Luttrell will share intriguing and little know facts about this art form. Ron will be bringing examples of his work as well. Join us at Dewey's Restaurant and Sports Bar (second floor, elevator available), 600 Main St. Racine. As always there will be complementary snacks and soft drinks (a cash bar is available). **The program is free to RLAMPS members (non-members pay a nominal \$5 fee).** Please RSVP to (262)639-8135 (message only with name and number attending) or email: jwfrank@wi.rr.com



Future Education Night Programs:

February 4, 2020 - Caitlin Zant

May 4, 2020 - Cal Kathrade will present on the Prins Willen V

September 8, 2020 - On the anniversary of the Lady Elgin tragedy, M. Paul Hollander will present on the surprising events leading to it and the impact it had on the people in the aftermath.

Thank You, to all of our sponsors and advertisers!



Mattson & Associates Inc



H Rand Article—Continued from August 2019 Issue

By Saturday May 25th along the Wisconsin coast, some vessels were in distress. News reports from vessels began coming from different harbors as they docked. Then a report arrived about a capsized schooner 15 miles out from shore off Manitowoc drifting to the south in the waves.

(Newsletter break)

More news arrived Sunday May 26, 1901, about the wooden wreckage sighted off Sheboygan Wisconsin, now believed to be that of the schooner C. H. HACKLEY. By Monday May 27th the storm has passed, but the waves were still high. South off Sheboygan more reports had been coming in from vessels of the overturned wooden hull floating low in the water 15 miles off shore. At 4:05 in the afternoon, the Steamer JEWETT of the Erie line sighted the wreckage 12 miles northeast of Port Washington. The captain of the JEWETT slowly maneuvered his steamship alongside the wreckage, but no nameboard could be seen on the hull which was floating only three feet above the rough water. It was identified as a schooner with two masts, with a green color hull bottom and white bulwarks. He stated that all the crew must have been lost. His belief was that this was the schooner C. H. HACKLEY, but later that day the schooner HACKLEY was reported to be safe in harbor. With no news from the H. RAND being safe in harbor anywhere, fears were mounting that this sighted wreckage might be that of the RAND. No one was seen clinging to any of the wreckage, so vessels that are passing by inspected it, and just kept going.

Back in Racine, Mrs. Jefferson has not heard any news from her husband other than the letter she received Saturday May 25th stating that they were going to leave Boyne City as soon as the loading was done and there was a fair wind. She had a premonition that the H. RAND along with her husband Ralph, and daughter Daisy with the two other crew members were all lost. She was already fearing the worst. She was very nervous, but still clinging to every hope.

By Tuesday May 28th, there were still no reports of the old schooner H. RAND safely docked in port. The Racine Daily Journal newspaper displayed their front-page news headline that day that read: "MISSING VESSEL, SCHOONER RAND, BOAT CAPSIZED OFF MANITOWOC HAILED FROM RACINE. CAPTAIN JEFFERSON, AND DAUGHTER, OF THIS CITY AMONG THE LOST, FRANK SEABERT OF SHEBOYGAN, AND HARRY LUCUS OF MILWAUKEE, CLEARED THIS PORT TWO WEEKS AGO."

In the article Mrs. Oertling Jefferson talked to a reporter from her home at 1305 North Michigan Street Racine sharing that the H. RAND is an old vessel but is "perfectly seaworthy", and that there was no insurance on the vessel or cargo. Oertling was keeping herself busy cleaning the house trying to not to think of the possible loss of her loving husband and older daughter. When not cleaning, she was crying bitterly as she rocked in her chair, her heart filled with morbid anxiety of the impending realization of the situation. The family knew, as did everyone else, that the H. RAND was overdue at the dock in Milwaukee.

Later at 7:00 PM that evening, the schooner JOSE arrived in Racine Harbor with a cargo of wood for Joseph C. Carroll. Once docked, Captain Anderson of the JOSE was asked if they have seen anything of the H. RAND. The captain described sighting a wooden wreck at 3:00 PM 8 miles north of Milwaukee and 8 miles off shore with paint colors that matched the schooner H. RAND. The Milwaukee tugboat WELCOME towing the lifesavers' boat passed those on the schooner JOSE going in the opposite direction to the wreck. Due to the large rolling seas, the wreck could not be towed in by the lifesavers on the tugboat WELCOME, and they also could not identify the wreck. They did discover the yawl boat from this wreck nearby. More news of the wreckage was now arriving at the harbor town of Racine via telephone. The Milwaukee lifesavers were also going to contact Mrs. Jefferson and describe the paint colors they saw on the wreckage to learn if she could confirm if this was the H. RAND. Telegram messages from Boyne City stated that the H. RAND had left the harbor just before the big storm struck that area.

Wednesday May 29 around 1:00 PM, the Milwaukee tug boat Welcome again went out to the derelict wreck, and several of the Milwaukee lifesavers were able to get on to the wreck. They found no bodies, but they did discover a spar with a pink ribbon tied to one of the back stays. They recovered that ribbon and towed the spar back to Milwaukee. It was believed by the Milwaukee lifesavers that the ribbon was tied there by Daisy Jefferson, so it was sent along with the hickory wood and splice to Mrs. Jefferson in Racine for possible identification. All day long in Racine, hundreds of concerned citizens called at the Jefferson home to console Mrs. Jefferson, her other daughter, and son. The second son, Charles Jefferson, who lived in Manistee, Michigan was on his way to Racine to be with his family. They were holding onto every hope of good news.

Later that afternoon the piece of pink ribbon, and hickory wood with the splice found by the Milwaukee lifesavers earlier in the day, arrived at Captain Jefferson's home, and at once it was identified by Mrs. Jefferson. The ribbon was identified by the younger sister and matched perfectly the piece she had. The splice was also recognized as being from the H. RAND, so all hope was now lost. Mrs. Jefferson was now a widow. The horror, pain, and suffering were now real; the H. RAND was lost with all hands.

Captain George Breckenfeld of the Racine Lifesavers enlisted the help of the Racine tugboat S. O. DIXON. They left Racine Harbor just before 2:00 PM and headed north past Wind Point, then about 3 miles east, 2 miles south of Milwaukee South Point and 15 miles out of Racine. After a few hours of searching, they saw the wreck floating just a few feet above the surface of the water in the shipping lane. At once Captain Breckenfeld recognized the battered hulk as that of the H. RAND, and his heart was overcome with a heavy sadness. He knew that Mrs. Jefferson had lost her husband Ralph, her daughter Daisy, the other crew members, Frank and Harry. The vessel and cargo were not insured, so this was a total financial loss for Mrs. Jefferson, as she now has no income.

The tug S.O. DIXON towed the hull by the bow as the wreck was missing the cabins and stern. Soon the bow was pulled off breaking into two sections, with one section drifting freely towards the south, passing Racine the next day. Using the tugboat an attempt was made to roll the derelict over to look for bodies, but it failed. They set up a new tow line, and the wreck was towed in close to shore. They released the tow line when in 12' of water, it then drifted closer to shore where it then settled on the shallow lake bottom just off Texas Street in Milwaukee along the north side of Texas Rock. The foremast and second bow section were about a mile out from shore possibly held in place by the anchor and chain Captain Breckenfeld believed.

The Racine lifesavers were back at their station in Racine by 7:30 PM. Captain Breckenfeld walked over to Mrs. Jefferson's home just north of the station where he gave her the heart-wrenching news. The wreck was resting in shallow water on the beach and was coming apart there. Captain Breckenfeld was overcome with emotion. He returned to the Racine Lifesaver station and wrote his District 12 wreck report. In this report he tried to have the Chicago Hydrographic Office pay the towing bill for bringing the hulk of the H. RAND to shore. He worded his report that the floating hull was a "dangerous navigation hazard". If they didn't pay the tow bill, Mrs. Jefferson would have to pay it.

Back at Milwaukee at 164 Stuart Street, the parents of 17-year-old Harry Lecus were overcome with grief knowing that their son had a sudden and tragic death out on the lake; he was so young. The news also reached those who knew seaman Frank Seabert in Sheboygan, his home town.

On Friday May 31, a little good news was reported in the Racine Daily Journal that Captain Jefferson was a member of several fraternal groups where he was insured for several thousand dollars, which would be a blessing for his widow Mrs. Oertling Jefferson during this very difficult time.

On June 3, a small piece of the stern was seen floating north of Milwaukee. On June 4, the Racine papers reported that the older son of Captain Ralph Jefferson, Charles Jefferson, went to Bay View in Milwaukee where he looked over the wreck on the south shore beach. Having been a sailor on the schooner ARENDALE, he gave his opinion on what he thought happened. He thought by observing the wreckage that the RAND was in a collision with another vessel either steam or sail powered. He saw that it has been crushed near the stern. He also thought that all onboard were in the stern at the time of the accident when it was torn away. Charles also remembered that his father had purchased the H. RAND from Smith Brothers of Chicago fourteen years before. The insurance on Captain Jefferson was for \$3,000 with the Fraternal Alliance, but no record if it was ever paid.

The little Racine schooner LENA HALL, owned and under the direction of Captain Young, went to the wreck of the H. RAND on June 6. The wreck was 50' from shore and they were working to recover the hardwood slabs cargo in the hull, and possibly locate any bodies. A Lifesaving member said that there was little chance of finding any bodies because the capsizing happened in deep water, and that area never gives up its dead.

Just what happened to the H. RAND and the wonderful people on board during that terrible storm will never be known, but most mariners along the various docks had a general opinion of the course of events.

Hours after the H. RAND departed Charlevoix and then headed for the Wisconsin coast, the schooner was in caught the springtime gale. The schooner was short on personnel needed to operate the sails and the hand-operated bilge pumps. They followed the Wisconsin coast in appalling conditions. Seams in the old wooden hull began to leak and maybe some sails were lost. The vessel slowly filled with water until it was waterlogged, and then it capsized. All the hand pumps the crew might have used didn't hold back the inflow of water. The wooden slab cargo kept the hull afloat, but the decks were awash, and at some point, it capsized. Because the yawl boat was found not far from the floating wreckage, many believed that all or some of the crew attempted an escape using the yawl boat, but it quickly overturned in the violent waves, and anyone inside the yawl boat was lost to the depths of the lake. The pink ribbon discovered tied off with the wreckage, caused some to theorize that Daisy was also tied off to the rigging in hopes of being found, and the pink ribbon was tied nearby her.



A view of Texas Rock off of Bay View where the H. Rand debris may have washed ashore.

The first sighting reported was off Manitowoc so the sinking must have been north of that. Some mariners along the docks speculated that the hull filled with water, broke apart, and capsized early in the morning of May 24th. As the schooner was filling with water, it settled lower in the water. This water in the hull added weight and mass, so as the waves pounded the hull, this placed more stress on the hull until at some point, it was believed the stern section with its cabins separated from the schooner. The point of fracture may have been where the 20' of new hull was added in 1879. This could have created a weak area in the hull. The small crew put up a tough, brave fight. It was amazing how far they were able to sail in such frightening conditions. There were never any reports, or stories from other vessels, or sailors, about a collision with the H. RAND. No bodies or remains were ever found. The lake was their grave. Their story of what happened was lost in the waves, and their cries of terror were lost in the winds of that day. The broken hearts of so many families lived with the tragedy; they just moved on with the sorrow the best they could.

In June 1959 at the foot of Texas Street in Bay View, Milwaukee, a water pump building was being constructed, and a water intake pipe was being placed far out into Lake Michigan for the pumping station. Dredging was being done making a trench in the lake bottom for the intake pipe when near shore the remains of a forgotten schooner were dug up out of the water, which left many wondering, what vessel it was from. Seventy-one-year-old Iren Lecus Schanche of 2505 Superior Street heard news of the wreckage and went to see it knowing it was from the H. RAND. She recalled the sad loss of her 17-year-old, brother Harry Lecus. George Horneman, 73 years old, of 3016 S. Superior Street could see the keel that he had seen long ago at the time of the wreck. George who was 13 at the time of the H. RAND loss recounted the story to a local newspaper. He knew Harry's Lecus father, a local junkman, they both went down to the wreck in 1901 with an axe. Using that axe they chopped a hole in the hull looking for little Harry's body or any other remains, they found nothing.

Some old forgotten parts of the H. RAND may still be buried in the lake bottom off Texas Rock or nearby on the shore, that is all that might remain of this hardworking vessel of the wind.

Author's Note: This story represents 103 years of history for the H. RAND.

Steve Radovan Presents at September Education Night

Steve presented a video of his exploration of the Galliniper wreck to a large crowd at rLAMPS September Education Night. The Galliniper is Wisconsin's oldest known shipwreck, having ties to early Wisconsin settlement and the fur trade, and it is an excellently preserved example of a very early hull type. She started her life as the *Nancy Dousman* in 1833 hauling goods and supplies from the east to the Wisconsin frontier and returning with loads of furs to the eastern markets. She changed hands a few times and was wrecked a couple of times. In 1846 she went through a major rebuild at Milwaukee by shipwright Henry Gibson which increased her cargo capacities, was renamed the *Galliniper*, and was involved in the lumber trade out of Milwaukee. She changed hands a couple more times; July 7th, 1848 she foundered at Beaver Island; ran aground in Milwaukee in 1850; May of 1851 she sunk in the mouth of the Milwaukee River; and finally in July of 1851 would meet her end.



Historical Snippets from our Historian Bob Jaeck

Racine Reef Lighthouse Keeper William Larson Remembered

Last fall as September 4, 2018 passed by, we remembered Racine Reef Lighthouse Keeper William Penn Larson who lost his life 100 years ago on September 4, 1918.

On the afternoon of September 4, 1918 around 3:30pm lighthouse keeper Larson was intent on returning to the Racine harbor from his lighthouse station on the Racine Reef about 2 miles off shore east of Racine in a small row boat. With a strong northeast gale blowing, another lighthouse assistant tried to convince keeper Larson not to proceed with his journey to shore. With the dangerous Racine Reef between keeper Larson's station and the safety of the harbor, they could see the large roaring waves that were lifting and curling over, looking like a boiling mass of water. Keeper Larson laughed it off, and shoved away from the Racine Reef Lighthouse. He rowed for just a few minutes before his small vessel capsized, spilling him out, and then righting itself. Keeper Larson was seen struggling for a few moments, then he quickly sank from sight and perished. It was a terrible sight to witness. In early October, 1918 the body of William Larson, with only his shoes on, washed ashore at New Buffalo, Michigan near the southern end of Lake Michigan. He left behind a widow, a 14 year old son, his brother, and other relatives living in the Racine area.

The following article in the *Milwaukee-Daily Free Democrat* from August 1, 1856 was found while doing research on another Racine related topic.

THREE MEN DROWNED BY THE UPSETTING OF A BOAT.

As the Steamer Cleveland was leaving Racine, yesterday, a small boat containing three persons was seen to capsize, and the boat and three men instantly sunk. Boats were immediately dispatched to the spot where the accident happened, but nothing of the boat or men could be found. They were engaged in boating some stone to fill the cribs in the construction of the harbor at Racine.

RLAMPS has received a license to a number of historic images related to the Racine Reef Lighthouse. Watch for more photo previews in our newsletter, on our Facebook page, as well as our website.

Photograph by Richardt Hansen
Property of Sandra Cornell, used under license agreement with RLAMPS.

All other rights reserved by owner.

Racine Reef Lighthouse utility boat and keeper



RLAMPS
P.O. Box 044067
Racine, WI 53404

RLAMPS Highlights

**Discounted Wind Point Lighthouse
Merchandise will be available at the
November Education Night
Fleece (Men and Women's sizes)
Tee Shirts
Ornaments
Much More**



Thank you to those who have renewed their membership. For those of you who haven't, there's still time! Please visit our website www.RLAMPS.org. Or mail the enclosed membership form, along with your check, to: Friends of the Wind Point Lighthouse Treasurer, P. O. Box 44067, Racine, WI 53404-7001.

Please visit our updated website www.RLAMPS.org More and more Racine maritime history is being added on a regular basis.

For Change of address or other subscription issues contact:
Bill Frank Newsletter Editor at:
jwfrank@wi.rr.com
Or by Mail to the return address on the address page.