



Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Summer 2021 Volume 26 Issue 1

Twenty-five Years of GLSPS

by Ken Merryman

Hard to believe it has been twenty-five years, a quarter of a century, long enough for a young man to turn into an old man. That is how long it has been since our group of 12 concerned divers and historians inked their signatures on the Articles of Incorporation of the Great Lakes Shipwreck Preservation Society. We were bonded together by our first preservation project on the *Samuel P. Ely*, a popular North Shore dive site. The Army Corps of Engineers had dropped giant boulders on the deck of the *Ely* as they did a major rebuilding project on the Two Harbors breakwater in which the *Ely* is embedded. To remedy the damage caused by the boulders, they decided to saw across the deck and sacrifice the aft area to save the rest of the deck. Unfortunately, their efforts destabilized the fragile wreck and the sides of the ship started spreading destined to become another flat fillet of schooner, which are numerous in the Great Lakes. Our group decided we could abate the damage by adding steel rods through the hull to hold sides from separating any further. We accomplished the project through the winter ice, which created a stable work platform. It allowed us to winch up the collapsed portion of the deck and drill holes through multiple thick layers of hundred-year-old oak that formed the sides of the ship. Through the holes and across the ship we connected steel rods and turnbuckles to tension and hold the sides from falling outward. The wreck is still sitting upright in Two Harbors and is still a popular dive site.



1994 S.P. Ely Restoration Project

Jerry Provost helps Ben Erickson with the dive helmet as Tom Brueshaber stands ready to help. The *Ely* Project was done through the ice the winter of 1994.

Our founding group had shared the common experience of seeing our beloved dive sites deteriorate year after year as trophy hunting divers raped them of any and all artifacts or loose pieces they could carry away. What was equally alarming was the natural deterioration we were seeing from wind, current and waves and yes diver impacts of simple usage of the resource. As charter operators and dive shop owners these resources were not only objects that we dearly enjoyed visiting, but their longevity was important to our businesses. We believed while it was unlikely, we could ever totally halt the deterioration, there was a lot we could do to improve the situation and improve it we did.

Our early mandate was to actually stabilize and repair what we could of the wrecks that were heavily used and suffering the most damage. These were the *S.P. Ely* and the *SS America*. The *SS America* turned into a ten-year experiment in stabilizing a shipwreck on a razor thin budget. GLSPS was the first non-profit to do such a project in the National

Park System and probably in the United States. Much of the work done on the *SS America* is still intact today, although a major storm in 2010 destroyed all of the work we had done on the upper cabins. It was a lesson learned that Mother Nature always has the last say on what survives in and on the lake. We still monitor and maintain the steel rods placed and replaced on the *S. P. Ely*. As time progressed, concerns about liability and insurance dictated a different approach to preserving shipwrecks that did not involve underwater construction.

Our mantra became preserving shipwrecks, a multifaceted approach. Like many of our societal problems there is and was no single fix that would solve the problem of shipwreck degradation. We needed to approach the problem from multiple perspectives--solving problems of the past, present, and future. From the past the most notable problem was the removal of all of the artifacts. In the present we needed to prevent the deterioration and damage that was happening every day to our wrecks. We also needed to provide a path for the future to prevent future damage to the wreck sites.



GLSPS divers lift and move the cabin roof of the *SS America* back into place in one of the *SS America* Projects.



Our Lucerne Anchor Stop PIB Project enlisted the talent of Bob Olson and Paul Imsland to replace the chain-stop to the *Schooner Lucerne* in the Apostle Islands. It had been removed years before.

To rectify one of the problems of the past we created the PIB, Put-It-Back, program. While originally envisioned as a way to return to the wrecks artifacts that were taken by divers in the past, we realized not all artifacts, like smaller pilferable artifacts, should be returned to the sites. Those articles were placed in museums or other public displays. Objects like a *Hesper* dual piston pump, *Hesper* propeller fluke, *Pretoria* boiler, and *Lucerne* chain stop, which were not likely to be removed again, were returned to the original shipwreck site. Each return was documented and recorded by the SHPO (State Historic Preservation Office). Artifacts like the *Hesper* capstan cover and numerous other *Hesper* artifacts, an *S. P. Ely* axe, anchors from the Grand Marias harbor, compass stand from the *Lafayette*, the spiral staircase from the *SS America*, numerous *SS*.

America artifacts, *Madeira* anchor and bits and many others were either given to a local museum or were assembled into a display then given to a public entity or museum for display.

To remedy damage and deterioration that was occurring in the present we created the North Shore shipwreck mooring system to prevent anchor damage to our shipwrecks. We still annually maintain four shipwreck moorings on the Minnesota North Shore. To improve non-boating access to our North Shore shipwreck sites we worked with the MnDNR to create diver accesses to both the *Hesper* and *Madeira* and add interpretive information at each site. We also promote the "Take only photos and leave only bubbles" shipwreck ethic and promoted low impact diving techniques. This ethic applies to the present and future protection of our wrecks.

Looking to the future we added the National Register program. While pilfering shipwreck artifacts is illegal in most states, staking an admiralty ownership claim and salvaging artifacts to sell on eBay is legal in some cases. The best defense for these actions is to have the shipwreck site recognized as a historic site and placed under state ownership. This

is what placing a shipwreck on the National Register of Historic Places does. To date we have contracted, supported, and aided in the collection of site data for ten National Register nominations in Minnesota and Wisconsin including all of the newly found shipwrecks in Minnesota and the Wisconsin Apostle Islands. The GLSPS was the first non-profit to nominate a shipwreck to the National Register. The shipwreck was the *Benjamin Noble*, one of our more historic Minnesota shipwrecks.

To improve public awareness and appreciation of our maritime heritage GLSPS has created a number of shipwreck exhibits and videos free of charge to local museums and parks. These include the Isle Royale Windigo Visitor Center shipwreck exhibit, the *SS America* Spiral Staircase Exhibit now at the Great Lakes Aquarium, *Hesper* Artifact display at the Silver Bay Marina, *Madeira* anchor and bits displays at Split Rock State Park, Shipwrecks of the Apostle Islands video display at the



Not all of our PIB projects put the artifacts back on the shipwreck. GLSPS volunteers laid the concrete base and installed the Madeira anchor display at the Spilt Rock State Park.



The Meteor Project is our biggest and longest running project. Volunteers from GLSPS, WUAA, LSMMA and Superior Museums join together one weekend a year to restore, repair, maintain and clean the ship to ready it for the tourist season.

of Museums entities.

Our latest program, I believe may well be our most impactful contribution to preserving Great Lakes maritime history. It is our 3dshipwrecks project. GLSPS has taken on the gigantic task of creating a database of 3d models of all Great Lakes shipwrecks. These are photogrammetry models which accurately represent each shipwreck site in 3d and can be viewed with a normal web browser on our website www.3dshipwrecks.org. Since there are over 1200 viewable shipwrecks in the Great Lakes, doing this alone would be all but impossible, but working together with other organizations and individuals across the Great Lakes we hope to leverage the good will of the diving community to complete the task. We hope divers or ROV operators will photograph their local wrecks in a fashion that we or they can create the photogrammetry models for submission to the database. This will create for the first time a database of the state of our shipwrecks at a

Bayfield Maritime Museum along with contributing media to numerous other entities for the purpose of educating and improving the public appreciation of our maritime heritage. To this end our largest and longest running maritime heritage project is not about a shipwreck at all. It is about helping to preserve a piece of maritime history namely the *SS Meteor*, the last existing whaleback now a museum ship. GLSPS president Phil Kerber has been leading this multi-organizational project for over ten years. Each year fifty to seventy volunteers from GLSPS, WUAA, LSMMA and Superior Museums work together for one weekend doing maintenance, improvements and just cleaning the museum ship. It has taken the ship from an embarrassing derelict to the pride of the Superior Museums entities.



Ron Johnson tries out the newly constructed deck and stair system to the Madeira access when it was originally built. GLSPS worked with the Minnesota DNR to make it possible.

point in time. Periodic follow-up models of each site will allow academics and professionals to evaluate changes in the sites and answer questions on what are the significant environmental impacts to the state of our wrecks. This will allow better decisions on how best to manage our shipwreck resources to preserve each contribution to our maritime history. It will also allow the non-diving public to experience these sites and the diving community to plan their visits. Having this information available will no doubt create other opportunities we have not even imagined. In our first year of limited operation, we have created and accepted around fifty models. We now have partners as far away as the St. Lawrence River system and as close as Lake Michigan. It is exciting to be involved in such an important project.

The list of GLSPS accomplishments grows each year. We now typically have around ten projects per year, far more than I can list in a single article—actually they have been listed in twenty-five years of newsletter articles. Even as impressive as our list of accomplishments may be, as I have participated in GLSPS, I have learned to appreciate the other value our organization has, and that is bringing like-minded and like-valued people together. Working together is a powerful, rewarding and very enjoyable activity. Contributing to our society beyond our careers is important. Now GLSPS is not ridding the world of hunger or saving us from the next pandemic. It is, however, improving the quality of life for many people now and in the future. It is also helping us appreciate our Great Lakes and the history and recreational opportunities that are contained in their boundaries. It has certainly been a worthy focus of my last twenty-five years and I hope it will continue to be a worthy focus for you.



Tamara Thomsen and Tom Crossman explore and document the deep shipwreck Harriet B with a Remotely Operated Vehicle (ROV) as part of the GLSPS National Register Program. GLSPS received a grant from the MNHS and nominated the Harriet B to the National Register of Historic Places. It is Minnesota's most intact shipwreck and lies in 650 ft of water off Two Harbors, MN.



In our latest endeavor the *J. H. Jones* was photographed and rendered into a 3D model in our 3DShipwrecks Program. It now visible on our www.3Dshipwrecks.org website.

The S.S. Meteor - 125 Years of Service

By Dale Koziol

When hull number 136 slid down the ways on April 25, 1896, was not the first of its type, nor would it be the last. The American Steel Barge Company would launch a total of forty three whaleback ships from its yards in Superior, WI and Duluth, MN. Three others would be launched that same year. This would be done over a span of only nine years (1888 – 1898).

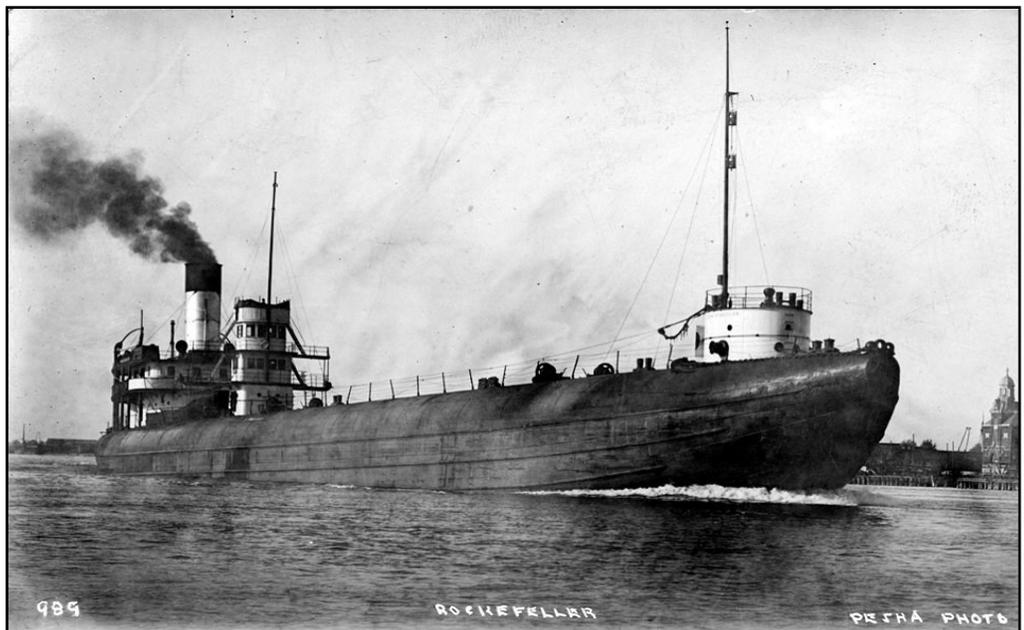
While hull 136 possessed the vernacular form of a whale back, with its rounded deck, spoon shaped bow and narrow, tapered stern, it had its differences from its predecessors. Captain Alexander McDougall was an innovator and this ship incorporated some notable changes.

While it still had the four raised turrets found on prior whaleback steamers, these were arranged differently, giving the ship a unique profile. The small turrets fore and aft were the same as before and provided the same functions. The fore turret housed the machinery for the anchor windlass and the towing capstan. The aft turret provided access from the lower internal decks. Instead of the conventional separate turrets for the engine and boiler room, hull 136 had a single, large, oval turret encompassing both areas to improve communication and ventilation within these engineering spaces. The fourth turret was novel in that it was moved forward an additional thirty four feet to provide space for loading hatches into an enlarged and improved coal bunker. Previously, coal was stored in long, narrow bunkers flanking the boiler room. This no doubt improved the fueling efficiency of the ship.

However, that last turret housed the pilot house and associated rooms. An exposed catwalk connected the pilot house to the aft superstructure where the galley was located. That made for long walk from the pilot house for a cup of hot coffee – especially during foul weather. That same design would be repeated later that year on hull 138, but never again. That detached pilot house and catwalk were key identifying features for these two ships.

Once fitted out and commissioned as the *Frank Rockefeller*, there was little to indicate anything special about the ship, aside from its odd looking pilot house. Yet, this ship would have a long and interesting career in the many decades that would follow.

The ship sailed under the American Steel Barge Company as a bulk freighter for a few years until the ASB fleet was sold to Bessemer Steamship Company of Cleveland OH in 1900. The following year, Bessemer's fleet was merged into the Pittsburgh Steamship Company of Duluth MN, which was a subsidiary of United States Steel Corporation. The *Rockefeller* would sail as one of dozens of "Tin Stackers" for a number of years. She grounded off Isle Royale on November 2, 1905 after she got lost in a snow-



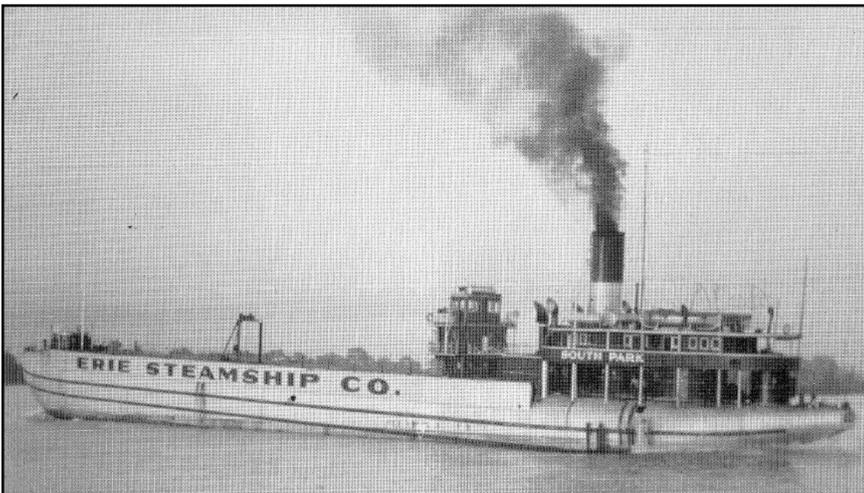
storm. Most of the damage from the grounding came from the barge she had been towing. When the ship hit the

rocks, the barge continued ahead until it crashed into the *Frank Rockefeller's* stern. Eventually both were repaired and put back into service

At 380 feet long with a beam of 45 feet and a cargo capacity of 4,000 to 5,000 tons this was not a particularly large ship. As the Soo Locks expanded, Great Lakes freighters grew in size to fill the available lock chambers. Captain McDougall tried to keep pace with his competitors by increasing the capacity of his whalebacks. Hull 141, launched in 1898 as the *Alexander McDougall* was 404 feet long and a beam of 50 feet. Even with a modified, conventional, bow design and forward pilot house, McDougall's namesake ship was hard pressed to match the ever increasing capacity of the other bulk carriers. The *Rockefeller's* cargo hold was rebuilt in 1925-1926 to improve its ability of be unloaded by the newer dock equipment, but this wasn't enough. In 1927 Pittsburgh Steamship sold off the *Rockefeller* to Central Dredging Company of Chicago.

Central Dredging had plans to convert the ship into a self unloader configuration, but the full conversion never took place. Instead, the ship was slightly changed into a "sand sucker" dredge. The modified ship was renamed the *South Park* in 1927 and began a series of hand offs to a number of new owners. The *South Park* helped to haul sand for the construction of the site for the 1933 Chicago World's Fair. The ship was transferred a couple of times to new owners and in 1936 eventually became part of the Erie Steamship Company out of Cleveland.

Under the Nicholson Transit Company flag in 1934, the *South Park* underwent another major transformation. A wooden deck was constructed over the original bulk carrier hatches and an elevator system was installed mid-ship. The *South Park* found a new life in a new service as an automobile carrier moving vehicles from Detroit to ports around the Great Lakes. She could carry about 200 cars at a time.



All went well until late 1942 when a strong storm and a disabled steering system caused the ship to run aground near Manistique, MI on Lake Michigan. She laid up at Manitowoc, WI while her owners decided what to do... the scraper's cutting torch was not out of the question.

However, there was a war raging and the need for ships was outweighed the need for scrap iron. In 1942 and '43, she went through a major reconstruction and conversion at Manitowoc, to remake her into an oil

tanker to haul oil during World War II. Once the conversion was completed, the ship was sold to Cleveland Tanker Company and was rechristened as the *Meteor*. Most of the vessels owned or bought by the Cleveland Tanker were given an astronomical name. While the *Meteor* never saw combat service, she did have a long and productive career sailing the Great Lakes.

As part of the transformation to tanker service, the boilers were converted to burn heavy oil. The massive coal bunker became a cargo tank, allowing the pilot house to rejoin the aft cabins. At last it was a short walk – indoors – to get that hot cup of coffee from the galley.

With sixteen large hold tanks available, the *Meteor* could haul a wide range of different petroleum products such as gasoline, diesel oil, kerosene, home heating oil and more. The *Meteor* traveled extensively through the lakes making calls at places like East Chicago, IL; Escanaba, MI; Sheboygan, WI; and of course her original port of Duluth-Superior.

In 1969, the *Meteor* ran aground on Gull Island Shoal off of Marquette, MI severely damaging her bottom. In light of the growing concerns over pollution and the environment, the U.S. Coast Guard decided that perhaps a single hulled oil tanker plying the Great lakes was not such a good idea. Considering the damage that had been done to the hull and the extensive costs to modify the cargo tanks to a double wall design, Cleveland Tanker Company chose not to repair the 73-year-old steamer. Other options were extremely limited.

Because the *Meteor* was the last surviving whaleback, she was sold at a nominal price, repaired sufficiently to be moved, and towed to Superior, WI in 1971 for use as a museum ship owned by the city. In 1972 she was towed to her final home and berthed at Barker's Island, not far from where she was originally launched.

When the *Meteor* retired in 1969, after 73 years of service, her final cargo was pumped out, the cook cleaned out the pantry, her crew packed their sea bags and everyone left the ship. Not much else was done.

A few years later, she was towed back to her home town of Superior, WI and was carefully bedded into the north end of Barker's Island as a museum ship. Her holds were partially filled with sand for ballast, more sand displaced the lake from the coffer dam that had been built around her and she settled in to life on land. Doors were cut through the port side hull plates, a concrete floor was poured over the sand ballast and modern restrooms were installed. Some exhibits were moved in and she became a dry land museum. After that, not much else was done.



Ships in service are subject to almost continuous maintenance while underway. Ships bedded in the dirt are not so fortunate. After decades of benign neglect, the *Meteor* was really showing her age. In 2001, a small group of dedicated volunteers from the Wisconsin Underwater Archeology Association (WUAA) recognized that one of their state's nautical treasures was slowly falling to bits. They set out to try to do what they could to prevent, or at least slow down, the degradation of this unique ship. Because of her poor condition in 2004, the *Meteor* was named one of the ten most endangered historical properties by the Wisconsin Trust for Historic Preservation.

In 2005, a couple of volunteers from the Great Lakes Shipwreck Preservation Society heard of their efforts and joined the cause. In the years that followed, caring for the *S.S. Meteor* became a very significant annual project for GLSPS. Participation has grown from a hardy few to a massive crew of sixty or more eager workers. Our work time is limited to a weekend or two in the spring, before the Museum opens for the season. However, a lot gets done in that constricted window of time. Over the past decade, these volunteers have not just slowed the degradation, they have reversed it. The *Meteor* is now in better shape than when she was in service.

Long term goals for the ship are to get her out of the dirt and return her to her original condition in sort of a permanent dry dock situation. To that end, the sand ballast, the concrete floor, and sadly those modern restrooms have been removed from the forward hold. That allowed access to the interior of the hull to gauge its condition. The plating was found to be in reasonably good shape after having been buried for so long, excellent news and a necessity for the long term plan. In the meantime, her dedicated crew of volunteers continues to care for and conserve their ship, the last of Captain McDougall's whalebacks as she continues to serve her latest owners and the community where she was born.

GLSPS Presidents Message:

It is a new year and the GLSPS is anxious to get started with a new season of programs and projects.

We had a whole year of a pandemic to catch up on the GLSPS process with many Zoom Online meetings. Which I am sure some of you are certainly getting a little tired of? I am sure you would rather be outside playing in the water such as boating diving or on a GLSPS project, right?

Last year we had to cancel the UMSAT Show because the Covid-19 Pandemic lockdown started right about the time we were scheduled to have the show. However, like most organizations, we all adapted to having our get-togethers and meetings online using Zoom or other means of online meeting systems/ programs.

2021 the UMSAT Show was virtual this year. It was our first virtual show ever. It was a bit less work than a physical show but certainly not the same. It was fun but still a lot of work to totally redesign the show to be a broadcasted webinar. We had to write a script and gather production equipment among all of us. Fortunately, the GLSPS has a lot of the equipment already since we have been broadcasting our meetings via Zoom for a year and a half before the pandemic. The good thing is that it did not cost nearly as much to produce a virtual show as a physical show, and it was still fun at the end of the day. 2021 ended up as another successful show.

We also will be ready for a new group of projects. Since the implementation of our 3D Photogrammetry program and database, we will be adding more projects in the future and as things start opening up from the pandemic.

We now have a totally newly written and updated Safety Procedures Manual and protocols. We took extra time to perform additional tasks on the RV Preservation Research Vessel and re-entered most of our dive projects from the 2020 Project Schedule to the new 2021 Projects Schedule. Also new this year is the *“Online Liability and Waiver Form”* that is more condensed and takes a much shorter time to fill out and submit before an event. The greatest benefit of the Online Form is, if you participate in more than one GLSPS program or project, you will only be required to complete it only once per year!

So please check out the 2021 Projects Schedule to see what we have listed in 2021 for programs and projects. Do not hesitate to register for the program or project of interest before they fill up. We will be limited on some of the dive projects onboard the RV Preservation so please register ASAP.

We hope you can join us in 2022.

Please feel free to contact me or any of the Board of Directors, or Project Leaders if you have any questions or concerns. Contact information is in the *“Contacts”* section of the GLSPS website at <https://glsp.org>

We hope to see you on a project!

Phil Kerber

GLSPS President





2021 Upper Midwest Scuba and Adventure Travel Show (UMSAT)

A Virtual Show Versus a Physical Show

Mary Lillemo

UMSAT Show Chairperson

Another UMSAT show in the books.

Was it like our usual shows? No, it was not. But we still had great speakers, great sponsors, and an enthusiastic group of attendees.

The UMSAT 2021 show committee worked almost a year planning the show like we usually do, but this year we also had to learn all we could about the “virtual show” format. In preparation, we attended other virtual shows to see how they worked. We assembled the software and equipment to put on a virtual show of our own. Lucky for us, Phil Kerber offered his space for a studio since he also had most of the equipment and A/V experience to set it up properly. Several practice sessions and one dress rehearsal with our speakers and we were ready to go. Our speakers were a great help as their previous virtual show lent experience to our offering.



Studio Set up at Phil's Auto Repair Center and Dealership



**The Studio we set up for the 2021 Virtual UMSAT Show
With First Speaker Doug Kein
Support Staff – Ken Lillemo, Andrew Goodman, Jeff Lemoine, and Ken Knutson**

The show is a fundraiser. This year we had an Ebay auction instead of the typical silent auction and raffle. The income was lower, but the expenses were much lower with no venue to rent. The virtual show was different, but still a success. Most importantly, we all heard some amazing stories from top notch speakers. The after-show meetings virtual events on Friday and Saturday were also incredibly fun and had some amazing discussions.

We all miss being together for the show and would love to do that again soon, but the virtual 2021 UMSAT show this year was a ton of fun.



**The Two Hosts for the Three-Day Webinar Series
Phil Kerber – GLSPS President / Mary Lillemo – UMSAT Show Chairperson**

Safety Committee:

Every year the Safety Committee is required to conduct a special meeting to go through the safety protocols and the safety procedures manual. We also go through each project and what is required for the safety protocol. Two years ago (2019) we had an especially important need to totally re-write the manual. The manual was written for pre-Nitrox, Trimix, deeper diving, decompression procedures and the latest but certainly not new: the rebreathers. The manual needed to include all those omissions and write a safety protocol to be able to include these technologies in our programs and projects and to meet the industry standards of diving. New certification requirements and protocols were also written into the new "Safety and Procedures Manual".

Most of the re-write was due to a special diving project we have been working on since 2018 and that is the Hamilton-Scourge Monitoring Project. This not only is a special deep diving project, but it also needed to meet a multinational safety protocol as the project was in Canadian waters.

In February 2019 we moved forward and started the re-write for the Safety and Procedures Manual with the help of Ken Merryman (The Hamilton-Scourge Project leader), Tamara Thomsen and the Society's Lead Safety Officer, Phil Kerber. We spent many hours researching industry standards and included those findings and the language required in the GLSPS Safety Procedures Manual.

While re-writing the manual we discovered that we had to make sure certification requirements were written as part of the GLSPS safety protocols. So, they were researched and added to the manual. The safety protocols of the manual will determine who can and cannot make certain dives for liability reasons. After all, Safety is our number one concern during our underwater projects.

Since the 2020 pandemic, we had a reason to add more safety precautions regarding the contraction of any diseases while on a GLSPS program or project. It was then written into the new Liability Release and Lean Waivers Forms on a new Online System.

In February 2021, at our Annual Safety Committee Meeting we made little changes other than what would apply to the health screening questions forms. Which was changing rapidly as this article was being written. We suspect a totally different form to be implemented as summer approaches. Which is one of the reasons we switched to an online form for participants to complete, sign and submit.

As of April 2021, we should be all set to slowly get back to our diving projects, launch the research vessel and follow our new safety procedure manual. No worries to the membership that will be joining us unless you will be on a project that is associated with a deep dive beyond 130 FFW. The new forms will be required to read, understand, complete, and submit 24-36 hours before the project/event. Or before the boat can leave the dock.

If you want to read the entire Safety procedures Manual, you can obtain a pdf copy of it as a member from the GLSPS website under the "Documents Section" and then "Safety Documents". Please feel free to print your own copy and, after reading it, please feel free to comment or ask any question on the content.

We hope that the members will be engaged more as we get back to a normal season of projects. If you have any questions about our safety protocols or procedures, please contact any of the Board of Directors, the Safety Committee or Phil Kerber the GLSPS Safety Officer. Please go to "Contacts" section on the GLSPS website at <https://glsp.org> Safe Diving!

Phil Kerber

RV PRESERVATION

Boat work committee chair: Ken Knutson

2020 was a very condensed year for projects. **2021** is now upon us!! Hopefully, **You** will type in GLSPS.org, and by clicking - [Events Calendar](#), [2021 Projects Schedule](#), you will see what we plan to accomplish. Last season with **covid-19** constraints we were quite limited, but we did complete some projects and accomplish some improvements aboard the R/V PRESERVATION.

We installed a new AIS/GPS antenna, but were unable to verify its effectiveness. We were able to fix some minor oil leaks, do a compression check on the Starboard engine, and do some electrical improvements. Weather conditions and covid limitations prevented us from accomplishing any painting. Our most skilled painter has been treating a shoulder/neck injury and **will most definitely need volunteers** to help with our painting needs. If any members can lend a little elbow grease, we hope to get the painting done in May/JUNE?? (We can provide tools and equipment, or if you have some you like, bring them). The hull painting is the most important task to accomplish prior to launch, other improvements can be worked on during the season!

If you follow any of our [projects](#) on the [GLSPS.org](#) site, you know we continue to accomplish an amazing list of things.

Just go to "GLSPS.org", click on "Events Calendar" and sign-up for a work day/weekend/ (week/month??) in May/ June, and then sign up for [your](#) 2021 Summer Adventure. *It's that easy!!!*

We are eager to get members more involved and work with you to make our society even greater than it now is! Come on - join us!! ENJOY!!!

FOOD FOR THOUGHT: [What is Photogrammetry???](#) [How can you be a part??](#)

RV Preservation Work Weekends 2021

The RV Preservation is in the Water!!

After seven weekends total of work on the RV Preservation, (mainly the last three weekends) we finally launched the boat on Sunday June 13, 2021, in the early afternoon. We heard Charlie, the owner of the marina, and his associates start up the travel lift and head our way. We scrambled to get the boat cleaned out, and get the fenders and lines set. As soon as the lift arrived, we were ready for lift-off.

There were no issues with the lift or the launch as they hauled it over to the launch site. Tim P painted permanent arrows where the boat needed to be lifted! Thanks, Tim! When it was lowered, we did not find any leaks and we were golden. We inspected the vessel thoroughly and gave it the thumbs up 👍 to head over to the dock.

We then docked it at dock number **23A** which is in the second row in the marina. We then went back over to where the boat was sitting up on the hard for a year and a half and hauled all our things over to the dock, including the dingy that was repaired by Mike Mack a year ago. We inflated the dingy and then placed and secured it up on top with the custom-made cover also supplied by Mike Mack. Thanks again, Mike!

There were a few things that still needed to be completed before we could perform the sea trials. After those tasks were completed, we finally departed at 2:35 PM and headed downriver to the harbor and on to Lake Head Marina to

fill the fuel tank. Afterwards we took a trip out on the Lake and side scanned the Thomas Wilson to make sure the side-scan sonar and all the other electronics were working properly. Everything was working great: the electronics, electrical, lights, freshwater pumps, drinking water system, hot water heater were all functioning within normal parameters. The upgrade to the alternators on each engine was also running smoothly. The upgrade added an additional electrical circuit wired to each alternator so that they would charge at idle. They would previously not charge below 1000 RPM. This was a flaw in the system from the beginning when the boat was first launched in 2006. It was causing an issue for the modern electronics that we have on the boat currently and had to be changed! They all work much better with a more stable voltage. Thank you, Corey Daniel, for performing that upgrade!

The engines are running great. We performed an upgrade on both engines as well. We now can change the oil filters with a new spin on filter with more modern-day filtering capabilities and, more importantly, they are easier to change when the maintenance is performed in the spring. Thank you, Tim Pranke, for doing the research on the upgrade and the drawings to make adapters for the old engine to fit the new filters.

The large oil leaks have been repaired as of last September and are down to a minimum. There are always slight oil leaks on these types of diesels, so we found some stainless-steel cake pans at the Meteor Project this year that they were throwing out and used them to place under each engine for oil drips. This should work much nicer when it comes to changing out the absorbents, we use in the engine bilge and should make for a much cleaner engine bilge!

The engines have had a problem with hunting (up and down speed) at idle. The starboard engine had more of a problem but then the port-side engine started hunting as well. After investigating a bit more into the port-side engine, I noticed that it had a vacuum leak to one of the lines which led to the pneumatic governor. It was just loose and after tightening it, the hunting idle seemed to go away. However, the starboard engine is still a bit finicky. I tried to adjust it the best I could, and it does idle better. I think it may be a start to a deeper governor problem. It may have a leaking governor diaphragm which is part of the fuel injection pump. We will be testing it to see where the slight vacuum leak is. This is by **NO MEANS** a big issue or that there will be an engine or pump failure. The only issue is that the engine hunts for idle when first started, but it smooths out after it runs for 15 to 20 seconds. I am just picky about my engines I guess!

We are also seeking a way to make a more permanent back deck canvas covering. We are going to contact a canvas place up in Duluth that a couple of folks recommended. Corey Daniel is going to be lead on this process when he returns from vacation. We may end up making our own frame which needs to be strong. All we will need is for the Canvas Company to measure the frame and make the canvas for us. This was decided by the board and approved. This canvas top is an especially important part of the boat. It sheds the water off the back deck so that flooding does not occur inside the cabin area. This will need to be done this year come hell or high water.

Another task that we are working on is the replacement of the plexiglass window at the helm. It is whited out so much we can barely see out of it. It was also used because it has an opening in it which at the time was the fastest and easiest way to create an opening in the window to be able to shout out commands and was also a great way to get a little air flow through the cabin area on warmer days. Corey Daniel has a connection at his work in Duluth that he will be able to get a Lexan window made at almost no cost other than buying the guy a gift certificate to his favorite restaurant? We will also be working on this task after June 22, when he returns from vacation.

Other than a few minor fixes that we need to perform on-board the boat, it is ready for transport to Silver Bay and dive project use.

The scuba compressor is still at Phil's shop and Andrew Goodman and Phil K will be going through the maintenance on it before it is transported to the boat by Andrew G for use on-board. The Scuba Compressor was serviced and prepared for the season at Phil's Quality Automotive Inc where it is typically stored during the winter months. On June 17, 2021 Andrew Goodman and Phil Kerber completed the necessary services on the compressor for the season of projects on board the RV Preservation.

The new assigned date for transporting the boat to Silver Bay is July 2 - 5, 2021 Tim P is the captain that will be running it up to Silver Bay. It is much later this year because we are all tied up until then and the trip is booked solid already, sorry! We have a lot of work to perform on the shipwreck buoys this trip, so we need divers and personnel that can perform those duties and we are limiting the people on-board for now.

This email is my closing report in which members can read in the "Project Archives" section of the [GLSPS](#).

It may be a good newsletter article also. I uploaded a few photos to the GLSPS website I took during the work weekends. There will be more to add as I receive them from others. You can also check the website calendar of events and go to the description of the project to see the task list to see what was accomplished the last few weeks.

Thank you to all that helped during the RV Preservation Work Weekends. (See list below). If it were not for you folks, the boat would still be on the hard in Spirit Lake Marina! We REALLY APPRECIATE your help!!

Jim Christensen

Corey Daniel

Tim Pranke

Kari David

Sara Blanck and Husband Greg

Ken Knutson

Phil Kerber

Thank you for your time and support!

Phil Kerber

President - Great Lakes Shipwreck Preservation Society

Captain - RV Preservation Research Vessel

Safety and Dive training Officer (DSO)

S.S. Meteor Preservation Project Chairman

pkerber@glsp.org

612-720-2825

Why are ships called 'SHE'?

You may have noticed that ships are commonly referred to a 'she' rather than 'it', despite the fact that it is a 'thing' and not a living being. So, how the gender of the ship is decided? Why most commonly ships are referred to as 'she'?

The ship as a feminine noun was firstly seen when shipping made its emergence to the world, which means from the early 18th century, when it was more than normal only for men to be onboard ships.

There are plenty of jokes about why ships are commonly referred to as feminine, like “*Ships are referred to as ‘she’ because men love them*” or “*like a woman, a ship is unpredictable*” and many more. But today we’re going to try and find the real reason behind it.

English language is very complex. It has evolved over centuries taking influence from many other different languages. A lot of it’s come from Latin. The Latin word for ship, “*Navis*” is feminine. Now you would think that this could lead to a natural association with Ships being feminine. But Latin by no means is the only influence on the English language. We take a look at the French word ‘*Bateau*’, far more similar to the term ‘*boat*’ is actually assigned to masculine gender.

Another belief is that mostly all sailors in ancient times were men, and they named their ships after the people they loved. At the ship naming ceremony, such a name was chosen that it reminded the owner of someone he loved and cared for and this name was combined and associated with a mother’s protection, thus bestowing a feminine gender.

Ships being referred to as ‘*she*’ has been reinforced over time, with phrases such as ‘*mothership*’ referring to a large vessel that launches other small boats and ‘*sistership*’ referring to the ships of same class.

On the other hand, historically, not all nations referred to ships as ‘*she*’. The Russians called their ships ‘*he*’ and so does Germans while the Chinese sailors preferred gender-neutral terms like ‘*it*’, while referring to a ship or boat.

However, in the present time, this tradition is slowly fading out as some shipping registries and museums have already eliminated all personification of ships and are referring to the ships as ‘*it*’ instead. In fact, Lloyd’s List, which began reporting shipping news since 1734, has referred to all vessels as “*it*” since 2002, and many news sources have adopted this new convention. However, many sailors still prefers to call their ships as ‘*she*’.

“Port” and “Starboard”

Ever wondered why the terms “Port” and “Starboard” is used to denote Left and Right side on ships? Well, we wondered and went on to find the answer for you. Read on to know the interesting story behind it:

During earlier days, before ships had rudders on their centerlines, boats were controlled using a steering oar. A steering oar was basically just a modified ore generally attached in a vertical direction to one side of the ship/boat. As it is very common that most of the people are right handed in the world, most of the sailors were also right handed, so the steering oar used to control the ship was placed over or through the right side near the stern. Thus most of the sailors used to call the right side as the “Steering Side”, which soon became “Starboard”. The word “Starboard” is formed by combining two old English words: *stéor* (meaning “steer”) and *bord* (meaning “the side of a boat”).

As the size of ships grew, so did the steering oar, making it much easier to make fast a ship to a dock on the side opposite the steering oar, i.e, the boats/ships used to dock with the left side of the ship facing the shore/dock.

The original name of the left side of the ship was not “port” but rather the old English “*baecbord*.” This was probably referencing the fact that on larger boats the helmsman would often have to hold the steering oar with both hands so that his back would be to the left side of the ship/boat. After “*baecbord*” came “*ladderbord*” meaning “*laden*” (meaning to load) and *bord* meaning “ship’s side,” this gave rise to the starboard rhyming word “*larboard*.”

As the time passed, it became evident that “larboard” is very easily confused with “starboard” during communications. Hence it was replaced with the word “port” as this was the side that faced the port or the dock, allowing cargo to be loaded or discharged.

So, that is how the terms “Port” and “Starboard” came in existence.

Since “Port” and “Starboard” never change, they are unambiguous references that are independent of a mariner’s orientation, thus removing the chances of any ambiguity and hence sailors prefer to use these nautical terms instead of left and right to avoid confusion.

ABOUT MEMBERSHIP -- GLSPS

We at **GLSPS** continue to monitor our database to ensure we provide *new enhancements* to our members. We are continually looking for new procedures designed to simplify member interactions. We thought the data base had devised an improvement that many would appreciate labeled - **Auto-renewal**. We thought this change would allow you to check "**Auto-renewal**" for those who pay via credit card and would prefer their membership continue without the annual reminders and renewal process. We believed to activate this seamless renewal process, when you renew, you would just mark the "Auto renew" on the renewal form. From then on, until you decided to make a change, your membership would continue with a lot less hassle.

"Wrong!!" The Club Express Database (Our database) version was to have all members auto renew and a totally different definition. When renewal time came the program would auto renew you and send an invoice/bill to the member. Practically no change to the current practice???

We input many suggestions and perhaps they will implement them latter, but, for now, it is not an option.

As many of you experienced, **due to covid-19**, business as usual has changed. The people spacing or "social distancing" requirements forced us to conduct our GLSPS Meetings **via ZOOM**, and also use that tool to present our **2021 UMSAT Show**. It has become a very effective and useful tool. If any of you are interested in hearing what is being discussed, you can sign in to glsp.org, go to **Events Calendar**, click the event date and get the link that allows you to join the meeting. While you are viewing **Events Calendar**, take note of all the exciting activities you could be a part of!!

Save the Date!



April 1,2 2022

Annual Meeting of the Great Lakes Shipwreck Preservation Society

November 16, 2021 6:30 PM

This is a Zoom meeting and the link can be obtained at [GLSPS](#). We hope to see you there!

This year the GLSPS is doing something different for the entertainment part of the Annual meeting. We will start the meeting at 6:30 sharp with a Presentation from the President Phil Kerber.

At 7:00 PM we will be ending it and letting the members tune into a Zoom Event from OVEE PBS Wisconsin to view a 90 minute super presentation "Dive Into History With Shipwrecks" with Moderator Jon Miskowski.

Here is the link to tune into the above presentation. [Dive Into History With Shipwrecks](#) Please take a moment to register early and before the meeting.

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.)

COMING SOON! Online purchasing of GLSPS Merchandise! Check the website [GLSPS](#), for updates!

*The GLSPS sincerely thanks the following Sustaining and higher-level members, for their financial support.
As of August 20, 2021*

Plank Owner:

Dale & Bonnie Koziol
Jim Christian

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Kari & Craig David (F) Gunner David (F)
Jeff & Sarah Lee (F) Mac McClure (F)
Kevin Winters (F) David Fink (F)



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**

Corporate Donors:



The GLSPS thanks the 3M Foundation again this year for their donation on behalf of Steve Daniel, 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, Caitlin Zant and others in her group for their help with the many National Register Nomination surveys and write ups; Glenn Seaberg for creating our UMSAT show program and other show graphics, Mn Historical & Cultural Grants for Ship-wreck Display 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. A special thank you to Dale Koziol for providing a Grant from his former employer to be able to purchase a new Radar System for the GLSPS RV Preservation Research Vessel.

Great Lakes Shipwreck Preservation Society
Updated January 26, 2021



2021 Directory of Officers Board of Directors
& Other Programs

Officers		Telephone
President	Phil Kerber	612-720-2825
First Vice President	Jeff Le Moine	612-803-6476
Second Vice President	Dean Soderbeck	651-483-8596
Secretary	Mac McClure	763-242-4245
Treasurer	Bob Nelson	612-916-8183
Deputy Treasurer	Paul Imsland	612-226-8832

Additional Board of Directors Members		Telephone
Director	Ken Knutson	612-578-1551
Director	Ken Merryman	763-226-9620
Director	Andrew Goodman	612-703-0384
Director	Jack Decker	641-512-1046

Supporting Function	Leader	Telephone
Equipment / Storage Manager	Phil Kerber	612-720-2825
Booth Display Manager	Dean Soderbeck	651-483-8596
Apparel Manager	Ken Knutson	612-578-1551
National Register Manager	Ken Merryman	763-226-9620
Librarian	Tim Pranke	651-395-9451
Youth Promotions Coordinator	Dean Soderbeck	651-483-8596
Newsletter Editor	Jeff Lee	218-435-6407
Website and Technology Assessment Manager	Phil Kerber	612-720-2825
Put-It-Back (PIB) Coordinator	Steve Daniel	651-470-5389
UMSAT Show Facebook Acct Administrator	Dale Koziol	651-730-7881
GLSPS Facebook Acct Administrator	Dale Koziol	651-730-7881

Standing Committees	Chairperson	Telephone
Grant Writing	Ken Merryman	763-226-9620
	Jeff Le Moine	612-803-6476
Upper Midwest Scuba & Adventure Travel Show / info@umsatshow.org	Mary Lillemo	612-590-7810
	Bob Nelson	612-916-8183
Membership	Ken Knutson	612-578-1551
	Dean Soderbeck	651-483-8596
	Bob Nelson	612-916-8183
	Phil Kerber	612-720-2825
Safety & Training	Phil Kerber	612-720-2825
	Dean Soderbeck	651-483-8596
<i>R/V Preservation</i> Boat Work	Ken Knutson	612-578-1551
	Tim Pranke	651-395-9451
Shipwreck. Artifact & Site Documentation	Bob Nelson	612-916-8183
	Jack Decker	641-512-1046
Shipwreck, Artifact & Site Monitoring	Corey Daniel	218-343-4970
Access (and subcommittee)	Tim Pranke	651-395-9451
	Steve Daniel (Storage)	218-349-8028
<i>S.S. Meteor</i> Restoration	Phil Kerber	612-720-2825
	Megan Meyer	715-394-5712
	Ken Knutson	612-578-1551
	Dale Koziol	651-730-7881



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> .