



# Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Fall 2017

Volume 22 Issue 2



At least 12 boats stuck in the ice outside Duluth Harbor. June 6, 1917

## The 1917 Ice Blockade

By Tim Pranke

I'm going to try something different for an article in the newsletter. It's not a shipwreck but a piece of fascinating history none the less. One hundred years ago, the start to the 1917 shipping season was much anticipated by sailors and shippers alike. While the U.S. had not entered the war yet, industry was in full swing to help our allies in Europe. 1916 set a record 66.5 million tons of iron ore shipped down bound from Lake Superior; by March of 1917 over 70 million tons had already been contracted. March also saw much of the lakes covered by 3-4 feet of ice, with no end in sight of the cold temperatures.

The shipping season finally got its late start on May 1st, with much ice breaking to do. Whitefish Bay would even see the whale-back steamers *Henry Cort* and *J.B. Neilson* pressed into ice breaking duty. The *Henry Cort* would lose her propeller, and the *J.B. Neilson* lost 2 flukes on her propeller in the process. There was one ship design that worked excellent as ice breakers. The spoon shaped bow of the Whalebacks.

On the morning of May 21st, Gale warnings when up at Duluth, and the wind stayed above 30 miles per hour for 2 days. The Northeast winds pushed all the pack ice on the lake up against the piers outside of the shipping canal, extending out "as far as one can see with marine glasses" and reaching a depth of over 20 feet. The ice was able to trap over 20 boats, and piled up high enough to hide a tug boat behind the towering piles of pack ice.

The morning of May 21<sup>st</sup>, the *America* was able to get out on her run up the shore, but many vessels were not so lucky, becoming helplessly stuck, doing anything they could to make any movement. On the morning of the 23rd, the *America* arrived back to Duluth only to become stuck in the eastern edge of the ice pack. A short while later when the big tin stacker *F.E. House* arrived, captained by John Parke, noticed that the winds had shifted somewhat northerly, took a route hugging the shore. Parke, keeping within a ½ mile of shore, was able to make the harbor with little trouble. The *America* and a small fish tug followed behind Captain Parke. The rest of the fleet eventually made their way out of the ice following the path Parke broke.



Boats stuck in ice outside the Duluth Shipping Canal.



Outside Duluth May 22

On the evening of June 5th, the lake decided she wasn't done playing yet. She kicked up another 40 miles per hour Northeast Gale, packing the remaining ice on the piers once again. The second Gale trapped at least 12 vessels, all but one was able to break out by the morning of June 7th. Citizens called the tug lines to report the *Parks Foster* sinking. Upon arriving on the scene, the tug *Wisconsin* found her to be stuck and helped break a path to Superior.

The shipping statistics of the lakes estimated a loss of 4 to 5 million dollars lost in freight delays and damages to the boats during the Great Ice Blockade of 1917. In my many hours of researching maritime history, I discovered a story about the Ice Blockade of



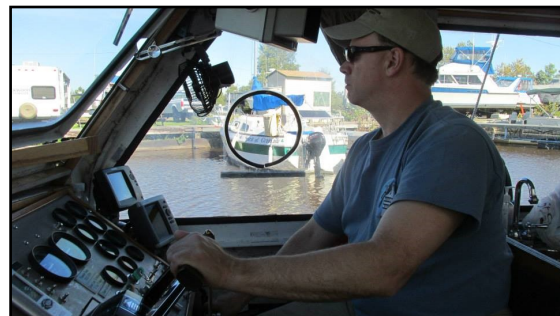
Steamer *Sierra* makes an escape.



*Zenith City* makes her escape with over 20 boats still stuck.

1917. It was a very interesting story of history in the Twin ports and thought it should once again be revealed. I also thought it would be worthy of an article to be included in the GLSPS Fall Newsletter. It certainly created a huge impact on shipping in 1917 and a loss of revenue, ships and property.

## “President’s Message from the Helm”



It is now fall and we apologize that a spring newsletter was not provided. We were working diligently to complete both newsletters, and finally be able to send them out to the members.

Unfortunately, we are lacking people and personnel to write articles for the newsletters since it seems everyone is getting busier in their daily lives. I’m not sure why, but it may be a sign of the times?

The GLSPS Board of Directors is asking more members to be active in the organization, and we welcome anyone wanting to help us on many different levels. We are seeking volunteers at this time that would like to serve on the Board of Directors, Committee Chairpersons, Project Leaders, Grant Writers, and serve on the UMSAT Show Planning Committee. We are especially seeking volunteers to help on the show committee, especially someone that could help in the sales department. That volunteer could help sell exhibitors tables, and coordinate sponsorship with major dive-equipment manufacturers, and advertising in our program books. We are also seeking members that can write articles for the spring and fall newsletters.

If you or anyone you know has an interest in joining us as an active volunteer or has an interest in participating in any of the above-mentioned committees, please contact a member of the Board of Directors or President.

Please check out the GLSPS website at [www.glsp.org](http://www.glsp.org) to keep updated on what we are doing in the future and what we’ve done in the past. The website is always updated and content is being added at all times.

Please don’t forget about the next **“Upper Midwest Scuba and Adventure Travel (UMSAT) Show” on March 3, 2018**. If you would like to learn more about the 2018 UMSAT Show, or help on the show committee, please contact us at [info@umsatshow.org](mailto:info@umsatshow.org). You can also log onto our website at [www.umsatshow.org](http://www.umsatshow.org) to see how the 2018 show is progressing. If you or anyone you know would like to exhibit at the show expo, we are now selling booth tables. If interested, please contact us at [info@umsatshow.org](mailto:info@umsatshow.org).

Have a safe and pleasant winter and hope to see you at the 2018 UMSAT Show or on a future committee or project.

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## S.S. Meteor Preservation Project 2017

By Phil Kerber S.S. Meteor Project Chairman

The S.S. Meteor Preservation Project 2017 was another very successful project. Why do I call it “another successful project”? It’s because I keep hearing how many tasks are completed every year and that it is looking so good on the outside, it almost seems as if it just pulled into port after a major paint job. It actually looks better than it was when it first became a Museum Ship. Because of the last thirteen years of volunteer efforts and that it looks so good, the process of nominating the S.S. Meteor as a National Landmark has been started. Those that have participated in the preservation and stabilization of the S.S. Meteor should be proud that they made a difference in preserving maritime history! Good luck to Sara Blanck, the staff at the Superior Public Museums, and others that have stepped forward to help in the process for National Landmark Status.

The 2017 preservation project turned out to be another project where the volunteers were able to complete thirty-seven tasks this year. Even though it is equally important to list all the tasks completed and who performed the tasks I would be writing a very long article. So, I will touch only on the larger projects this year.

Every year we have to complete the same annual tasks. The volunteers do a great job on it each year. Some are the cleaning tasks around the ship museum. One annual cleaning task that is a fairly nasty is cleaning the bird poop off the upper deck on the starboard aft side of the ship where the birds roost. The S.S. Meteor gets a bath each spring and it is typically a thankless job but

we find one or more volunteers that step up to the challenge none the less. It's cold outside and you are mostly wet the entire day. Special thanks to the folks that performed that nasty task, especially if it's cold outside.

Other important tasks completed this year was the welding. A large rusted area has been noticed on the port side under the forward cabin floor. Craig David set forth to cut out all the old rusted metal and weld in new. This year we had extra help with welding by a volunteer from the local Technical College. The School's welding Instructor and one of his students joined us and they took on the task of welding the rusted roof on the front turret. It's very nice to see another large project completed this year.

One of the most important projects this year was the much-needed water control in several areas of the ship. The lower parts of the ship called the bilge are filling up with water. Currently, they only had one sump pump pumping once in a while, which was not enough, especially with the large amounts of rain they have received for the past few years. So, the task of installing three more sump pumps with floats was implemented to help keep this issue at bay. Thanks to Tim Pranke and his crew they were able to complete it by the end of the work weekend.

Other large projects such as building the platform out of wood in the upper engine room to be able to prepare and paint the entire upper engine room safely. Thank you to the Musial Brothers for completing that task!

Every year we have a long list of painting projects/tasks that need to be completed each year. One of the largest this year was the wall on the starboard side of the ship which leads to the engine room was prepared and painted. The Captain's balcony floor and a couple of the crew's quarters floors. In one of the crew's quarters (2<sup>nd</sup> Mate), we had to mix and lay concrete on top of the subfloor which is metal. First, we had to treat the metal by cleaning the rust off of it, add primer and then paint it to prevent it from rusting in the future. After the concrete sets, it will be painted. It will probably be painted in the summer when it's warmer.

The other large painting task was on the rear aft deck. The water tanks were painted the correct historical color. The red colored (37 of them) were repainted. The poles holding the lifeboat nets were also painted their final coat of white paint.

Another task that was completed was the old benches that were outside of the main door on the museum ship. The benches had rotten lattes/ boards on them and had a concern that they would break at some time. Dale Koziol took the task on and replaced all the wood on the metal frame of the benches. They were mounted down to the aft upper deck for people on the tour to rest if needed. Thank you, Dale Koziol, for completed that task.

While we were working on the *S.S. Meteor* during the work weekend we received great news. The display cases that we removed the artifacts from and, were rebuilt over the last two years, were finally going to get new content for the displays. The artifacts were still the same but the display cases were going to receive a new look and new language describing the artifacts. It was quite a surprise and was very welcome. All that hard work the past two years on the displays are paying off. The great thing is that there was a grand opening party event scheduled two weeks after the work weekend, and we were all invited. As you can see and hear, the *S.S. Meteor* Whaleback Museum is getting better and better by the year. It's making its mark in the maritime history preservation archives.

Other tasks that were completed were:

1. Polished the brass around the ship
2. Lubricated the moving parts of the main steam engine.
3. Serviced the compressor that supplies air for the whistle.
4. Resealed bollard caps on both Bow and after decks
5. Cleaned out the workshop where maintenance director works
6. Replaced sheetrock on ceiling above restrooms
7. Built wood walkway to access water meter for city personnel

There were many other small tasks that were completed during the work weekend. The list goes on and on. If you want to see the entire list of tasks, please go the GLSPS website at, [www.glsp.org](http://www.glsp.org) and click on the "Project Archive" button and select the *S.S. Meteor* Project

Regardless of how many years we've been performing stabilization and preservation on the *S.S. Meteor*, we still have much to do. If you or anyone you know is interested in joining a large number of volunteers to help preserve maritime history and have a chance to work on a ship for a weekend, please let us know. The project will go on as long as I am able to or until we are ordered to stop.

This year we had a loss of a good friend and colleague of the *S.S. Meteor*, Don Smith. He was the Maintenance Director of the Superior Public Museums and was quite a bit of help in preparing, before during and after the work weekend. His involvement and enthusiastic demeanor in the preservation project from the beginning when it started in 2001, was amazing. So, we decided to design and build a commemorative bench to celebrate his life. Thank you to Dale Koziol for performing that meaningful task! We placed a plaque on the bench and placed it outside of the museum's main doors. If you get the chance, please have a seat on it and thank Don Smith for all his work and involvement with the preservation of the *S.S. Meteor* Whale Back Ship Museum. We all appreciate Don Smith for his integrity and skills and we will miss him wandering around the ship on the work weekend letting us know what needs to be done and how.

Thank you to all the volunteers that helped in this year's *S.S. Meteor* Preservation Project work weekend, which was April 29 and 30, 2017. We appreciate you taking your personal time and resources to help preserve a very valuable piece of maritime history. We hope you continue to join us for a future project. In the last 13 years, the *S.S. Meteor* Preservation Project has been scheduled for the last weekend of April. This will remain the same. The next Project weekend is scheduled for April 28 and 29, 2018. Please mark your calendars for this weekend. We hope to see many of the familiar faces and some new faces as well.



GLSPS President Phil Kerber and SPM Director Sara Blanck



Gunnar David painting the fresh water tanks



Benches before.



Benches restored and in place on the aft deck



Platform above engine for ceiling work.



Engine Chadburn.



Don Smith Memorial bench.



Welders repairing front turret roof.



2017 SS Meteor Work Weekend volunteers

# Harriet B National Register Nomination Fieldwork Update

by Ken Merryman

This summer GLSPS received a grant from Minnesota Historical Society to complete the fieldwork and write the National Register Nomination for the shipwreck *Harriet B* located three miles out of Two Harbors, MN. It is Minnesota's most intact shipwreck, but unfortunately for those of us who are divers, it sits in 650 feet of water. Documenting the *Harriet B* shipwreck site necessitated utilizing a new generation of technology for our National Register work. When we started the project two years ago we used Jerry Eliason's tethered drop camera and covered the whole site from a 45 degree down-looking view which allowed us to create a fairly detailed site model based on the video. However, our Wisconsin underwater archaeologist partners have raised the bar when it comes to documenting shipwrecks for the National Register of Historic Places. They have been generating accurate detailed site maps for many of the Wisconsin shipwreck sites and using the National Register Listing as the repository for both the detailed history and the accurate wreck site information. This seems like a great way to guarantee the longevity and public access to the results of the research.

To get the similar accuracy in measurements and drawings for a shipwreck in 650 feet of water we contracted Tom Crossmon of Crossmon Consulting to record the site using his ROV video and multi-beam sonar which is attached to the ROV. We wanted to get a view of the cabin interiors through the open doors and windows of the ship. Analyzing the sonar output using the companion software archeologists Tamara Thomsen and Caitlin Zant will be able to determine very precise dimensions of any part of the site covered by the multi-beam sonar. The video will provide additional details that a tethered camera cannot access. Compared to the National Register Nominations written in the 1980's and 1990's this generation of nominations not only establishes the vessel's eligibility as a historic place, but also catalogs valuable historical information about the vessel, the site, and its history.

The fieldwork took place the first week of July using the GLSPS Research Vessel *Preservation*. Project participants were Tim Pranke, captain, Jim Christianson and Dale Koziol, boat hands, Tamara Thomsen and Caitlin Zant, archaeologists, and Tom Crossmon and Dave Phillips, ROV operators. Although the project was entirely successful as the team managed to collect all of the required site information it was not without its hang-ups, a term I use quite literally. Late in the project as ROV operators Tom and Dave switched piloting responsibilities, the ROV got entangled in the three inch tow hawser hanging over the fantail. It took hours and many attempts to untangle the \$100 thousand dollar piece of equipment but all proved unsuccessful. Eventually they had to brute force pull it up which did work but ended up damaging the fragile tether. While GLSPS walked away with a successful project Tom walked away with a bill for a new tether which was only partially offset by his payment for the project. Everyone acknowledged that it could have been much worse if he would have lost his ROV, the outcome that was only marginally avoided by the skill and persistence of the team. Researching shipwrecks with expensive equipment is always a high stakes game which is why the contract costs often seem excessively high but that is the reason they are high.

The Harriet B NRHP nomination is scheduled to be complete before the end of the year and should be available for submission to the state board in 2018. Depending on the backlog we might reasonably expect it to be accepted to the National Register by the end of next year.



Jim Christianson piloting *Preservation*.



Jerry Eliason looking over charts.



Jerry and Jim tending the ROV tether.



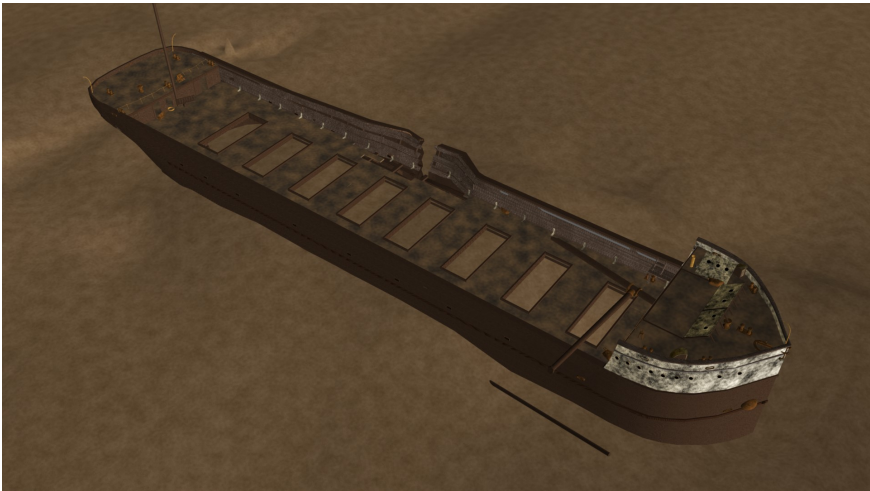
Tom Crossmon flying the ROV.



Dave Phillips checking the ROV.



Retrieved fiber optic tether cable.



The *Harriet B.*

# The Pretoria Boiler Relocation and Securement Project

By Jack Decker

Once again, the GLSPS went off to the Apostle Islands to do preservation work on the shipwreck, Pretoria. We had made two such expeditions last year. The first was to assess the boiler and wreck for relocating the boiler. On the second expedition, we moved the boiler closer to the wreck.

The schooner-barge Pretoria, with a length of 338 feet, was one of the largest wooden vessels to have sailed on the Great Lakes. The Pretoria sank in 1905, just off the north side of Outer Island in approximately 60 feet of water. In 1961, the wreck, including the boiler, was salvaged. In 2001, the boiler was returned to the wreck with help from the GLSPS. Since its return, wave action has moved it away from the wreck.

This year's project was to secure the boiler to the bottom, preventing it from causing further damage to itself and to the wreck. Some secondary things to accomplish were to locate the boiler door and move it to the boiler, look over the out lying sections of hull and look for the stern.

We left Silver Bay Marina on Friday morning, August 4. We were hoping to have left the previous night, but, the waves were too large. Our R/V Preservation was loaded with dive gear for 6 divers, an underwater rock drill (Thanks, Bob Olson!) and an extra air compressor (Thanks, Phil Kerber!) to run the drill. We had lots of air lines, ropes and chains, as well. The crew consisted of Jim Christenson, Corey Daniel, Phil Kerber, Tim Pranke, Bob Olson, and Jack Decker.

The trip over to Outer Island from Silver Bay Marina took about 6 hours. The wave action was still a bit rough when we got to the wreck, so we motored over to North Twin Island and stayed the night. The next morning the weather reports sounded good, and off we went, back to Outer Island.

We found the boiler had moved from where we left it last year. It had found its way into a bit of a hole, yet, next to the wreck. We proceeded to assess the new position and determined it would work as a permanent location for the boiler. Using two teams of divers and a surface crew, 8 holes were drilled in the sandstone bottom to anchor 4 plates with 2 anchor bolts (1 inch diameter by 1 foot long) per plate. Two plates on each side of the boiler. A chain was then attached from each plate to the boiler, 4 chains total. The anchor bolts were also set in the rock with epoxy. (Thanks, Tim Pranke for the plates, bolts, and epoxy!) Monitoring the boiler will be an on going project. The sandstone bottom is not a good medium to use the anchor bolts in.

The return to Silver Bay Marina on Sunday afternoon, August 6, was on calm seas.

We still have things to do on this wreck: find the boiler door, sketch the out lying sections of hull, find the stern, and monitor the boiler. Now that we have a good grasp on what needs to be done for a successful project in the Apostle Islands, other projects can be done there. Next year, right?



Diver setting up rock drill for anchor bolts.



2017 Pretoria crew: Tim Pranke, Corey Daniel, Jim Christianson, Bob Olson and Phil Kerber. Photo by Jack Decker.

# Scuba Crew 820 & GLSPS Phalen Lake beach cleanup

Saturday morning, May 27, 2017

## 2017 Partial group photo after diving w/found treasures

Fourteen divers gathered for BSA Venture Crew 820's seventh annual Phalen Lake Spring Underwater Swim Beach Cleaning on 27 May. While it was a beautiful 70 degrees outside, the surface water was 61 degrees and at 23 feet below the surface, it was a chilly 53 degrees. Visibility was 6 to 8 feet as pairs of divers covered their assigned zones in depths from 4 feet to 23 feet. Nine divers from BSA Scuba Venture Crew 820 teamed up with two divers from the Great Lakes Shipwreck Preservation Society (GLSPS) and three divers from Northland Scuba for the underwater cleanup. Two BSA parents served as shore support.



The lake bottom cleanup went quickly with the 14 divers spending 40 to 90 minutes under depending on the depth of their zone. BSA Venture Crew 820 was lucky enough to have KSTP Channel 5 News cover the event this year. The divers found the majority of debris in the shallow water near the beach and out in the 20 foot depth area, including: a lot of glass in the water, aluminum and tin cans, sun glasses, a cell phone, and other lost items. The divers also assisted the City of St. Paul by locating the existing mooring anchors for the 16 by 24 foot floating swim platform and attaching two new chains to them. The group roped the mooring anchor chains to large floats on the surface, so the city's lifeguards can finish connecting them to the swim raft in June.



Scouts helping scouts with dive equipment



Putting together the dive equipment and wet suits



Some of the debris found on the lake bottom

To answer any questions on these outings or our upcoming outings with BSA Venture Crew 820 please call Advisor Dean Soderbeck @ (651)-483-8596. [deansoderbeck@yahoo.com](mailto:deansoderbeck@yahoo.com)



Scuba Venture Crew 820 Charter Partner, "Northland Scuba"  
[www.northlandscuba.com](http://www.northlandscuba.com)

Certification and Specialty Courses  
8779 Columbine Road, Eden Prairie, MN 55344 952-949-0909



Great Lakes Shipwreck Preservation Society [www.glsp.org](http://www.glsp.org)  
[www.facebook.com/glsp](https://www.facebook.com/glsp)



The GLSPS Board of Directors is promoting, "Fun Dives Onboard the R/V Preservation." This is an effort to get members out diving with other members, to share experiences and learn what it takes to participate in projects. Especially new members or long time members that haven't been involved recently. These dive weekends are a great way to get exposed to Preservation protocol without the additional logistics, and equipment, of actually executing a project.

Besides, where else can you get a dive weekend on Lake Superior for \$30? Since the Preservation is our boat, all we need pay is food expenses. Generally, the weekends begin with participants arriving Friday evening at Silver Bay Marina and sleeping on board. First come, first served for bunk choices! Saturday morning, breakfast is served in route to the first dive destination, usually the Madeira. Have you seen the bath tub, yet? After a dive or two, lunch is served while we have surface interval time. Afternoon dives are either below Split Rock Light House or on the Charlie Anchor, and it's back to the marina for supper in town. Camp fires on the beach and S'mores are hard to beat after a day of diving! Sunday morning, we head out and around the breakwall to the Hesper. Then, back to the marina for a bit of cleanup and the return to our reality.

## GLSPS Fun Dives with Air Down There Scuba 2017

Every year the GLSPS invites dive shops to dive with the GLSPS onboard their Research Vessel the RV Preservation. It is our way to thank the Dive shops for participating in the UMSAT Show and as a partnership in the diving industry. The last two years only one dive shop has stepped up to take advantage of the GLSPS invite. This year for the Fun Dives Air Down There Scuba joined the GLSPS again to enjoy shipwreck diving along the North Shore of Lake Superior onboard the RV Preservation.

As usual, we had a great time diving the shipwrecks with ADT Scuba's group of divers. Before each dive we present a detailed history of each shipwreck site, a detailed description of the site using underwater drawings of the wreck by fellow colleagues of the GLSPS. Then we dive with the participants to give them a personal underwater tour of the wrecks. We know the shipwrecks very well since we Monitor and Document them every year. There has been a rumor that there is much more wreckage to see on the Madeira than most know?? Maybe? You will have to join us for a Fun Dive to find out!

If you are a dive shop and are interested in joining us on a GLSPS sponsored Fun Dive, please contact the GLSPS at [info@glsp.org](mailto:info@glsp.org) to learn more about the event and process. You can also visit our website at [www.glsp.org](http://www.glsp.org) for more information about the Fun Dives and the schedule of events calendar for the summer season of projects. The calendar is typically available by the end of February each year. Please feel free to check the Calendar after that.

Please join us for a few fun dives and projects this coming year!

Phil Kerber

GLSPS President

Fun Dive for the Dive Shops Program Leader

Captain - RV Preservation Research Vessel

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



# Closing Report: Madeira and Hesper Monitoring

by Corey Daniel

The Madeira wreck has very subtle changes year to year. This year the project volunteers placed a stake into the lake bottom to measure movement of the pilot house. Measurements were taken and now can be compared year to year. No major changes in the wreck were noted but the ambition to document and map out more detailed information of the midsection has begun. The intention is to get a better picture or layout of the wreck along the cliff and rock slide in relation to the rest of the well known wreck pieces.

This year no time was spent on the Hesper wreck. The mooring buoy had broken loose in an earlier windy day and was wedged in the rocks of the break wall at the divers access. The buoy was recovered and a new line made. It was installed on Sunday, making changes in its securement to insure it's longevity. By the time that was done the wind had picked up and the second crew were unable to get a dive in. Typically the wreck has shown little change year to year as it is more protected now where it lies.

I want to thank Tim Pranke for his vast knowledge of ships and wreck history, and boat operating skills. Tom Peterson for his diving tasks assistance and photography. Newcomer Kevin Winters for his time, input and enthusiasm, hope to see him on more projects. I would say another good dive weekend was had by all and I appreciate everyone's time and hard work.

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## Benjamin Noble Photo Mosaic Project 2017

By Jerry Eliason, Project Leader

The weekend of August 12-13 Tim Pranke, Jim Christenson, and Jerry Eliason visited the BENJAMIN NOBLE wreck south east of Knife River. The goal was to collect photographs that could be spliced together into a 3D computer model of the NOBLE using a computer program called 3D Zephyr. The weather was good. A total of 12,074 photos of the BENJAMIN NOBLE wreck site were collected. Unfortunately the visibility was less than ideal. There weren't any particulates but there was a milky layer near the bottom. In order for the photos to have the crispness needed for computer processing it was necessary to keep the camera near the wreck. The closer the camera is to the wreck the smaller the field of view and the more photos needed for adequate overlapping coverage. Our time certainly wasn't wasted but some additional days collecting photos will be required to approach 100% coverage. Visibility on the NOBLE is generally better in the spring. Hopefully next year we can collect additional photos when the visibility is better and fill in the gaps in our coverage.

Thank you to the GLSPS and those that participated in the project aboard the RV Preservation Research Vessel.





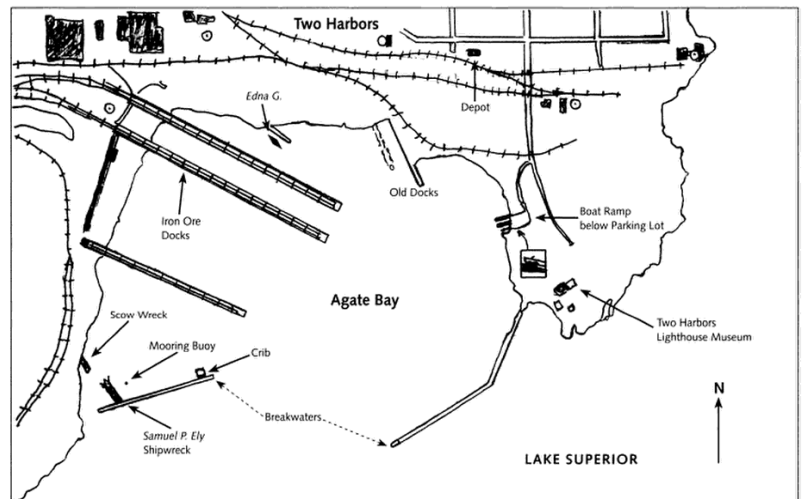
# S.P. Ely Shipwreck Dive Two Harbors, Minnesota

*Saturday August 19, wreck dive Samuel P. Ely - aboard GLSPS research vessel in Two Harbors.*

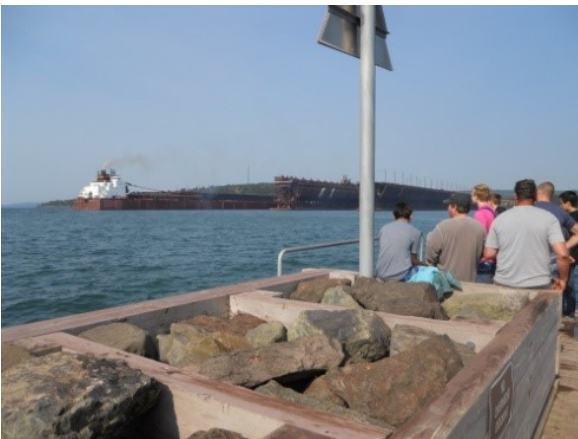
## S.P.Ely 2017 Documentation - Youth Group Intro Project

As soon as the *RV Preservation* pulled up to the boat dock in Two Harbors on 19 August, Captain Tim Pranke urged the BSA Venture Scouts Scuba Crew 820 to hurry in loading their dive equipment. An iron ore ship was about to depart and its large propellers would stir up the ore dust off the bottom of Agate Bay, greatly reducing water clarity near the wreck the crew was about to dive, the *S.P. Ely*.

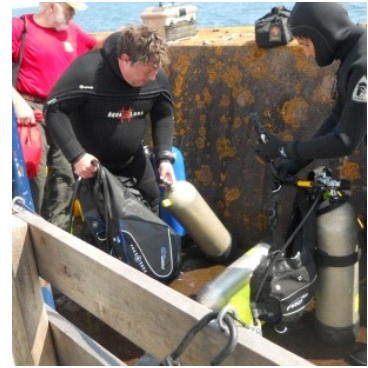
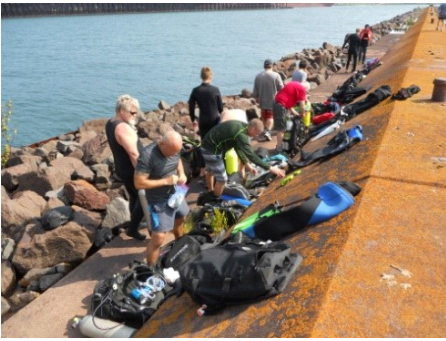
The *RV Preservation* was crowded with 3 Great Lakes Shipwreck Preservation Society (GLSPS) and the 11 Venture Scout divers with all their equipment and 24 air tanks, but it was a short trip to the dive site just across the bay.



Map 15: The *Samuel P. Ely* shipwreck is marked by a buoy. Drawn by Stephen B. Daniel.



This was the fifth trip the Venture Crew partnered with the GLSPS to dive the *Samuel P. Ely* in Two Harbors. The goal of this joint adventure is to set up a legacy for future generations to preserve Lake Superior's shipwrecks; diving on shipwrecks allows the scouts to touch a ship more than a century old and connect with history. It makes history real.



The dive teams enjoyed a beautiful warm sunny with the jetty wall blocking the wind. The water temperature was around 64 degrees on the wreck with a visibility of 5 to 8 feet, partially due to the iron ore ship propellers churning up silt. Most of the BSA Venture Scouts were able to get in two dives during the day.

*On 19 October 1896, the Samuel P. Ely, a 200-foot long three-masted wood schooner with a 31-foot beam, sank. The wreck is 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.*

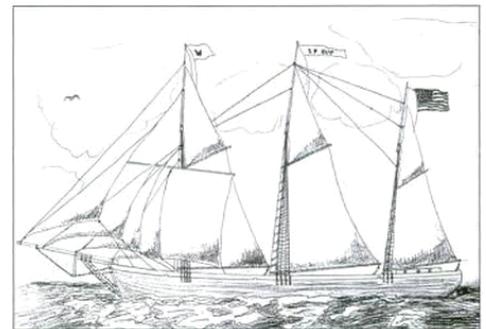


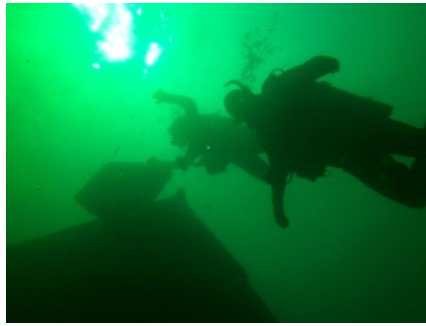
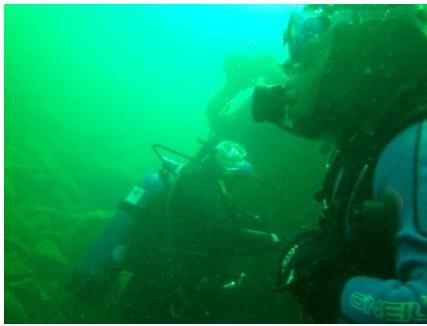
Fig. 138: The Samuel P. Ely under sail in Lake Superior. Drawing by Stephen B. Daniel, based on a painting in Two Harbors Lighthouse Museum.



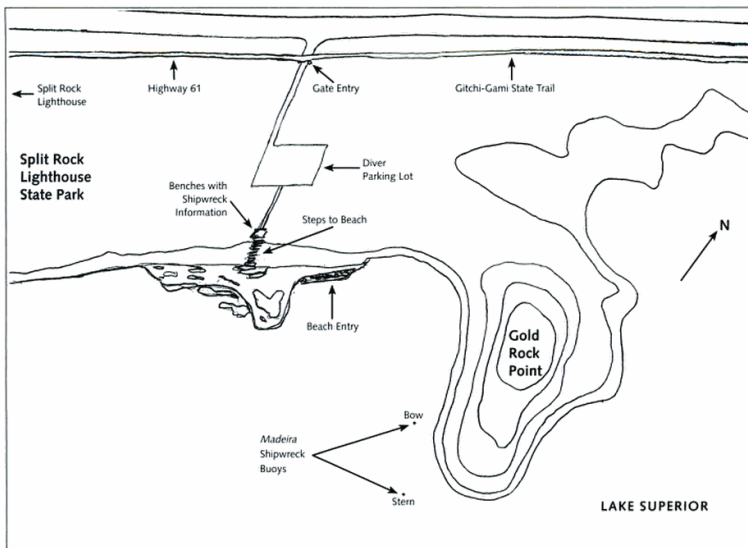
By mid-afternoon, most the divers were ready for dinner and the *RV Preservation* returned the BSA Venture Scouts back to the dock. A great day of diving with a group of great divers. THANK YOU GLSPS for having us on board.

On 20 August, the BSA Venture Scouts headed up to Split Rock Lighthouse State Park to dive the *Madeira*, a 436-foot steel schooner-barge. The Advanced Open Water Scout divers found 64 degree water temperature on the bow at 30 feet and 55 degree water temperature on the pilot house at 88 feet a bit chilly, but it did not dampen their enthusiasm.





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



Map 26: Buoys mark the site of the *Madeira* shipwreck. Drawn by Stephen B. Daniel.

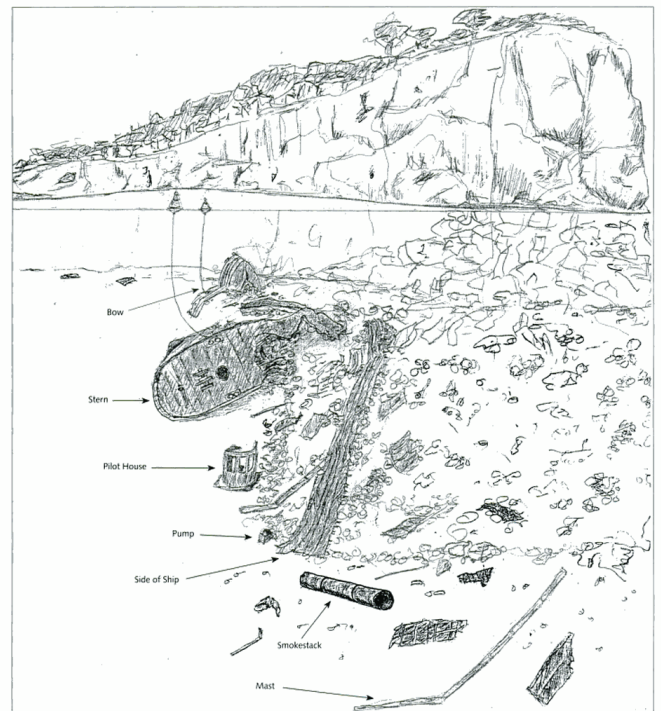
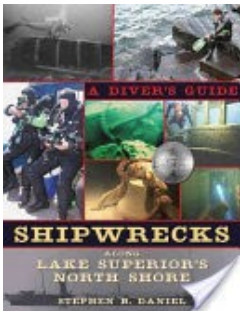


Fig. 202: The *Madeira* wreckage at the base of Gold Rock Point. Drawing by Stephen B. Daniel.



For more information on what other important projects the GLSPS work on, go to;  
[www.glsp.org](http://www.glsp.org)

To answer any questions on these outings or our upcoming outings with BSA Venture Crew 820 please call Advisor Dean Soderbeck @ (651)-483-8596. deansoder-

beck@yahoo.com

Scuba Crew 820 Charter Partner, "Northland Scuba"



# Cruise RV Preservation Back To Duluth Collecting Buoys

Every Fall, *RV Preservation* is cruised back to Spirit Lake Marina in Duluth from its Summer base in Silver Bay. Dive marker buoys are taken out of the water for the season. This year it was September 9-10. This is considered an annual fun project that any GLSPS member can sign up for.

My wife Sarah and I have wanted to be more active in the GLSPS in the summertime and this looked like a great way to get our feet wet. In years past our busy schedules haven't allowed it but this year it finally did. Living three and a half hours West of Duluth we haven't been able to be on Lake Superior as much as we would like. We have been on the *Preservation* just once for a Membership Cruise and BBQ, so we are pretty green as far as Superior boaters go. And we have never slept overnight on a boat before, anywhere. So it was shaping up to be a memorable weekend.

Due to a work schedule conflict, we left home at 2 AM and arrived in Silver Bay at about 8 AM. Gear and sleeping bags were loaded and after the engines were warmed up, the *Preservation* headed out to the *Hesper* buoy. As soon as we cleared the breakwater, the waves became very noticeable. 2-4 ft doesn't sound like much, but one look at Sarah and she gave me the "what did you get me into" look. Moving to the *Hesper* buoy, Tim Pranke, Jeff LeMoine and myself geared up for a dive before removing the buoy. It was another first for me. I had never dove on the *Hesper*. I have studied the photos and the wreck layout but never dove it, so that was a big win for me. Tim and Jeff removed the bolts from the shackle for the buoy and it was placed in the back of the boat. The *Preservation* was cruised back to the marina where the buoy was stored and last minute breaks were taken before heading to Two Harbors.



The next stop was to pick up the buoy on the *Madeira*. Conditions were very rough and no diving was done on the wreck. Again, Tim and Jeff removed the buoy and it was put onboard with a small marker buoy taking its place. With everyone hanging on, Phil Kerber set a course for Two Harbors. The waves stayed at the 2-4 ft mark throughout the trip but the scenery was incredible. Split Rock Lighthouse, the North Shore of Lake Superior, the perfect weather, it was all enjoyed at a leisurely 7.5-9.5 mph.

Arriving at Two Harbors, Phil piloted the boat inside the harbor and Dale Koziol and Jeff put on life jackets and tied off the *Preservation* to the inside of the breakwall. Shutting off the engines for the day, everything became calm and quiet. Taking a walk around Two Harbors brought feelings back into my legs. Excellent burgers were cooked by Phil and everyone chose a bunk. A freighter was leaving the ore docks in the middle of the night but I just could not get up to look at it.



The weather the next morning was gorgeous. Sunshine and a much calmer Lake Superior. After a light breakfast and bathroom breaks, Dale headed us for Duluth. The buoy for the Ely was not there so there it was a non stop trip. Again the scenery was spectacular as the city of Duluth came into view. Puffs of smoke appeared above the tree line as the North Shore Scenic Railroad 's steam locomotive #28 headed North on another excursion. Try as we might, we couldn't get a view of the train, just smoke.

With Duluth a short distance away, I put on a life jacket and joined Jeff and Tim on the roof of the *Preservation*. It is an amazing feeling going down the Duluth Canal and under the lift bridge. The boat was fueled up and we started on the last leg to the marina. The weather was perfect for sightseeing as we went up the river.

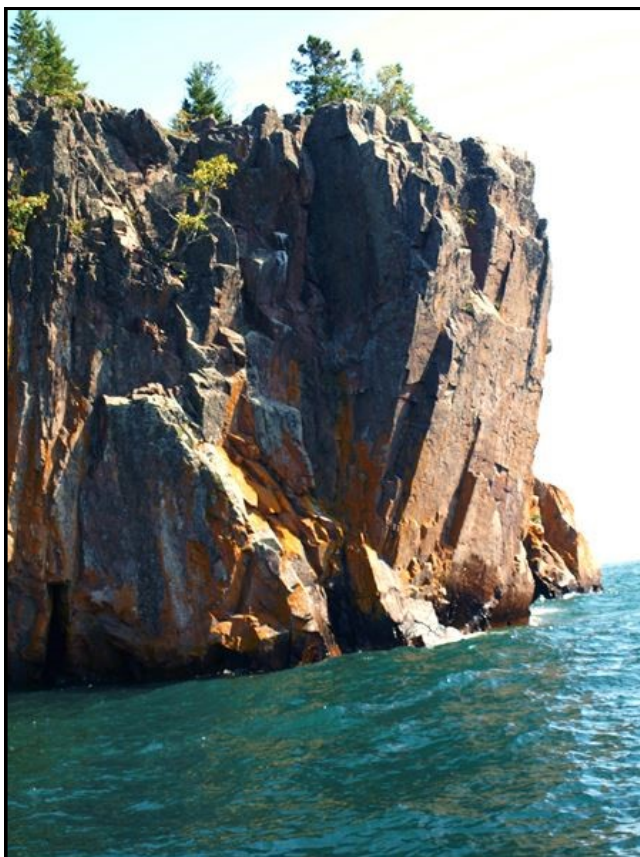
Arriving at the marina, the *Preservation* was tied up and everyone got into Phil's Suburban for a ride to our vehicles parked in Silver Bay. Unloading gear, everyone posed for a picture and went their separate ways. On the drive home, I couldn't help but think back on the past couple of days. The weather, the waves, the dive on the *Hesper*, the great people who are the GLSPS, it was an experience I will never forget.



Entering Duluth ship canal.



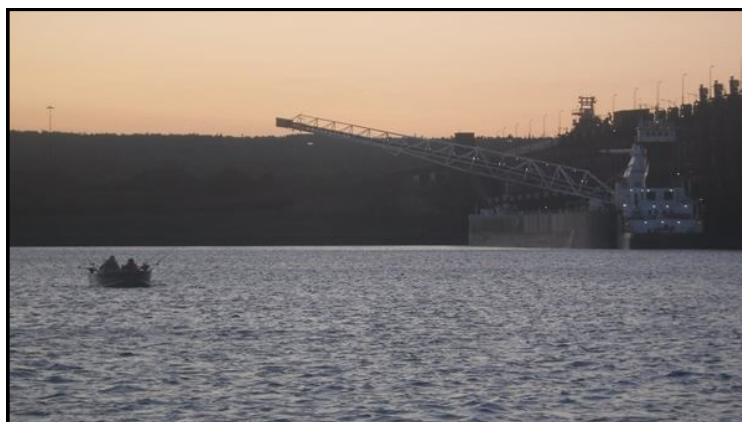
Dale at the helm of the *Preservation*.



Gold Rock Point



Phil Kerber, Dale Koziol, Jeff Lee, Sarah Lee, Jeff LeMoine and Tim Pranke



Two Harbors

## BSA Scuba Venture Crew 820 Hosts its Sixth annual Underwater Basket Weaving event held on Saturday, September 23<sup>rd</sup>, 2017

The event was held on one of the underwater dive training platforms at Golden Acres Campground on Square Lake.

We had 5 youth Scouts and 6 adult Scouters underwater during the event plus 4 additional adult Scouters as shore support. (4 of the adult Scouters are also GLSPS members)

The day could not of been any better for diving, 85 degree air temp, bright sunny sky's, and calm water. The water temp was 68 degrees down on the training platform at 16 feet, but the bottom visibility on the platform was only 5 to 8 feet.



Scouts measured and cut pieces according to Basket Kit directions, and pre-assembled the base prior to diving. We used the small round reed basket kit pattern that the Scout shop sells; the 3"x3"x3" Natural Rattan Reed, this is the easiest to work with while under water.



Start weaving the sides while kneeling on a dive platform at 16 feet below the water surface.

Sides going together in water temperatures at 68 degrees.

In just 30 minutes underwater the sides are complete.

The top loops are finished back on land after the baskets dry out.



This event holds all the elements of a perennial Scout fall classic; adventure, convenience, timeliness, creative expression, and ----FUN!



To answer any questions on these outings or our upcoming outings with BSA Venture Crew 820

please call Advisor Dean Soderbeck @ (651)-483-8596. [deansoderbeck@yahoo.com](mailto:deansoderbeck@yahoo.com)

Scuba Venture Crew 820 Charter Partner, "Northland Scuba"

[www.northlandscuba.com](http://www.northlandscuba.com)

Certification and Specialty Courses

8779 Columbine Road, Eden Prairie, MN 55344 952-949-0909



## SCUBA CREW 820 HOSTS ITS FOURTH ANNUAL UNDERWATER PUMPKIN CARVING EVENT SUNDAY OCTOBER 8, 2017



No tricks -- diving's a treat! As a warm-up for Halloween and fall, BSA Venture Scuba Crew 820 invited certified divers from around the Twin Cities to join them carving pumpkins 16 feet under water at Square Lake near Stillwater.

Six young Scout divers performed skilled vegetable surgery on an underwater dive-training platform 16 feet below the surface. Inspired, four BSA Adult Scouters and one youth member of the Owatona joined the fun. The scouts brought their own pumpkins and were challenged to get the gutted gourd down to the platform – each pumpkin required five pounds of weight to keep them down on the surgery table.

The finicky Minnesota fall weather treated the divers with a perfect 70 to 72 degree day with light winds, water temps of 63 degrees, and visibility of 5 to 8 feet. The divers only wore light wetsuits and did not need gloves or hood.



The pumpkins spilled their guts out on shore prior to the dive, before submerging for some Scout-rendered underwater vegetable surgery. In just over 30 minutes of underwater precision carving, Scouts transformed ordinary garden gourds in to underwater masterpieces!



This event holds all the elements of a perennial Scout fall classic: adventure, convenience, timeliness, creative expression, and ----FUN!



To answer any questions on these outings or our upcoming outings with BSA Venture Crew 820 please call Advisor Dean Soderbeck @ (651)-483-8596. [deansoderbeck@yahoo.com](mailto:deansoderbeck@yahoo.com)



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

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

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

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

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

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**18th Annual Fundraiser Event**  
Sponsored by The Great Lakes  
Shipwreck Preservation Society



upper midwest  
**scuba<sup>AND</sup>adventure**  
2018 travel show

**MARCH 3, 2018 9:00 AM to 6:00 PM**

DoubleTree by Hilton Hotel Bloomington - Minneapolis South  
7800 Normandale Blvd, Minneapolis, MN 55439

**Exciting speaker topics such as:**

**Richie Kohler** - Filmmaker, author, shipwreck explorer.  
Mystery of the Last Olympian detailing a decade of  
work on the "*HMHS Britannic*" sister ship of "*RMS Titanic*"

**"Harriet B"** Minnesota's Deepest most Intact Shipwreck  
420 Feet deep Dive on the Shipwreck "*Senator*"  
Whaleback Steamers of The Great Lakes  
More Exciting Speakers and Topics

**Plus..**

The latest in Diving Equipment exhibits  
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Silent Auction  
Cash Raffle  
Price Raffle

**General Admission:**  
\$20.00 online  
\$25.00 at the door  
Military and Student Discounts



For information and tickets: [www.umsatshow.org](http://www.umsatshow.org)

**Friday Night at The Movies**  
**Saturday Awards Luncheon**

# R/V PRESERVATION: ASSET OR ANCHOR ??

By: Ken Knutson

In 2001 when Jay Chester invited the GLSPS to consider accepting the "WRECK DIVER" as a donation to the society we called a meeting and discussed the pro's and con's of owning our own boat. The pro's seemed to win out. We calculated, at minimum at least 5 to 6 thousand would be needed to refloat the boat. However, by definition: *a boat is a hole in the water in which one (or many) pour money*. The "WRECK DIVER" more than met that definition (Refer to the Spring 2017 Newsletter).

We worked through the early problems and made the R/V PRESERVATION 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 using 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 with 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 Fall 2016 newsletter.

If you look at our "[Events Calendar](#)" you will see we continue to invite 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 work with the BSA Adventure Scouts to document and photograph the "ELY".
- \* Some of our members are working with archeologists to record deep wrecks with hopes of creating a photo-mosaic of each ship.
- \* We are working to schedule a ROV (Remote Operated Vehicle) to document and maybe look inside the HARRIET B. (May have something for the next UMSAT show?)
- \* 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 provide support to the McCargoe Cove survey. It has provided the platform to photograph shipwrecks HESPER, MADEIRA, HARRIET B, ELY, NIAGRA, BENJAMINE NOBLE, ROBERT WALLACE, A.C. ADAMS, MAYFLOWER and THOMAS WILSON along the north shore. 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!!!!**

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



Members enjoying the 2017 RV Preservation Cruise and BBQ



Please join us for Member Appreciation Day 2018 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.

## 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.)

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The GLSPS Board of Directors is asking for your help and participation in creating new projects. In order for the GLSPS to keep active in preserving maritime history, we need to create great preservation projects year after year. Since the Society has been fairly proficient completing projects we create, we are running out of projects along the North Shore of Lake Superior.

If any of the members, colleagues, or dive buddies have an idea for a preservation project, including documentation or monitoring projects, please let the GLSPS Board of Directors know.

If you have a great idea for a project (you can also help lead the project), please take a moment to log onto the GLSPS website at [www.glsps.org](http://www.glsps.org).

- Locate the form by clicking on "Documents"
- Click on "Project Documents"
- Select "Project Request Form"
- Download to your computer and print
- Submit the completed form by scanning and emailing, or regular mail to address on website
- Please send your request forms to us by **January 16, 2018**

The GLSPS Board of Directors will review the Project Request form at the project planning meeting **January 23, 2018**. If we have any additional questions or approve the project, we will contact you.

We hope to hear from the members about a future preservation project.

GLSPS Board of Directors   [info@glsp.org](mailto:info@glsp.org)

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

**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, 2017

## 2017 Officer's & Committee Chairpersons

### BOARD OF DIRECTORS:

President	Phil Kerber	612-720-2825
1 <sup>st</sup> Vice President	Nick Lintgen	763-370-8254
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	Jeff LeMoines	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
Apostle Island Buoy's	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, 2018**

### GLSPS 2017-2018 Annual Calendar

Areas	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>Board Meetings</b> 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 2	Bd Mtg 7:30 PM 6	Bd Mtg 7:30 PM 6	Bd Mtg 7:30 PM 3	Bd Mtg 7:30 PM 1	BdMtg 7:30 PM
<b>Society Operations &amp; Projects</b>	Board Elections Fall Newsletter	General Membership Annual Meeting UMSAT committee 8	UMSAT Committee	UMSAT Committee 9	Appoint Board Nomination Committee UMSAT Committee 13	UMSAT Committee 13	UMSAT Committee 10		
<b>Events of Interest</b>		Gales of November				UMSAT Show 2-3			
<b>Projects</b>	Essex mast restoration	Cover Preservation		GLSPS Project Planning 23			Meteor Project 28-29	Preservation Work	Preservation launch and cruise
<b>Training Classes</b>							Emergency Responder		