



# Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Fall 2016

Volume 21 Issue 2

## Pretoria Boiler Relocate and Secure Project

By Jack Decker



Project members, Tim Pranke, Jack Decker, Phil Kerber, Jim Christenson, Corey Daniel and Ken Knutson

As members of the GLSPS, we love to dive, we love to dive shipwrecks and we love to dive shipwrecks in Lake Superior. We dive shipwrecks to discover their secrets. But above all, we love to preserve the shipwrecks for others to experience.

While taking an underwater archeological class through the Wisconsin Underwater Archeological Association in July, 2015, Tim Pranke and I talked with Tamara Thomsen and Caitlin Zant about how the boiler of the ship wreck *Pretoria* has been moved away from the wreck site by wave action. This is a travesty because as the boiler is pushed around by waves, it is getting further damaged. Plus, since it is further away from the wreck, divers probably won't see this important piece of the wreck. This sounded like a GLSPS project to the four of us.

The schooner-barge *Pretoria*, at 338 feet long, was one of the largest wooden ships to sail the Great Lakes. The barge was built by James Davidson in West Bay City, Michigan, and launched on July 26, 1900. It sank in a storm in 1905, about a mile and a half off the north side of Outer Island in the Apostle Islands. It lies at a depth of about 55 to 60 feet. Incidentally, the same storm also claimed the *Sevona*.

The boiler was salvaged off the *Pretoria* wreck in the late 1950's, then returned to the wreck in 2001, with help from the GLSPS. This was actually one of the first projects the GLSPS undertook. For more detailed information, please follow this link to the GLSPS website: *Pretoria* Boiler PIB Project.

After returning home from the underwater archeological class, Tim dove into his personal library trove of shipbuilding books and the internet looking for information on boilers of the *Pretoria*'s time period. Tim and I had a running bet between each other as to the actual overall dimensions of the boiler. From his research, we believed the boiler could weigh from 6000 pounds to 8000 pounds. But, this was a guess. If we were to move the boiler, we needed a more accurate weight and that meant measuring the boiler.

We started talking with other GLSPS members, GLSPS Board members, and others with knowledge of moving large, heavy objects underwater. Approval by the GLSPS Board of Directors was obtained to proceed with this project.

At this point, planning got serious. Since the *Preservation* is docked at Silver Bay Marina, distances to the *Pretoria* were calculated to determine amount of fuel required. Emergency and foul weather docking/anchorages had to be figured in, as well. The Captains' Log came in handy for determining fuel usage. Picking weekends that promised good weather and participation was critical.

Due to its location and not having data on the boiler, the project was split into two projects: Assessment and Securement. The Assessment project would allow us to measure and document the boiler, and scout for a permanent location. The Securement project would be the actual lifting and moving of the boiler to a permanent location, then securing it to the bottom. Because of the diving level required to participate, (level 6 & TT) the participants were selected by experience and research knowledge of the *Pretoria* shipwreck.

The Assessment Project occurred June 17 - 19, 2016. Members that attended were Jim Christenson, Ken Knutson, Tim Pranke, and Jack Decker. The four of us left early Friday morning, June 17, 2016, from Silver Bay Marina, heading East across the Big Lake to Outer Island. Searching at the coordinates with a drop camera, the boiler came into view on the third pass. We made several more passes and headed to the main wreck for drop camera views looking for a place to secure the boiler.



Jim Christenson and Tim Pranke scouting possible boiler relocation area.



Jim Christenson looking for possible sites.

Back at the boiler coordinates, we dropped anchor, dove down the anchor line and proceeded to document the boiler, taking pictures and video, and gathering other pertinent dimensions. All the flue tubes had fallen out of place and were piled up on the bottom side of the boiler.



Jack Decker and Tim Pranke documenting *Pretoria* boiler.



Jim Christenson and Tim Pranke examining bottom of the boiler.

Calling it a day, we headed to the dock at the Outer Island Light House for the night. Found fresh bear footprints in the sand on the beach. On Saturday, we did 2 dives on the main wreck, scouting for locations to secure the boiler. A storm front was coming in, so we left the wreck site for Silver Bay Marina late Saturday afternoon, not having seen any bears.

The Securement Project occurred August 12 - 14, 2016, with the following members on board: Jim Christenson, Corey Daniel, Phil Kerber, Ken Knutson, Tim Pranke, and Jack Decker. Ken, again, captained the *R/V Preservation*. Using the info obtained during the Assessment Project, Tim figured the boiler weighed at least 9000 pounds, submerged. Given we were dealing with Lake Superior and wanting more lift than needed, we packed enough lift bags for almost twice that amount. We loaded an extra compressor, 400+ feet of air hose, and more than enough, hopefully, lift bags. An underwater drill, securement plates, and rock bolts were also

loaded on board. Plenty of chains and lifting straps rounded out our equipment.

The six of us left Silver Bay Marina at 1:30 AM, Friday, August 12. Our plan was to be at Outer Island for an early breakfast and prep the Prez to be at the wreck site by mid-morning. Though no wind was blowing, the waves mid lake were 6 – 8 feet. Docking at Outer Island Lighthouse proved too difficult, so we went to South Twin Island to wait for calmer seas.

Calmer seas didn't arrive until Saturday afternoon. We motored over to Outer Island Lighthouse and prepped the boat and lift gear. Two 2000 lb. lift bags were deployed on the boiler, one on each side. A 6000 lb. lift bag was deployed from the fire box opening to approximately 15 ft. below the surface. This was not enough. Another bag with 4000 pounds of lift was added, for a total of 14,000 pounds of lift. We lifted the boiler and used the Preservation to tow it to our selected site. The boiler ended up on its side, just off the port stern of the wreck. It's on the leeward side of a rock ledge, sheltered from the waves. Time on site ran out before we could drill into the bedrock (sandstone here) to secure chains around the boiler.



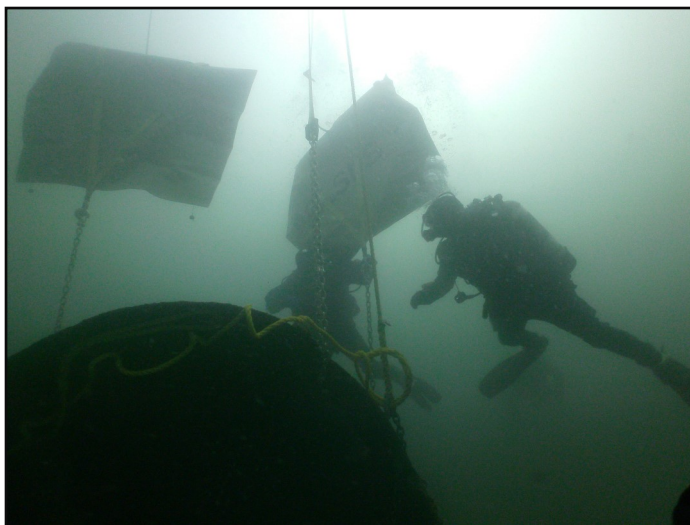
Corey Daniel setting chains



Corey Daniel and Tim Pranke connecting lift bags



GLSFS on the project



Corey Daniel, Tim Pranke and Jim Christenson check the lift bag configuration

Even though the boiler is now sitting next to the wreck, we still have the future project of securing the boiler to the bottom of the lake. An additional project on this wreck site will be to locate the fire door of the boiler. We believe it was attached to the boiler when the boiler was put back into the water.



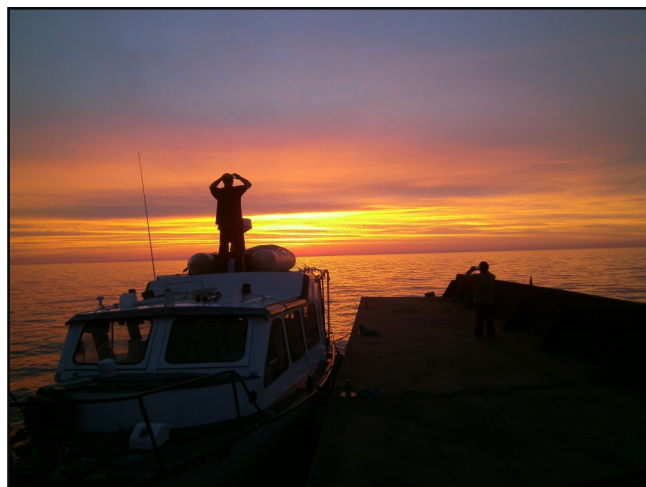
Corey Daniel on the bow of the *Pretoria*.



*R/V Preservation* docked at Outer Island



Topside crew, Ken Knutson and Phil Kerber with diver Tim Pranke.



Sunset, Outer Island.

The GLSPS would like to thank everyone that participated in the *Pretoria* Boiler Securement Project. A special thank you to Tim Pranke for researching the boiler project for the last year (or more). His hard work and dedication in preparing for this project paid off and allowed this project to be a success. Thank you to Phil Kerber, Jay Hanson, and Bob Olson for expert advice and equipment. Thank you also to Tamara Thomsen and WUAA for help in securing applicable permits.

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## GLSPS Delivers a Shipwreck Display to Bayfield Maritime Museum

By Ken Merryman

It has been two years since the GLSPS Apostle Islands video project to shoot the video for a new shipwreck video display for the Bayfield Maritime Museum. We finally delivered the result of our work this spring so the display was up and running all summer for the peak visitation season in Bayfield Wisconsin. I can't say I'm proud of the time it took to finish the project, but at least we did finish it with a quality product. The product of our project was a half hour loop video which gives the history, site description, and underwater video of each of the Apostle Islands shipwrecks along with the LCD large screen television to play it in the museum. Our partner for the exhibit was the Hiawatha Power Squadron who donated \$100 to a GLSPS project as a thanks for a shipwreck presentation I did for their membership. Their donation along with GLSPS member donations and GLSPS funding allowed us to make a great display which also promotes GLSPS. We hope to make it a dynamic display which can change each year with new video that we may shoot. This fall we managed to update the video source for the *Marquette*, an Apostle Island shipwreck, along with video from the *Antelope*, a new shipwreck discovery this year. Museum visitors will be able to see the new amazing ship-

wreck *Antelope* next season at the museum. Don Albrecht, the museum director, sent us a letter of appreciation for the display. Below is an excerpt from his letter.

"I wanted to express how impressed I am with the quality of the shipwreck video -- it is wonderful! Both the quality of the underwater footage which is extraordinary, and the written information with the historic photo is perfect!

Of course, these are scenes most of us landlubbers will never see, although I have to confess there were moments when I watched where I thought "that looks like fun, hovering above the old wooden timbers and a hull full of sand." Seeing the *Marquette*, the Big By sloop, *Pretoria*, and the *T.H. Camp* was amazing! Then the images of the standard, close in wrecks, especially in the sunshine squiggles of shallow water, are also wonderful, *Sevona*, *Lucerne*, *Coffinberry*, *Fedora*, *Ottawa*, *Finn McCool* -- excellent!

Subtle touches like the Ken Burns effect on the historic ship photo, is really nice, too. The sound effects of bubbling water adds to the ambiance, and I liked the footage underrate showing large views, close ups, and divers added further.

Really well done, Ken, and even though it may have taken us longer than we originally thought, I'm really glad we have this as part of our museum as a new feature."



Museum Director Don Albrecht and Ken Merryman by new video display.

## ***Madeira* Hull Plates Put-It-Back Project**

By Steve Daniel

Little Two Harbors was the site of a *Madeira* salvage operation in the 1960's. The operation was unsuccessful, except for the recovery of two anchors. Many pieces of the shipwreck that had been removed and carried on a barge to Little Two Harbors, were dumped in the water of the little bay there. Several small pieces ended up near shore.

Later, when the land became part of Split Rock Lighthouse State Park, campers would find these small pieces of iron plates and angle irons and remove them from the water. The Minnesota DNR wanted to have them returned to the water for safe keeping and possible study at a later time.

The GLSPS PIB Committee worked with Dave Radford, Program Manager for the Cultural Resource Management Program, Minnesota DNR, Division of Parks and Trails and David Mather, Archeologist for the State Historic Preservation Office (SHPO), Min-

nesota Historical Society to determine an appropriate method to preserve the hull plates and other metal pieces. It was recommended to place them back in the waters in the bay, rather than on the shipwreck, to which all agreed.

A GLSPS crew composed of Corey Daniel, John Nousaine, Tom Peterson, Jim Christenson and Steve Daniel departed Silver Bay Marina early the morning of July 23, 2016 on the *R/V Preservation*. The divers arrived at Little Two Harbors bay after a brief cruise on Lake Superior. After the boat was secured with anchors, the historic metal hull plate artifacts were placed overboard to settle on the bottom about 23 feet below the boat. Corey and Tom donned their drysuits and gear and proceeded to the bottom to stack the metal pieces to more easily be located. Steve geared up to photograph the divers in action underwater. Jim, another boat operator, and John tended the divers on the surface.

All went well and the divers returned to the boat. After anchors were weighed, the dive team cruised to the *Madeira* shipwreck to begin the Shipwreck Monitoring project.



Madeira PIB crew 2016



John Nousaine and Tom Peterson resting between dives



Corey and Tom piling Madeira hull plates

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## 2016 Madeira & Hesper Monitoring and PIB Materials Project

By Corey Daniel

The project weekend started early Saturday morning with the gathering of boat operator Steve Daniel, project leader Corey Daniel and experienced diver volunteers John Nousaine, Tom Peterson, and Jim Christenson. The *Preservation* was loaded up with gear, *Madeira* pieces and a new bow mooring buoy with new line and chain. Skies were mostly clear with a light wind from the North, Northeast creating some chop on the lake.

Our first goal was to return nine pieces of twisted and torn metal from the wreck of *Madeira* to a spot in Little Two Harbors Bay just south of Split rock Lighthouse. Once a good location was determined by Steve Daniel (PIB project leader) the pieces were dropped into the lake one at a time. Tom Peterson and Corey Daniel then dove in to gather the pieces and arrange them at one spot. Pictures were taken and the divers returned to the boat.

Everyone on board enjoyed the view of the lighthouse as we cruised past to our next objective, dive the *Madeira* wreck. First on the list was to install the new bow buoy, prepared with new line and chain by Jay Hanson. The wind had picked up some so the *Preservation* was secured to the stern buoy. Shortly after John Nousaine, Tom Peterson and Corey Daniel dove in and with new buoy in tow swam to the bow. Corey installed the new line and chain with the assistance of John while Tom took pictures. The old chain and line were removed and after being placed onboard the *Preservation*, the *Madeira* monitoring project began.

Jim Christenson and Steve Daniel dove second shift upon the return of the first group. Steve took pictures while Jim sought out any changes in the wreck. All the divers enjoyed two great dives even though the visibility was less than typical due to lots of rain this season. The pilot house appears to continue creeping closer to the rock slope and with a lot more sand removed this year, there is more metal exposed around it. The wreckage of the midsection appeared unchanged and still impressive as you make your way up the slope after rounding the corner at the smoke stack. A precarious piece of steel hanging from the port side of the stern section of the hull located in the swim thru area appears to be the same and no worse. This piece is a large sheet at the top of the swim thru towards the hill side, not over the usual route divers take through that area. Next year plans should be made to safely remove it. One last observation made was that of the position of the porthole located under the fantail of the stern. Last year it appeared that both the metal around the porthole and the porthole itself were being pushed up at an angle. This year the metal around the window was flat but the porthole itself was being pushed up. Currents and storms move the sand around which could affect the position of this piece or is the stern shifting?

Sunday brought clear skies, sunshine and wind again to put a little chop on the lake. First task of the day was to install the buoy on the *Hesper* wreck. Jay Hanson has been doing a great job of replacing the lines and chains of the buoys for the *Madeira* and *Hesper* wrecks with a new set up. The line from the wreck is kept taught with a subsurface float. From the float to the buoy is a chain that acts as a shock absorber to waves. The mooring line is still attached to the bottom of the buoy. Corey installed the new buoy system with Tom assisting and taking pictures. Upon completion the two divers were joined by John, who brought down Jerry Eliason's digital camera, installed in a custom case to hold below a diver for creating photo mosaics of shipwrecks. Jerry had previously started this project with other divers and asked Corey if the task could be completed during the monitoring project. John took first shift and Jim took second round while diving with Steve. Everyone had a great dive and no new changes to the wreck were observed. The *Hesper* stays intact due to its location has a lot of protection in many directions. The bilge pump was still upright and the capstan still exposed. The rudder retains its impressiveness and it is always fun trying to spot something new in the bow area. The *Hesper* wreck has a lot to offer divers with an inside look of how wooden ships used to be built. Its depth offers long dives, even though they maybe chilly at times. The wreck can be accessed from shore or boat and with little deterioration observed, I believe this wreck will be around for a long time. Next year's goal will be to dive around Pellet Island and document and photograph any pieces of the wreck found.

I want to thank everyone who volunteered, worked hard, and had a lot of fun diving the wrecks of the *Madeira* and *Hesper*. I appreciate everyone's time and input.





2016 Madeira and Hesper monitoring group.



Diving on the Madeira.



Jim Christenson on the Hesper, swimming with photo mosaic camera.



Pilothouse of the Madeira

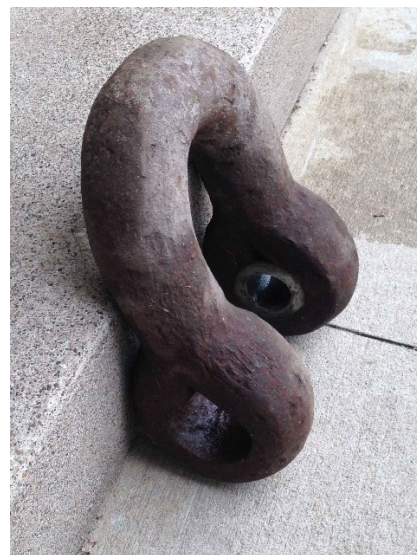
## ***Madeira* Anchor Clevis Put-It-Back**

By Steve Daniel

The GLSPS was contacted by Gary Bender, the son of a diver in Wisconsin, near La Crosse. Gary's father had retrieved a clevis from the anchor chain during a dive on the *Madeira* shipwreck many years ago. His desire was to return the artifact to Minnesota for placement in a museum. Gary's father passed away recently and was not able to take action on this wish. Gary wanted to follow through to honor his father.

He contacted the GLSPS for help and worked with the Put-It-Back Committee to see what may be possible. Steve Daniel, PIB chairman, contacted Lee Radzak, manager of the Split Rock Lighthouse Historical Site. The suggestion was made to place the clevis artifact in the Split Rock Lighthouse museum display inside the Visitor Center. Lee contacted the Minnesota Historical Society Artifact donations committee for a recommendation, per their policy. The response was for the GLSPS to place the artifact back on the shipwreck. This decision was made because the *Madeira* Anchor display already had a clevis attached to the anchor chain. The display was created by the GLSPS in 2010 and may be seen in front of the Split Rock Lighthouse Visitor Center.

Some other possibilities were considered. Gary contacted the Lake Superior Maritime Visitor Center at Canal Park in Duluth. The museum was happy to accept the clevis artifact for future display with other *Madeira* artifacts in their museum. Gary and his family was happy with this alternative and made plans to deliver the artifact to the museum.



# Creating a Photo-Mosaic

By GLSPS Member

Jerry Eliason

I always thought it would be neat to see a whole shipwreck at one time but also be able to zoom in on the details. The first example of a pretty good one I saw was in the 1987 book, 'Discovery of the Titanic' by Dr. Robert D. Ballard. When I look at that image today I see a lot of imperfections but for its day it was pretty good. Of 53,000 photos taken from approximately 25 feet above the bow section of the Titanic a little more than 100 were selected, adjusted, and assembled like a jig saw puzzle.

A few years ago we attempted to do something similar with the Hesper shipwreck in Silver Bay. Problem discovered that I didn't know about when we collected 5000 photos of the Hesper from the Preservation was my expensive rectilinear lens. In order to keep straight lines straight and not bend them like most wide angle lenses my lens would darken the edges. This resulted in a very annoying 'scalloping' look. The end result looked pretty good when one zoomed in but the big-picture was not very good. Round 1 to the Hesper.

This year we collected over 20,000 photos using a traditional wide angle lens. Straight lines were gently curved but my envisioned solution wasn't to put the photos together like a giant jig saw puzzle. As a retirement gift to myself I purchased a \$3,200 program called 3DF Zephyr Pro. Zephyr Pro was the best of several programs I evaluated that was designed to create 3D surfaces from overlapping photos. Structure from motion is what the program does. Zephyr requires photos overlap 70% or more. In order to create a 3D surface an object must appear in a minimum of 3 photos taken from 3 separate locations.

It would be ideal if all 20,000 Hesper photos could be processed at one time. Zephyr couldn't handle that many. My old computer would crash whenever I selected more than about 500 photos. With the new faster computer I purchased I have been able to get 3D Zephyr to process up to 3000 photos without crashing.

How long does it get results after running 3000 photos? Typically 3 days. A small run of 200 photos will take about 4 hours.

Photos were collected this year on 3 separate occasions. The first set were taken in June from the camera being dropped down from the Preservation. We missed sections of the wreck. Thanks to GLSPS volunteer divers filled in the missing sections on 2 separate occasions. First was on the Hesper monitoring weekend and again on the Hesper fun dive. I want to thank everyone who took the time and put in the effort to swim the camera up and down the wreck.

I am pleased with the end result. There are imperfections but that is primarily a result of the varying conditions during the 3 separate collection days. In June the visibility was only fair and the photos had a distinct green hue. In July the visibility was better resulting in the photos having a blue-green hue. The best visibility was in August at which time the photos had a blue hue.

At this time I continue to use 3D Zephyr to create patches for sections I am not satisfied with. I add the patches in photo shop. I plan to unveil the finished product at Gales of November at the GLSPS booth.

I believe the mosaic (when zoomed) will have more than enough detail to determine if the wreck is changing. I am happy to report that I see no differences between this improved mosaic and the crude mosaic from a few years ago.

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## Harriet B National Register Project

By Ken Merryman

The first stage of the National Register Nomination for Minnesota's deepest most intact shipwreck is now complete. It took a while to get all the paperwork done but Tamara Thomsen wrote the unabridged version of the ship history of the *Harriet B*. The *Harriet B* was built as the *Shenango No 2*, then renamed the *Muskegon*, then again renamed the *Pere Marquette 16* then finally the *Harriet B*. She was originally a railroad car ferry on Lake Erie then Lake Michigan and finally converted to a pulp ship then pulp barge before she sank in a collision off of Two Harbors. Needless to say the ship had a long career and as many of the car ferries that ran year around through the ice had multiple incidences and close calls. We received a Legacy Grant from the Minnesota Historical Society to do the Determination of Eligibility documentation. This is a NRHP document that we have never done for a shipwreck before but the grant office at the MnHS insisted we needed to it as a prerequisite for a grant to do the final National Register Nomination. So we are doing a two-step process this time which will take longer but we will get a much more detailed product in the end. In 2017 we hope to get a grant to hire Tom Crossmon to survey the *Harriet B* using his ROV which has a multi-beam

sonar which allows highly accurate measurements to be made on the shipwreck. When the *Harriet B* National Register Nomination is completed it will be the first Minnesota shipwreck to be nominated based on a survey using only remote sensing data. It will also be the deepest Minnesota shipwreck nominated to the National Register. Our thanks to all of the GLSPS members who participated in the *Harriet B* project and Tamara Thomsen and Caitlyn Zant who were the archeologists we hired to do all of the National Register technical work. A special thanks to Jerry Eliason whose remote video system allowed us to see and survey the *Harriet B* for a very affordable price.



Harriet B as it sits on the bottom a few miles off Two Harbors, Minnesota today.

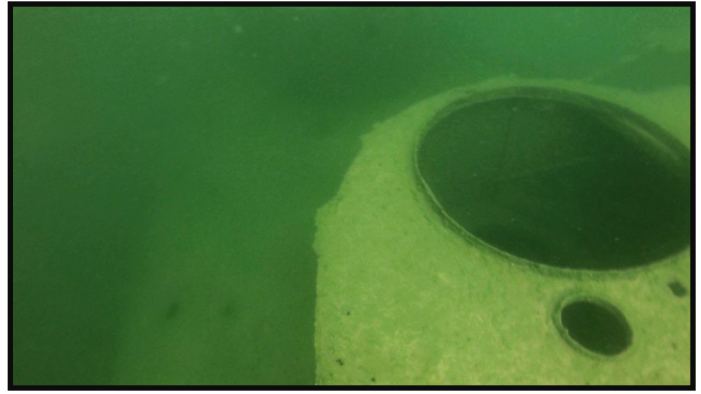
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## 2016 Wilson Invasive Species Monitoring

By Tim Pranke

GLSPS divers found interesting results on this year's invasive species monitoring project on the whaleback *Thomas Wilson*. The survey was done over 2 weekends, September 17-18 and October 9. The first interesting thing was the incredible vis on this usually murky dive site, 35ft on one day, and never below 20ft. This was completely unexpected during this very wet year. The second and better surprise was a decrease in mussel population. Out of 19 locations counted, only one had an increase in density. In the 7 years prior, an increase averaging 10% a year was noted. Overall a decrease of 15% from 2015 was found this year. Population density averages 160 mussels per square meter. While one year a trend does not make, it will be exciting to see what next year brings.

During the survey 3 substrates are counted, steel, wood, and cast iron, on both horizontal and vertical surfaces. The highest density is on cast iron followed by vertical steel, the lowest on horizontal surfaces, wood or steel. The starboard side, facing the river out flow, also trends higher than the port side. The heavy buildup of silt on these flat surfaces most likely is the cause.



I would like to thank Chuck Eddy, Ken Knutson, Lee Fredrickson, Jim Christenson, and Phil Kerber for their efforts on this project.

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## GLSPS Facebook Page By The Numbers

By Dale Koziol

Did you know that the Great Lakes Shipwreck Preservation Society has a Facebook page? How about a page with a global following? Here are a few interesting facts about it:

The page was established in March, 2014

Followers:

- 68% male

- 32% female

- Largest age group is 45-54 years old (18% & 9% respectively by gender)

- This is somewhat older and more male than typical for Facebook.

Follower locations as of 4 October 2016:

- 937 in the United States

- 47 in Canada

- 6 in Brazil

- 3 each in Ireland and Australia

- 2 each in China, Tunisia, Philippines, Egypt & United Kingdom

- 1 each in Turkey, Poland, Turkey, Morocco, Singapore, Sweden, Spain, Columbia, New Zealand, Denmark, Portugal, Belgium & Algeria

U.S. Followers:

- 21 in Duluth, MN

- 18 in Minneapolis, MN

- 12 in St. Paul, MN

- The rest reside in 42 other U.S. cities and towns

**Reach: The largest daily response in past month was 1,988 people. The largest was well over 2,500.**

Page content topics (in order of priority):

- Shipwrecks (particularly in the Great Lakes)

- Great Lakes maritime history

- GLSPS activities

- Great Lakes ships – both old and new

- Scuba diving (particularly in the Great Lakes)

- Underwater photos and video (especially if wrecks are involved)

- General topics that may be of interest to the community

Other pages and websites that are liked and followed for content (in alphabetical order):

Dr. E. Lee Spence – Underwater Archeologist  
Frasier Shipyards, Inc.  
Ghost Ships Festival  
Great Lakes Lighthouse Keepers Association  
Great Lakes Shipwreck Archeology  
Great Lakes Shipwreck Museum  
Lake Superior Marine Museum Association  
Liquid Productions  
Maritime Heritage Minnesota  
Minnesota Marine Art Museum  
Mnscuba  
NOAA Office of National Marine Sanctuaries  
S.S. Meteor Whaleback Museum  
Scuba Diver Life  
SeaLife Underwater Cameras  
Shipwreck Hunter  
Storm: A Visual Concert Experience  
Upper Midwest Travel and Adventure (UMSAT) Show  
Wisconsin Maritime Museum  
Wisconsin Underwater Archeology Association – WUAA

This is a communal page open to comments and postings by all followers. Please “like” it, enjoy it, and make the most of it by sharing it with your friends. To find us on Facebook, simply search “Great Lakes”, “GLSPS” or “Shipwreck”. We’re easy to find!

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## **S.P. Ely 2016 Documentation-Youth Group Intro Project**

By Dean Soderbeck

Saturday morning, July 30th-9:30 AM. The *RV Preservation* cruised closer to the boat landing after traveling all morning from the Silver Bay Marina. It’s destination, Agate Bay in Two Harbors to pick up a crew of six BSA Venture Scouts from Scuba Crew 820. With five GLSPS divers already on board plus the six Venture Scouts with all their dive equipment, the *RV Preservation* was a little crowded. Thank goodness the jetty wall is just across the bay to unload all the gear.

This trip is the fourth year that the Venture Crew has partnered with the Great Lakes Shipwreck Preservation Society (GLSPS) on diving the Samuel P. Ely in Two Harbors. The goal is to set up a legacy so that future generations will be interested in preserving Lake Superior’s shipwrecks after the Society’s current membership is gone. Diving on shipwrecks allow the scouts to touch a ship more than a century old and connect with history.

The day was a clear sunny day that started out at 68 degrees and jumped to a 75 degree day with a light wind that was blocked by the jetty wall. Visibility on the wreck was 8-10 feet, partially due to the freighter *Presque Isle* which was being loaded at the ore dock. (Ships propellers churn up the silt in the bay). The water temperature on this site was 16 degrees warmer than last years dive on the wreck, a warm 63 degrees. Most of the Venture Scouts were able to get three dives in despite having a lot of company diving the Ely. In the afternoon, five divers from Vintage Divers came up to the jetty wall in a small Zodiac plus a 26 ft boat moored behind the *Preservation* on the jetty wall, had five divers on board. Having 20-25 divers swimming in and around the wreck site kick up a lot of silt, especially for the ones that entered the wreck. Their bubbles pick up the silt as it works its way through the spaces between the deck boards.

*The Samuel P. Ely was a 200 foot , three masted schooner with a beam of 31 feet. It sank on October 19, 1896. The wreck lies in 30 feet of water with the stern of the ship now covered with boulders and the breakwater wall leading into Agate Bay in Two Harbors Minnesota.*

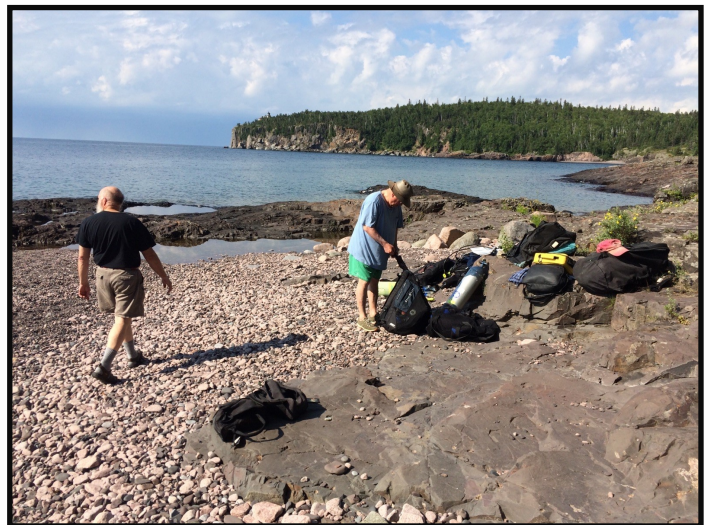
By 5:30 PM, most of the divers were ready for dinner and the *Preservation* took the Venture Scouts back to the Marina. A great day of diving with a group of great divers. THANK YOU GLSPS for having us on board.



Sunday morning, July 31st, the BSA Venture Scouts headed up to Split Rock Lighthouse State Park to dive the *Madiera*.

The sky was bright and sunny with calm waters. Water temperature on the sunken 436 foot steel schooner-barge was 59 degrees on the tip of the bow at 30 feet and 48 degrees on the masts and smokestack at 115 feet. All the scouts diving the wreck were Advanced Open Water divers or above. The light breeze coming from the Southwest brought the warm water with it.

The Madeira sank November 28, 1905 during a fierce gale known as the *Mataafa* Storm. The ship crashed broadside into the solid rock cliffs known as Gold Rock Point. The last photo shows a distant Split Rock Lighthouse which was built in 1910 as a result of the 1905 Gales of November.



Dean Soderbeck @ (651)-483-8596. [deansoderbeck@yahoo.com](mailto:deansoderbeck@yahoo.com) Advisor, BSA Venture Crew 820

Great Lakes Shipwreck Preservation Society [www.glsp.org](http://www.glsp.org) [info@glsp.org](mailto:info@glsp.org)

[www.facebook.com/glsp](https://www.facebook.com/glsp)

Charter Partner; Northland Scuba, Inc.

8779 Columbine Road,  
Eden Prairie, MN 55344

[952-949-0909](tel:952-949-0909) [www.northlandscuba.com](http://www.northlandscuba.com)



## GLSPS R/V PRES 2016 - FALL

By Ken Knutson

Fall is here already and the **R/V PRESERVATION** is back at Spirit Lake Marina for a long winter rest. Our boat served us well over the summer, getting us to all our project destinations with only a few problems. She now rests on blocks waiting for GLSPS workers to cover her for the winter. This is usually done by volunteers the Sunday following the **Gales of November** show in Duluth, MN.

**(HEY!! Another chance to volunteer!!!)**

Once again, a fresh **water pump impeller** shelled out, however, the boat operator noticed the rise in temp on the gauge and prevented any damage. This emphasizes the need for a **high temp alarm** system. (See our spring **TO DO LIST** or **DREAM LIST** in the May **Events Calendar** under **R/V PRESERVATION** Work Weekends)

Last spring, we installed the heat exchangers that we had rebuilt over winter. We also installed both fuel injector pumps we had pulled to machine a new oil drain system in them. We also had the starboard injector pump rebuilt and the injectors checked. From our **Dream List** we did install a **cabin heater** with some **windshield defroster** capabilities and a **rudder position indicator**. All worked quite well when final connections were complete. We really didn't use the cabin heater until the last project when morning temp started at 31 degrees.

Prior to departing on the **PRETORIA** Boiler Relocation project, Tim Pranke designed and built a bench on the starboard rear deck of the **R/V PRESERVATION** to hold tank w/BC's and provide gear storage below.



During the project the bench worked very well for holding tank/BC assemblies, suiting up and sliding over the transom to the platform. This picture taken by Jack Decker on the Pretoria trip shows Ken Knutson (standing) Phil Kerber (sitting) and Tim Pranke (gearing up for a dive)



While waiting for the wind to subside we enjoyed the calm in the lee of South Twin Island near Outer Island where the **PRETORIA** is located. Picture shows Corey Daniel catching some rest and the new bench on the **R/V PRESERVATION** loaded with gear.



The bench worked so well, Tim came up a day early for his next project and built a similar bench on the port side. He designed these benches so it only requires removal of 3-bolts/



We had a really great summer with some awesome diving, the spring work was well worth the effort. Members are really missing out on some great diving activities by not joining us on these adventures.

**(Any and All Members should feel welcome to sign up for any or all of our activities!!!!)**

**Just good people having fun times - [With a little work involved] Sometimes?)**

**"GREAT TIMES" WERE HAD BY ALL!! - PLEASE! SIGN UP AND JOIN US NEXT SEASON!!! OR, AT LEAST, CALL AND INQUIRE???**

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## GLSPS - Fundraising Apparel

Just a "NOTE:" to inform our readers that GLSPS apparel is available anytime, not just at our "SHOW BOOTH". As most of you know, our shirts depict a variety of North Shore of Lake Superior Ship Wrecks from Duluth to Isle Royale. We also did some up showing the **HENRY B. SMITH**, which was discovered in the eastern part of Lake Superior by GLSPS Members Jerry Eliason and Ken Merryman.

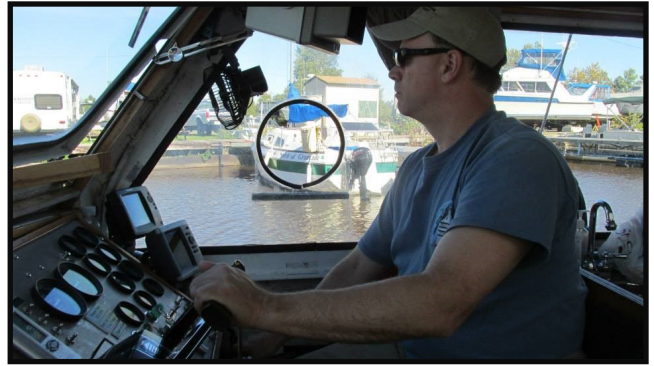
I'll provide a short summary of types of merchandise we have on hand. We have **baseball caps** with GLSPS logo and a small diver's flag; we have **desert hats**; we have a few GLSPS jackets; we have some white, steel, and black polo shirts depicting 20 years of GLSPS; we have **T's** in S, M, L, XL, 2XL, 3XL & 5XL; we have pull-over **crew**, **hooded**, and **zip-hooded** sweat-shirts; we have grey, charcoal or red **long-sleeve**, and black or blue **short-sleeve** polo shirts; we have dark and stone washed **denim** shirts; and a variety of colors **WILSON** T-shirts. (Most out-of-stock items can be ordered, it just takes a little longer.)

It's difficult to provide photo's of all the items, but if you have an interest; please feel free to call: (or, text) **Ken Knutson** at: **612-578-1551** with your desires (size, type and color???) and I will call (and maybe text a pic of the item you are interested in.)



## “Presidents Message from the Helm”

By Phil Kerber GLSPS President



As I was returning from one of the GLSPS projects aboard the RV Preservation, I was thinking about the 2016 programs and projects we scheduled for this year. We scheduled over twenty programs and projects in 2016 and I had the opportunity to participate in fifteen of them. Obviously the best projects were the dive projects aboard the GLSPS Research Vessel the “RV Preservation”. I had such a great time during the dive projects as both a diver and the boat Captain. This is an incredible opportunity and an honor. At the same time, I was also thinking about the many members of the GLSPS, and how only a few of them actually join us on a program or project. With all the awesome fun and the things we learn, I thought more members would take advantage of it by participating. There are many programs and projects that fit a large interest of subjects and provide a variety for the members. Each program and project we create is labeled with a level or recommendation as to what skill level is required to join us. There is a skill level for everyone. Not only are the projects awesome, the GLSPS sponsors Fun Dives, which is a program that was implemented to invite members to dive off the boat and to see first-hand what the process is and the fun we have on the dive projects.

I especially remember one of the projects this summer, the Pretoria Boiler Relocation Project. It was intense and I was happy to be such a large part of it. I was also happy to have the opportunity to use most of my commercial diving equipment for the project. (Details about the project are in the featured article of the newsletter). The project was very successful and mostly completed except for the securement of the boiler, which will be scheduled to be completed in 2017. We hope to give a small presentation about the project at the UMSAT Show 2017 Friday Night at the Movies event.

Since the programs and projects I participate in every year are just totally amazing and provide a huge learning opportunity for both participants and myself, I feel it should be shared to our members that haven’t been on one before. We are finding that the same people join us on the projects. Which is a good thing but, it makes us look like a good ole boys club. We’ve sent email invitations to all the members one month and two weeks before the event to invite members. We don’t seem to get any response and most of the time, the projects never fill up, especially with new faces. The members that have joined us on past projects wait to register to be courteous to other members that haven’t participated. But as the project registration deadline draws closer, we still don’t see any new members registering. So, at the last hour or minute, the members that are patiently waiting and have joined us in the past, end up registering again. Which is still great but, we certainly would like to see at least one or two new faces.

This year we attempted to change things up a little. We partnered with a local dive shop in the Twin Cities by inviting them to join us and dive along the North shore of Lake Superior from the RV Preservation, which we call the “Fun Dives”. This year it was “Air Down There Scuba”. It was their idea so they set up a weekend with us to dive the north shore. In order to participate, you had to register at their dive shop for the event, and then join the GLSPS as a member, which is the Society’s requirement and protocol to be able to dive off the RV Preservation. We were able to gain four more members just from that event alone. We also had an instructor from another dive shop join us on two events this year. He became a member as well. The one thing in common among all of them is, they all thoroughly enjoyed themselves on the boat, including sleeping and eating aboard the boat during the weekend. The boat is very comfortable. We dive, eat, make / cook our own food and sleep aboard the vessel. It was also mentioned by the participants that it was one of the cheapest dive trips they’ve ever been on. As a member, it doesn’t have to cost you a lot.

Next year, we would certainly like to invite “Air Down There Scuba” to participate again. We also hope other dive shops would like to participate in the Fun Dives in the future. Please let us know if you are interested.

If you would like to participate in any of our events, please reference the schedule on the GLSPS website. The GLSPS “**2016 Projects**” are located in both the Projects Schedule and the “**Events Calendar**”, which are both available as a public view. However, it would be much better to log on as a member using your User Name and Password. Members are the only ones that have access to the official event page and to be able to register. If you are not a member or, have not renewed your membership, you are missing out on a great adventure aboard the GLSPS Research Vessel the RV Preservation.

You can also join us on the traveling show circuit the GLSPS participates in as exhibitors. We have a booth that we set up at a few shows around the Great Lakes Region, to help promote the GLSPS and maritime history preservation. A few of the shows we participate in are the Gales of November, Ghost Ships Festival, and our own UMSAT Show. Sometimes the GLSPS is invited as a featured booth at the Minneapolis Boat Show. We are always looking for members to help at the booth. Please let us know if you are interested.

Please take a moment to check out our schedule on the GLSPS website. Whatever program or project we schedule, there is probably one that fits you. If interested, please register without hesitation to reserve your spot.

This year's programs and project are mostly completed, so you will not be able to register for any of them at this time. However, please check next year's (2017) schedule when it is available, at the end of February. We try to have the schedule completed by that time each year.

If you've been a member in the past and your membership is due, **PLEASE RENEW YOUR MEMBERSHIP TODAY!!** Please Go to, [www.glsps.org](http://www.glsps.org) and renew by clicking on "**Renew**" by your name after logging in.

If you have a family member, friend or associate that would like to be a member, please encourage them to join by signing up as a member under "**Become a Member**" on the GLSPS website. There are many different membership levels. Please choose the one that best suits your donation efforts.

We hope to see you on a GLSPS program or project in the future. We guarantee you will have fun and probably learn a few things as a participant.

Be Safe Traveling and Diving.

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## Greetings GLSPS Members,

**Do you have a dive industry "Hero" that you would like to nominate for an Award? Please take a moment to think about who you are going to nominate, and before it's too late. (Please read below)!**

As a voice in the Midwest diving community and maritime preservation, the GLSPS seeks to acknowledge and express their gratitude to individuals, organizations, and businesses who have contributed to the improvement of our environment and exemplify GLSPS ideals and ethics.

To honor these contributors GLSPS has created three categories of awards differing in what contributions they acknowledge and the process for nominating recipients for the award.

- **GLSPS Appreciation Award** can be awarded to any non-board member individual, organization, or business for longstanding support of the mission, goals, and projects of GLSPS. Nomination can be made by any current GLSPS member.
- **Dive Community Contribution Award** can be awarded to any individual, organization, or business for exceptional service to the dive community or for going beyond the call of duty to do something that benefits the upper Midwest scuba diving community. Nomination can be made by any member of the community.
- **C. Patrick Labadie Special Acknowledgment Award** can be awarded to any individual, organization, or business who has made exceptional contributions to the upper Midwest preservation, history, or dive community. Nomination can be made by any GLSPS Board Member, but suggestions can be made through the GLSPS Board of Directors.

**All nominations must be submitted by January 31, 2017.**

To nominate an individual or group for the **GLSPS Appreciation Award** or **Dive Community Contribution Award** send an e-mail with the following information from the short form below. (Copy and paste in e-mail) to: [kmerryman@glsp.org](mailto:kmerryman@glsp.org) Or, if you would like to print your own awards form to send via email, please click on this link [GLSPS Award Program Instructions and Form](#) You can also print and send through regular mail, to:

GLSPS Awards Committee

7348 Symphony St NE  
Fridley, MN 55432

Thank you for your nomination.

Ken Merryman

[kmerryman@glsp.org](mailto:kmerryman@glsp.org)

GLSPS Awards Chairman

## Nomination Form

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Name: \_\_\_\_\_

Organization (If Applicable): \_\_\_\_\_

E-Mail and/or phone # of Nominee (Both if Possible): \_\_\_\_\_

Reason: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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**Please join us for the Annual Membership meeting**

**Tuesday November 15, 2016**

**At the**

**Lund's Community Room at the Ridgedale location in Hopkins MN**

**From 6:30 to 9:30 PM**

**hors d'oeuvres and beverages supplied**

**Guest speaker for the evening:**

**Ken Merryman-Two New Shipwreck Discoveries, the *Sevearns* and**

**the *Antelope*.**

Please join us for the Annual Meeting to see what the GLSPS has been doing over the past season.

We hope to see you there!

GLSPS Board of Directors

[info@glsp.org](mailto:info@glsp.org)



**Come join the Fun!**

**March 24-25, 2017**

**At the**

**Double Tree by Hilton Hotel Bloomington**

**7800 Normandale Blvd**

**Minneapolis, MN 55439**

**New Location!**

For more information, show tickets, banquet tickets or hotel reservations:

[www.umsatshow.org](http://www.umsatshow.org)

**This newsletter is dedicated to the memory of Donald “Smitty” E. Smith Jr. Don passed away unexpectedly on September 3, 2016, at the age of 59. Blessed be his memory.**



Image courtesy of Kari David

*The GLSPS sincerely thanks the following  
Sustaining and higher level members, for their  
financial support.  
As of: June 12, 2016*

**Plank Owner:**

Stephen B Daniel

Dale & Bonnie Koziol

**Mate Donors:**

Jim Christian

**Helmsman Donors:**

Steve Kelly

Richard Schmidt

Lila Stevens

Phil's Quality Automotive

**Boatswain Donors:**

Tom Brueshaber

John Daniel

Sandy Beck

Bob Karl, Super Exped

Bob Olson

Kenneth Knutson

Dean Soderbeck

Pat Olson

Jack Decker

Mike Stone

Phil Kerber

Kent Myhrman

Jeff LeMoine

Tim Gack

BSA Venture Crew 820

Ken Merryman

**Watchman Donors: (New Membership Level)**

Konnie LeMay – Lake Superior Magazine

Ryan & Kyla Staley - Isle Royale Charters

Tracy & Scott Wemyss - Air Down There

Richard Giese Paul Imsland

Charles Dawson Nick Lintgen

Parker Lintgen Mike Gatzke

Raymond Newman Bruce Person

Jeff & Sarah Lee John Sorenson

Craig & Kari David Gunner David

Kenneth Lillemo Stacie Buchanan



The GLSPS would like to thank Mid County Oil for donating the engine oil for the two diesel engines on the RV Preservation. If you have a need for bulk oil, gas or propane, please look them up at [www.midcountycoop.com](http://www.midcountycoop.com) or give them a call at [888\) 466-3700](tel:8884663700)

**Corporate Donors:**



The GLSPS thanks the 3M Foundation again this year for their donation on behalf of Steve Daniel, and Bob Nelson, 3M employees. 3M is pleased to recognize and support volunteers' contributions to helping non-profit organizations.



Sometimes an organization such as the Great Lakes Shipwreck Preservation Society is truly blessed with a corporation that is very generous with helping Non-Profit Organizations. The Board of Directors and Members would like to warmly thank EcoLab Inc and Dale Koziol (an employee of EcoLab and GLSPS Board of Director) for their generous donation of money to the GLSPS. Without them, we would truly not be where we are now. Thank you again EcoLab Inc for your annual donation and Dale Koziol for serving as one of our Board of Directors.

**The GLSPS also sincerely thanks:**

Phil's Quality Automotive Inc. for the continued service work performed and the many parts provided by them for the RV Preservation; Jeff Redmon of Redmon Law Chartered PA for all our legal work; Air Down There Scuba for teaching our First Aid Class, our special thanks to Tamara Thomsen and Caitlin Zant for help with the Harriet B National Register Nomination Project; Owatonna Diving Club for adopting the Hesper Buoy; Jay Hanson of Superior Charters / North Shore Scenic Cruises for adopting the Ely & Madeira Buoy; Glenn Seaberg for designing our UMSAT show program and other show graphics, Dale Koziol for donating enough frequent flyer miles to fly in our speakers for the UMSAT Show. Minnesota Historical and Cultural Grants for shipwreck display grants and National Register Nomination Grants. Thanks to Lund's of Edina for the use of their community meeting room for our board meetings. Thanks to the UMSAT Show Sponsors, Raffle and Silent Auction donors.



# Great Lakes Shipwreck Preservation Society

Updated January 2, 2016

## 2016 Officer's & Committee Chairpersons

### BOARD OF DIRECTORS:

President	Phil Kerber	612-720-2825
1 <sup>st</sup> Vice President	Jeff LeMoine	612-803-6476
2 <sup>nd</sup> Vice President	Dean Soderbeck	651-216-8596
Secretary	Tom Brueshaber	612-272-7242
Treasurer	Bob Nelson	651-916-8183
Board Member	Ken Merryman	763-226-9620
Board Member	Ken Knutson	612-578-1551
Board Member	Dale Koziol	612-889-5170
Board Member	Nick Lintgen	763-370-8254

### COMMITTEE CHAIRPERSONS:

Safety & Training	Joe Musial	612-490-1103
Fund Raising-Apparel	David Olsen	612-644-5961
Membership (Processing)	Bob Nelson	612-916-8183
	Phil Kerber	612-720-2825
Membership (Retention -other)	Ken Knutson	612-578-1551
Shipwreck Monitoring	Corey Daniel	218-343-4970
Put-It-Back PIB	Steve Daniel	218-349-8028
Sink-a-Ship	Steve Daniel	218-349-8028
Shipwreck Documentation	Bob Nelson	651-916-8183
Access	Jay Hanson	218-590-3483
Librarian	Bob Nelson	612-916-8183
Newsletter	Jeff Lee	218-435-6407
Equipment Manager	Tom Brueshaber	612-788-0069
UMSAT Show	Ken Merryman	763-262-9620
RV Preservation Boat Work	Ken Knutson	612-578-1551
National Register Nominations	Ken Merryman	763-226-9620
Coastal, Fast track & Ghost Ship Grants	Ken Merryman	763-262-9620
	Steve Daniel	218-349-8028
GLSPS Awards Committee	Ken Merryman	763-262-9620
Technology Assessment Management	Nick Lintgen	763-370-8254
And Website	Phil Kerber	612-720-2825



**Great Lakes Shipwreck Preservation Society**  
**7348 Symphony St NE**  
**Fridley, MN 55432**  
**763-785-9516**

Keep up on activities and accomplishments, sign up for projects and view many more photos of the completed projects. Check out our web-site at: <http://www.GLSPS.org> and our show website <http://www.UMSATShow.org>.

**A huge Thank You to everyone that submitted an article! Deadline for the Spring newsletter is May 21, 2017**

GLSPS 2015-2016 Annual Calendar									
Areas	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Board Meetings 1st Tues of Month	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Officers Election Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	BdMtg 7:30 PM
Society Operations & Projects	Board Elections Fall Newsletter	General Membership Annual Meeting UMSAT committee 8	UMSAT Committee 13	UMSAT Committee 10	UMSAT Committee 14	UMSAT Committee 14			
Events of Interest		Gales of November 4-5				UMSAT Show 25			
Projects	Essex mast restoration	Cover Preservation					Meteor Project 29-30	Preservation Work	Preservation launch and cruise
Training Classes							Emergency Responder		