



Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Spring 2017

Volume 22 Issue 1

GLSPS RV PRES 2007 -- 2017

"*WRECK DIVER*" to "*R/V-PRESERVATION*" and *ON!*

Boat Committee Chairman - Ken Knutson

Built by Schwartz Marine and Iron Company in Manitowoc, Wisconsin in 1960, our boat was named "*RANGER*" and was used to haul sight seers along Michigan's Lake Superior South Shore at Pictured Rocks. In 1978, Pictured Rocks Cruise Lines decided to *go big* (get a bigger boat) and sold the "*RANGER*" to the Tomasi Family who changed it to a dive boat and brought scuba divers to the shipwrecks in Munising Bay until 1985, when Mike Kohut purchased the vessel. Mike brought her to the Straits of Mackinaw and changed her name to "*STRAITS DIVER*" and showed divers the shipwrecks in the Straits of Mackinaw between Lake Michigan and Lake Huron until 1987, when he also *went bigger* and sold the "*STRAITS DIVER*" to Tom Boney of Chicago. Tom moved her Calumet City, Illinois, changed her name to "*WRECK DIVER*" and delivered divers to the shipwrecks of Lake Michigan's southern shores. In 1990, Tom also decided to *go big* and sold the "*WRECK DIVER*" to Jay Chester, who moved her back to Lake Superior and began bringing divers to the shipwrecks around the Apostle Islands near Bayfield, Wisconsin. In 1993, Jay and his first mate Steve Lazer brought the "*WRECK DIVER*" to Duluth, and for eight more years continued to help divers investigate the shipwrecks along the north shore of Lake Superior. In 2001, Jay decided it was time for a change and found a new home for the "*WRECK DIVER*" with people who shared the passion for shipwreck diving and needed the "*WRECK DIVER*" as a work boat from which to perform shipwreck documentation, stabilization, and restoration.



When the GLSPS became the owner of the "WRECK DIVER" in 2001, we had considered the pro's and con's of refurbishing this vessel to suit our needs. The hull would need extensive clean-up and some cabin modification would also be required.

Bob Olson, our President at that time, offered to park the "WRECK DIVER" in front of his shop in Lino Lakes, MN. With Tom Brueshaber's building experience, tools, and supplies, it didn't take long to erect a shelter over the boat to allow work in almost any weather. Our members charged right in to do what was necessary. We commenced with sand blasting, scraping, grinding and welding. Our mechanics checked the power train and found one engine was very weak and needed an overhaul and one transmission needed work. Phil Kerber offered his shop in Corcoran, MN to rebuild the engine. We estimated possibly as much as \$5000 and a lot of volunteer labor would get us functional and back on the water.

Phil jumped right on the overhaul of the engine and had a good share completed before we got to sand-blasting the hull and boat bottom. Guess what?? We blew through in about a dozen spots! The bottom of our boat was in rough shape. With so much invested in the engine, we decided to replace the bottom. Brings to mind this definition: *a boat is a hole in the water in which one (or many) pour money.* The "WRECK DIVER" more than met that definition.

Bob Olson and Ron Johnson cut away the rusted bottom. We jacked up new metal sheets and began the long process of welding all the seams. Unfortunately, only limited interior finishing could be done with the grinding and welding in process.

Some members worked out a primer and bottom paint plan that was supposed to be the best approach, but with bad weather and a push to move the boat to Spirit Lake Marina, we only got the primer coat on before the moving truck hauled our boat North. Luck was not with us. We got a light snow which the salt trucks sprinkled generously and salt-washed our primer coat all the way to Spirit Lake. We continued designing, modifying and improving for two more seasons and finally in August 2006 we returned our boat, now "PRESERVATION", to the water.



Since that launch date, we have continued to re-design, modify, upgrade, or change many things aboard our work boat. Tim Pranke researched bottom paint and found a system that seems to be working very well. Each year we improve processes and now are devoting more resources to improvements and less on upkeep. Our scheduled work weekends usually end Memorial Weekend with a launch the first Saturday in June. We worked through the early problems and added the R/V (Research Vessel) in front of PRESERVATION and now have a very sound project boat.

Although we still have much routine maintenance and some incidental necessary fixes, we are now able to add comfort enhancements that make our projects more enjoyable.



Since 2007, when we started running projects from the *R/V PRESERVATION*, we have visited the ELY a number of times to replace or add stabilizing rods which hold the ship's sides upright. We also monitor a number of shipwreck sites as well as historic sites and places around the area (most of which are documented in our newsletters).

Starting with our wintering Marina, Spirit Lake Marina, we use the "PRES" to show our members and their guests the St. Louis River and the backwaters of the Twin Ports Harbors during our Member Appreciation Day BBQ picnic and cruises.

As we move to our summer project marina (Silver Bay Marina) we make a stop at Two-Harbors to install the mooring buoy near the shipwreck "ELY". Next we cruise to the site of the "MADEIRA" and place buoys on the bow and stern. We then head for Silver Bay for the night and install the "HESPER" buoy the next day.

Once the moorings are all secure, we can begin our summer projects. These projects range from introducing divers to our procedures during our Fun-Dives monitoring projects, to gathering divers and equipment to perform heavy tasks. Our last major project was to move the "PRETORIA" boiler closer to the shipwreck which was described in our last newsletter (Fall 2016).

If you look at our ["Events Calendar"](#) you will see we continue to encourage members to join in our activities and reap the benefits of membership.

This summer's project list aboard the PRES included:

* Fun Dives monitoring and photographing the "ELY, MADEIRA and HESPER".

- * A project to secure the "PRETORIA" boiler.
- * We worked with the BSA Adventure Scouts to document and photograph the "ELY".
- * Some of our members worked with archeologists to record deep wrecks with hopes of creating a photo-mosaic of each ship.
- * Cruise back to Duluth picking up buoys on the way.
- * Invasive species monitoring on the "WILSON".

In the past, the "PRES" has twice cruised to Isle Royale to assist with the McCargoe Cove survey (See: Newsletters Fall 2011/12). It has provided the platform to photograph shipwrecks HESPER, MADEIRA, HARI-ET B, ELY, NIAGRA, BENJAMIN NOBLE, ROBERT WALLACE, A.C. ADAMS, MAYFLOWER and THOMAS WILSON along the north shore and the PRETORIA at Outer Island in the Apostle Islands. It was used as a work station to secure the CHARLIE's anchor and provides us a means to create and do our shipwreck projects.

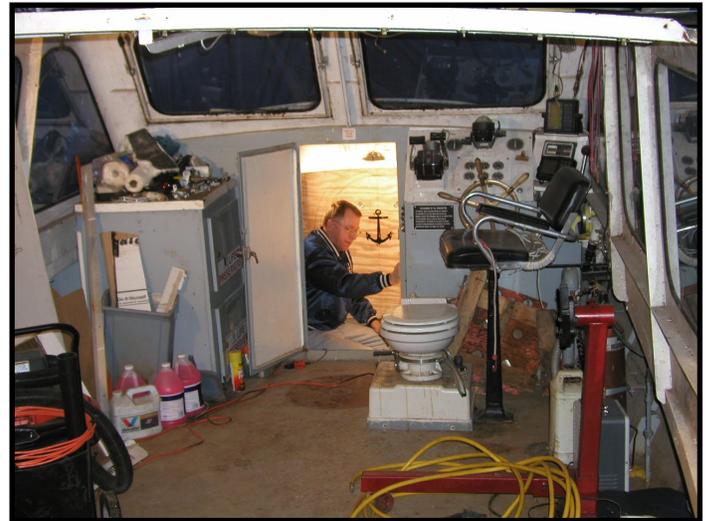
AND! A CHANCE FOR YOU TO JOIN WITH US IN PRESERVING HISTORY!!!!

Please join us for Member Appreciation Day and take a ride on the "R/V-PRESERVATION". Refer to our "Events Calendar" on our Home Page and sign up. It's always a fun time with GLSPS members and lots of good food.

(For a more detailed work-in-progress accounting, please visit our newsletters for fall 2001 through fall 2006.)

From "Wreck Diver" to "Preservation"













“President’s Message from the Helm”

When this article was written in May, 2017 we had just concluded another successful Upper Midwest Scuba and Adventure Travel (UMSAT) Show. It was a great show and we were proud to produce another show at a new hotel venue. We are planning another great show for 2018 and it will be at the same hotel, DoubleTree by Hilton Hotel, in Bloomington, MN on March 3, 2018.



I was thinking about the many programs and projects completed in 2016. At the beginning of the show, I gave a presentation and reviewed the 21 programs and projects. The GLSPS goes through many hours of planning to implement these programs and projects for the members of the Society. We encourage the members to set aside some time to take advantage of them and join us on one or more of them. We especially pride ourselves on offering a chance for the members to dive on any of our amazing dive projects on-board the GLSPS research vessel, the RV Preservation.

Now that the show is over, it’s GLSPS business as usual. We finished the necessary training and prepared the RV Preservation for the upcoming season of programs and projects.

In January of each year the GLSPS Board of Directors reviews all the new submitted program and project requests from GLSPS Members and Leaders. Many were presented by the deadline of January 15, and we are excited to review, approve, and schedule the projects for the upcoming summer season.

Some of the programs and projects require financing. Larger projects require a Grant or other means of funding in order to be included in the scheduling. A couple of the programs or projects require permitting by a State Agency Historical Society or written permission from the City where the shipwreck resides. These are processes that need to be implemented to be able to perform any of the preservation work on a shipwreck or above-water ship. The GLSPS Leaders invest their personal time to plan these programs and projects for the GLSPS members to enjoy.

It seems the same GLSPS members participate in most of the programs and projects which is great, but we would like to invite other members that haven't participated to experience the fun and education of the programs and projects. We would like other members to enjoy what we enjoy!

The 2017 Projects and Programs schedule was once again full of heavily planned programs and projects. Please take a moment to look at the 2017 summer of Programs and Projects to see what was scheduled.

Since this article was written in May 2017 and placed in the GLSPS spring newsletter, the Programs and Projects have already passed and the RV Preservation is already pulled out of the water for winter layup. If you had the opportunity to participate in any of our programs and or projects thank you for being part of our research team. If you missed the opportunity to participate we hope you can join us in the future since those that participated really enjoyed the experience. On their departure many have said that they can't wait until next year to see what will be planned for programs and projects.

The Great Lakes Shipwreck
Preservation Society Presents:



We hope you were able to attend the 2017 UMSAT show, and that you enjoyed the knowledge and story sharing experience. If you missed it, look for future communications so that you can save the date for 2018!

Many thanks!

The GLSPS Board would like to thank the generous participants, volunteers, speakers, sponsors, exhibitors, and of course the GLSPS membership! Our annual event is intended to achieve several important goals:

- Raise funds for the sustainment of the R/V Preservation and key annual projects
- Gather the community of divers, historians, and enthusiasts who share the vision of preserving shipwrecks
- Provide a speaker series to educate and promote awareness of diverse maritime topics
- Celebrate the contributions of key members of our community through annual awards

Special thanks to our show program advertisers, exhibitors, sponsors, and contributors to the items available during the silent auction and raffle. Without their participation and generous donations, the goals of the UMSAT show could not be met.

Don't forget to support our Platinum, Gold, and Silver sponsors throughout the coming year:

PLATINUM



GOLD



SILVER



Don't forget our speakers:

We hope you were able to enjoy some of the tremendous presentations by our speakers. Their special contribution continues to expand the knowledge of our community through their adventures and expertise. Visit the GLSPS website for more information on this and previous year's speakers.

Celebrate our award winners:

Annually we take the opportunity to acknowledge the accomplishments and contributions to our community. Our congratulations to this year's award recipients:

- Tom Benson – Dive Community Contribution Award
- Tim Pranke – GLSPS Appreciation Award
- Fred Stonehouse – C. Patrick Labadie Special Acknowledgement Award

AND next year... don't forget to join us at Friday night at the movies -

You never know who might show up!



upper midwest

scuba AND adventure

travel show



Saturday March 3th 2018

**DoubleTree by Hilton Hotel Bloomington
Minneapolis South**

Exciting Speakers and topics:

Richie Kohler - Filmmaker, author, shipwreck explorer:

Mystery of the Last Olympian detailing a decade of work on Titanic's sister ship Britannic.

- Harriet B Minnesota's Deepest Most Intact Shipwreck
- 420 Foot Dive on the Shipwreck Senator
- Whaleback Steamers of the Great Lakes
- 3 more exciting speakers and topics

Also enjoy:

Friday Night at the Movies, Show day Exhibitors, Dive Shops, Travel, classes, Seminars, Raffle, Silent Auction, Buffet Lunch.

Meet other divers and historians, find a dive buddy, make new friends, network. Fun for the whole family.

Tickets: \$20 at door— \$15 online

Visit us online @ www.umsatshow.org

The Great Lakes Shipwreck Preservation Society

LAKE SUPERIOR SHIPWRECK HISTORIES

Lake Superior has caused the demise of hundreds of ships over the years, from the **John Jacob Astor** in 1844 to the U.S. Coast Guards **Mesquite** in 1989. These are only the known wrecks. There have, undoubtedly, been many others whose loss was not recorded. The legendary **Le Griffon** is certainly among the most notorious of them. Strangely, up until June of 1990, no one had ever chronicled all of this maritime history. That's when Dr. Julius F. Wolff, Jr. published his epic volume "Lake Superior Shipwrecks: a complete reference to maritime accidents and disasters". Dr. Wolff, a professor of history at the University of Minnesota, Duluth, researched the full history of losses on the greatest of the Great Lakes, covering everything from minor scrapes and groundings to tragic, catastrophic losses of the ship and all those on board. His book has become "the bible" for those in search of shipwrecks.

G.L.S.P.S. offers a condensed, filtered version of this information in two formats. Only those wrecks that were complete casualties (where the ship sank and was not recovered) are listed. These are the wrecks that divers are looking for. The first format is a spreadsheet listing the name of the ship, the date of the wreck event, and the approximate geographic location (i.e. Keweenaw Point, MI). The wrecks are listed in chronological order, by day & month, by name, and by location in four separate tables.

One of the more popular features of the G.L.S.P.S. Facebook page is the "Shipwreck of the Day". Actually, on some fortunate days there were no wrecks at all. On other days, during the equinoctial storm season for example, there could be multiple wrecks on a given date. This information is also available in document format listing, in chronological order, a brief history of the wreck event, a photo of the ship (if available) and often a website link to additional information.

Members can find both of these documents on the Society's website: GLSPS.org

Click on **Documents** and then **Shipwreck Research Documents** to find them.

BSA 820 Scuba Venture Crew – Intro to Shipwreck Diving Inviting BSA youth – Dean Soderbeck

"Developing a legacy so future generations preserve Lake Superior's shipwrecks"

BSA Venture Crew 820 (H20) is a scuba-focused youth development program 13 to 21-year olds looking for new experiences outside their comfort zone. Twelve-year olds are invited to participate in our outings as long as they are Open Water Certified divers. **Venturing's** purpose is to provide positive experiences to help young people mature and develop into responsible, caring adults. Boy Scouts of America's Venturing program is based on a unique and **dynamic relationship between youth, adult leaders, and organizations, such as Northland Scuba**, our BSA Charter Partner since the crew was founded in 1997.



BSA Scuba Venture Crew 820 teamed up with Great Lakes Shipwreck Preservation Society (GLSPS) five years ago to expose our youth members to shipwreck diving with the best authority on shipwrecks on Lake Superior. We were very

lucky to partner with GLSPS to dive the **Samuel P. Ely** the past five years. The crew also dives shore-accessible wrecks (Hesper and Madeira) along the north shore and pair up with BSA Sea Scout Ship Luna 336 out of Bayfield, Wisconsin, to dive shipwrecks around the Apostle Islands.

Upon initial observation of the shipwrecks, the youth crew members' "eyes are like saucers." Ken Lillemo, Boy Scouts of America Venture Crew 820 Committee chairman, noted that people become interested in seeing shipwrecks for various reasons: archaeology, history, or scuba diving. Regardless of their reasons, diving on shipwrecks allows people to connect with local history.

"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," said Ken Lillemo.

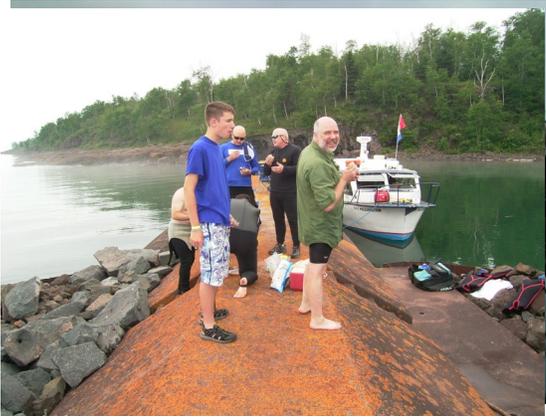
Before each dive, the crew conducts a pre-dive briefing to review safety procedures, as well as discuss the history of the ship they are about to encounter.

Steve Daniels book "Shipwrecks Along Lake Superior's North Shore: A Diver's Guide" is very useful. We cover the ship's maritime history: when it was built, what it looked like when it was in operation, type of cargo, stories about the ship, underwater photographs, and detailed sketches and charts of what to expect to see while exploring the wreck. This gives the dive more meaning to the scouts as they get to explore, touch, and feel a ship that is more than a century old.

RV Preservation picks up the scouts from Agate Bay Marina in Two Harbors early in the morning and shuttles the scouts approximately one mile across the bay to the west concrete breakwater wall. The 200-foot schooner **S.P. Ely** was wood framed and built out of white oak, resting in 30 to 35 feet of water, and is on the National Register of Historic Places.

GLSPS members are the first ones in the water to document the condition of the **S.P. Ely** before the scouts are allowed to dive the site.





Most of the scouts are able to get three dives in during the day and will work on their dry suit specialty with one of our instructors during one dive. Between dives the Scouts eat our traditional lunch on the breakwater wall that consists of tuna, bean sprouts, diced grapes, and tomatoes with salad dressing stuffed into a pita.



By 5:30pm most of the divers were ready for dinner. The RV Preservation takes BSA Venture Scouts back to the marina and we head to our remote campsite South of Two Harbors. The Scouts always have great day of diving with a group of great divers. Thank you, GLSPS, for having us on board.



The next day we head north to dive either the **Madeira** located under Gold Rock Point or go further North to Silver Bay and dive the **Hesper**. The dive site will be based on weather conditions, as it is a long surface swim out to the **Madeira**. The **Madeira** is the Scouts' favorite, especially those who recently completed their Advance Open Water certification --they want to dive the **Madeira's** smoke stacks down 100 feet. For dives that deep, we maintain a two to one ratio with either a DiveMaster or an Instructor.



For more information about BSA Scuba Venture Crew 820 and to get a copy of our summer dive schedule, contact Crew Adviser Dean Soderbeck at 651-483-8596 or e-mail at deansoderbeck@yahoo.com

*The GLSPS sincerely thanks the following Sustaining and higher level members, for their financial support.
As of: January 31, 2017*

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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 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 2-2017

2017 Officer's & Committee Chairpersons

BOARD OF DIRECTORS:

President	Phil Kerber	612-720-2825
1 st Vice President	Nick Lintgen	763-370-8254
2 nd 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	Jeff LeMoine	612-803-6476

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

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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> .

