



Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Spring 2018 Volume 23 Issue 1



Dale Koziol's model of the *America*

An Interview on Model Ship Building

Man has been building replicas of boats for millennium. Models have been found in 5000 year old Egyptian tombs. Sailors built them on long voyages to pass the hours. Children have built them to play with. Centuries ago navies of the world built scale models for testing new warship designs. Even today, naval engineers build models to test new hull designs to make ships safer and more efficient. There is also a group of hobbyists who make models of ships that once sailed the waters. They can make them from plastic kits or they can scratch build them from wood and a set of plans. One of these people is GLSPS board member Dale Koziol. His models of Great Lakes ships have been displayed at the GLSPS booth at the annual UMSAT show and other trade shows. What follows is a conversation about Dale's passion.

JEFF: When did you start building ship models? Why did you choose ships? Or do you model cars and airplanes also?

DALE: I started building models when I was just a kid. At first, my Dad helped (a lot), but in time, I was able to assemble them on my own. These were purchased, plastic models from kits. Every horizontal surface in my bedroom was crowded with ships and airplanes and cars and spacecraft.

By the end of Junior High School, I had pretty much worked through my model building phase. It stayed dormant until around 1980. At that time, I worked with a colleague who built ship models – museum quality pieces – entirely from scratch. These were often rather obscure historic vessels where the only documentation might be a painting or an artist's rendering. John had the combination of engineering skills and pure artistry to create a three dimensional version of that earlier two dimensional picture. If the model needed cannons, he would machine them out of brass. All of the fittings were handmade and of excellent quality. I was duly impressed.

Around that same time, I saw the movie “Das Boot”, the German submarine epic from World War Two. It remains one of my favorite films. I became fascinated by U-boats and their technical aspects. That led me to reinvigorate my model building impulses. I bought a plastic kit of a U-boat from a hobby store and put it together. I was very disappointed with the result. The kit lacked much detail and was even incorrect in some areas. John encouraged me to make my own model U-boat and tutored me on some of the techniques. It took months of research to develop a set of detailed plans for the model. This was done by hand on tracing paper since it was long before the days of computers. The actual construction took many more months, since I had to learn the skills along the way and develop many of my own techniques. In time, it was completed and I was quite satisfied with the end results. I prided myself on not using one bit of plastic in the construction, only wood and metal. Time took its toll on U-99 and it headed in to the dry dock for repairs a few years ago. By then, I had overcome my reluctance to the use of plastic, especially for fine trim work, like hand rails. The old, clunky metal wire railings were replaced with new polystyrene rails that were much more to scale. The paint job was touched up in a different shade of gray and spots of rust were added to the hull. This still remains one of my favorite models.

JEFF: Do you always build from scratch or do you build from a kit?

DALE: There are no kits for the models that I build. Everything is done from scratch. While there are some commercially made parts and fittings for sale on the internet, often the things that I need are not available. That forces me to get creative in the fabrication of unique parts and fittings, to the proper scale, from materials that I have on hand. I enjoy this challenge.

JEFF: Do you use plans?

DALE: Every ship is built according to plans that are highly detailed and printed out in the scale needed to give me the size model that I am looking for. Typically, I like the 1:100 scale, or about 1/8” to the foot. This provides for details that are large enough to build with accurate results without creating a finished model that is overly large. Storage space for my fleet is a continual issue. In one case, I did use a set of purchased plans. That was for the Arthur Anderson. However, the plan set was for HO scale, which was not the scale that I wanted to work with. I had to do a lot of trial and error work with the photocopier at work to get the ship down to the 1:300 scale that I wanted for my model. Other than that, I draw up my own plans on the computer using CAD software.



Dale with his models at the GLSPS booth at Mpls Boat Show

In fact, this was how I got into the Great Lakes Shipwreck Preservation Society a dozen years ago. I was planning to build a model of the iconic Northshore steamer the S.S. America and was looking for some builder's plans or other technical documentation to work from. My research led me to the Jim Dan Hill Library at the University of Wisconsin in Superior. The library has a huge archive of plans for Great Lakes vessels. Laura Jacobs, who was the archivist at the time, told me that they had nothing in their collections for the America, aside from a photo or two. She did mention that this guy, Steve Daniel, had recently published a book on the America that had an abundance of sketches and other details in it. She gave me Steve's phone number. As it turned out, he lived only a couple of miles away from me. I contacted Steve and arranged to buy a copy of his book. Ever the promoter of the Society, Steve added some literature about G.L.S.P.S. in with the book when he mailed it to me. The work that the Society was doing was very interesting to me from a historical perspective, since I am not a scuba diver. I attended a monthly meeting and, probably within a year, I was elected to the Board of Directors.

JEFF: How many hours does it take to build a ship?

DALE: That's a good question that I don't have a ready answer for. Ship building is my winter time hobby, although the research can take place at other times, as the mood suits me. Doing the research can take several months, depending upon the ship and the documentation that is available for it. Once the plans are completed, the actual construction can take three or four months, depending upon the size and complexity of the model. This is not full time work. Often, I can only work for fifteen or twenty minutes

before I have to stop to let glue set up or paint dry. In some areas, my techniques have improved with time, making the construction process more efficient. Early on, it took me a week or two to get the basic hull machined. Now, I can do that work in a couple of days. Other parts of the process, though, are still just as time intensive as before.

JEFF: Where do you get the finer details like railings and small detail castings?

DALE: As I mentioned earlier, I can buy some of this stuff on-line. However, that is becoming more difficult since ship model building seems to be a declining interest globally. There are fewer and fewer manufacturers of these parts and they are all in Europe. When I built the U-boat, there were local hobby shops selling this stuff. Now, it's necessary to buy it sight unseen over the internet. That's why I now end up building a lot of my own parts.

JEFF: How do you choose which ship to model?

DALE: Good question! My main focus has been on Great Lakes ships. Many of these became the wrecks that G.L.S.P.S. works to preserve and maintain. In addition, the ship has to be of interest to me. There are lots of straight deck ore boats on the bottom of the lake, but they are all very similar in design – whether they were made of wood or steel. I enjoy studying the ships and becoming very intimate with their construction and details. Once I have built one design of ship, I really am not all that interested in modeling a very similar ship that sailed under a different name. So, the ship needs to have historic significance and context, plus, it needs to be interesting and challenging for me to research and build.

JEFF: What is the building materials used? Plank on frame or solid hull?

DALE: Most of my models are solid hull construction with medium density fiberboard (MDF) as the base material. MDF is easy to machine and makes a solid substrate for the model. The big problem with it is that it gets fuzzy once it is cut and sanded. To overcome that, I "butter" the hull with a latex based carpenter's wood filler putty. Each layer is then sanded smooth. Contours and dimensions are checked with profile gauges and then another layer is added. Many layers will be required. Finally, I'll start to paint the hull with thin layers of sandable primer paint to achieve the final smooth surface before the finish coats of paint are applied. Filling, sanding and painting can take weeks. Most of the top works, like cabins and such, are built in the same way.

I have done a couple of hollow hulled models. I built a Chesapeake Bay skipjack sail boat years ago that was hollow hulled, although not traditional plank and frame construction. My little Viking boat, built a couple of years ago, is the only true plank and frame model. It was done in the traditional manner of laying up the planks first and then adding the framing afterwards – the opposite order of European plank and frame construction.

JEFF: How many have you built?

DALE: Fourteen, so far.

JEFF: What is the scale you typically build to?

DALE: Typically, I like to use 1:100 (or $1/8" = 12"$) since this scale produces a reasonable sized model (two to three feet long). Larger models are more difficult to work with in my limited shop space and take up more space to display. I have used other scales, such as $1/4" = 12"$ and 1:300, but only rarely. It's nice having most of the boats to the same scale, so that you can see their relative sizes compared with each other.

JEFF: Do you model just Great Lakes ships or others?

DALE: I tend to favor the Great Lakes ships, although a few have sailed other seas. The U-boat sailed the Atlantic, the skip jack sailed Chesapeake Bay, and the Viking boat sailed the waters of Greenland.



Model of the schooner-barge *Mayflower*

JEFF: How do you know what colors to paint them?

DALE: This can be a challenge, especially with the older historic ships since color photos were not invented at the times they sailed. I have used field data from wreck sites at times. For example, fragments of green paint still exist on the wreck of the scow schooner Mayflower, so that's the color of the model. For many of the Great Lakes ships, black and white were common colors. These were the least expensive paints available and you could blend them together to get any shade of gray that you wanted. Many of the models reflect this. On one model, the side wheeler Metropolis, I flat out took artistic license with the color of the trim. I know from old photos that the hull was white, but the trim had other colors. I chose red and blue for the trim and gold for the ornate pilot house roof. It may not be historically accurate, but it is probably a likely color scheme for the ship's era.

Compared to a one dimensional photograph, a model brings people to a better understanding of the ship and the crew who worked them. Dale and people like him, who create these works of art, are an essential part of keeping our maritime heritage alive. They are part of a legacy of craftsman that want to ensure that future generations remember the past..



Ella G. Stone roughed out.



The hull taking shape.



Hull ready for the finishing details.



The finished model of the *Ella G. Stone*.

Check out Great Lakes Shipwreck Preservation Society on the web at www.glsp.org for the latest news on the organization. Opportunities to participate in projects for divers and non divers are posted with contact information. Photos of past projects and events are there too. Website is updated regularly so check it out.

“President’s Message from the Helm”



The GLSPS had another successful UMSAT Show. This year we tried a new way of advertising, and that was utilizing “Social Media”. Even though we’ve done that type of advertising in the past, we didn’t totally engage in it like we did this year, and the results were staggering! We had more people engaging with the UMSAT Show Facebook Page than ever before. We were actually receiving more than 100 likes and over 10 to 15 shares per day. This put the show on the map this year! We had people come from as far as Chicago, Milwaukee, Michigan, Iowa, Indiana, the Dakota’s and even Texas! The show attendance was almost 1/3 more from last year. Even though the numbers were different from show personnel than what we actually counted I know we had a lot more attendance this year. I received a count from a friend of mine that actually took the time to count the attendees. He indicated that he counted at least 360 attendees! That’s over 100 more attendees, than last year. We all agree we need more exhibitors to participate but, this has always been a challenge for the Show Committee. In the last three years we have seen a significant drop in exhibitor participation and we are not sure what has caused this drop. We have traditionally kept the lowest price of all sporting event shows in the Twin Cities since the exhibitors are very important to the show. We hope they realize this and see that the show needs to be successful by having more exhibitors participating. We want to have as many as possible and we have plenty of room. Even though the exhibitor participation was a bit lower this year, we still had another great show. Perhaps you will join us next year? We certainly hope you do and that includes Exhibitor Participation!

The show Committee is certainly trying to create a larger show, but the industry is NOT engaging to try and promote the sport. We promote the sport through the BSA Venture Crew 820 (Boy and Girl Scouts of America). One of our Board Members is a Leader of that group and he is totally engaged in supporting kids (youth) in the sport of scuba diving. If there is any question about engaging in recruiting the youth to start scuba diving, it would be the GLSPS collaborating with BSA.

In the “Presidents Message” closing remarks I indicated that there are all kinds of projects for 2018 and, there is something for every level of certification.

Please check our lineup of projects on the GLSPS website at www.glsps.org and click on the “2018 Project Schedule” to see what is scheduled for programs and projects for our members. The GLSPS sponsored another Emergency First Response Class for those that needed re-certification, on April 10, and it was a great class. This class offered every other year to meet the EFR requirements and the safety protocol of the GLSPS Safety and Procedures Manual Requirements. If you missed out, please contact your local dive shop to check their class schedule for their next EFR Class and get signed up! It’s a great training class and it’s nice to know you will be able to handle the situation in the event that an emergency response is required.

Please take a moment to check out the 2018 Programs and Projects, and we hope many of the members will be able to join us this year. The 2018 schedule was updated in February, and please register before the programs and projects fill up. There are also fun dives aboard the RV Preservation, and there is an article in this newsletter about it.

Have a great 2018 diving season.

Safe Travels and Diving!

Phil Kerber - GLSPS President

Cruising the *RV Preservation* Research Vessel to Silver Bay and Back to Duluth

Every year for the past eight years, the GLSPS Research Vessel, *RV Preservation*, is prepared, launched, and cruises up the north shore of Lake Superior to Silver Bay Marina where it stays docked for the season of projects. It appears to be the best marina for the vessel since it is in the middle of where the GLSPS performs most of its dive projects.

Because it is quite a long cruise, why not make an event of it? We offer the event to any of our members, both divers and non-divers, to participate in a north-shore cruise. Space is limited to six participants which includes two divers to install the shipwreck mooring buoys while cruising to our destination. Therefore, it is a two-day cruise and we have a lot of fun.

The itinerary is the Captain and Crew drive up to Silver Bay Marina to leave a vehicle (s) that can haul six passengers and gear for the return trip to Duluth. On Saturday morning, we depart from Spirit Lake Marina between 7:30 – 8:00am and start breakfast onboard. We cruise up to Two harbors, which is considered the half-way point. If we arrive early and there is time, we will install the mooring buoy for the *S.P. Ely* shipwreck site. If we run out of time, we will perform that duty Sunday Morning. Most of the time we do it when we arrive then tie up at the main break wall. After boat is secured at the main break wall we walk to town to have dinner. This is one of the highlights of the trip. About 10:00 PM it's lights out on the *RV Preservation* for most, and the Captain and Crew recheck lines for the overnight stay.

We can sleep six people on the *RV Preservation*. It can get a little cramped for gear and equipment, especially dive gear. However, if a few of the participants are non-divers, they don't have as much equipment to bring onboard.

On Sunday morning we wake up at 7 am again and if the mooring buoy for the *S.P. Ely* was installed Saturday, we depart Agate Bay Two Harbors between 7:30 – 8am for the *Madeira* Shipwreck to install the two mooring buoys. The expected arrival time is about 11:30 – 12 noon.

After we arrive at the *Madeira*, the divers suit up and perform the installation of two buoys. Depending on the time it takes to install the two buoys we start lunch, depart for Silver Bay Marina, and we should arrive in Silver Bay by 1 – 1:30 pm. After arrival in Silver Bay we cruise around the break wall to the *Hesper* Shipwreck. The Owatonna Dive Club generally installs that buoy, and this year we know the plan before that weekend. Our arrival time for Silver Bay Marina is about 3pm. We will secure the boat, unload equipment and gear, and head back to the Spirit Lake Marina in Duluth using the vehicle (s) we left there on Friday. It makes for a nice ride back while we talk about our cruise up north.

Somewhere around the second or third weekend in September, we will reverse the same trip back to Duluth for one more project (Thomas Wilson Invasive Species Monitoring Project), and winter layup for the *RV Preservation*. We also remove the mooring buoys from the shipwrecks on the way back to Duluth.

Cruising up and back down the shore with the GLSPS *RV Preservation* is a great cruise. We can see the shore from the lake side (which most don't ever see) or just enjoy the comradery the trip offers. We invite you, the members, to join us for this trip. It's a great time, and the scenery is super, especially in the Fall, which is the more popular cruise. Please register early to secure your spot onboard.

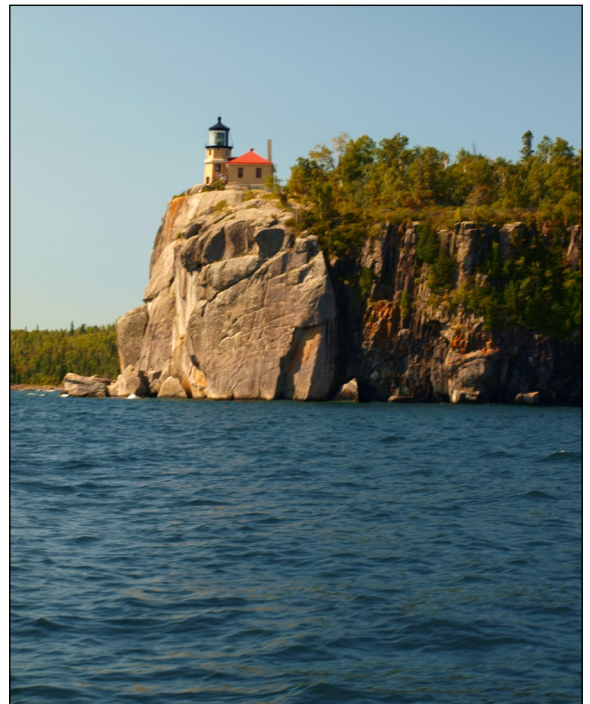
Safe Travels and Diving.

Phil Kerber – GLSPS President

Captain - *RV Preservation* Research Vessel



RV Preservation at Two Harbors, MN



Split Rock Lighthouse from the lakeside

Safety Committee Meeting 2018

One of the most important meetings of the year for the GLSPS is the Safety Committee Meeting. The meeting is about the safety protocols that are put in place for the *RV Preservation* (GLSPS Research Vessel) operations conducted by the GLSPS staff.

This year's meeting is to make sure we follow all safety requirements and protocol. The Safety Committee has created checklists to follow to make sure all procedures are covered, including the procedures for emergencies.

One of the requirements of our safety protocol is that most of our staff, board members, project leaders, and *RV Preservation* Captains need to keep updated with their Emergency First Response (EFR) Certifications every other year. In 2018, we offered this class to those listed above, the members and any other person that would like to take the class which was held on April 10, 2018. If you would like to keep your EFR Certification up to date, please participate in the class or plan on attending the next class we offer in April 2020.

We also discuss any issue that may need changing or adjusting in the Safety Procedures Manual. This year it was minimal, but we are still going to rewrite part of the safety protocols during the winter of 2018 – 2019. As in any organization, things change and to keep up with the change we have to edit the main Safety Procedures Manual from time to time.

During every "Annual Safety Meeting" we discuss each dive project separately. We talk about the safety procedures and protocols with the project leaders to determine if any custom procedure has to be implemented. Each dive project leader has to customize their annual scheduled project for safety, which can change every year. The protocol is clear, but sometimes it needs individual customizing to meet a safe diving operation. This is why we are so safety conscious in this organization since we want participants to enjoy the diving and what we do. It is quite different than an average dive on a dive charter.

Other subjects we cover is the safety protocol on the *RV Preservation*, GLSPS Research Vessel. The first step to safety is to have a reliable and safe platform to dive from. We are very strict about our boat protocols and the staff that operate it. It is very important to have a standard procedure to operate the *RV Preservation*. The protocol and annual Captains training is also very important. After the launch the first weekend in June, we perform our Annual Captains Training from 2 – 7 PM on Saturday after the launch. All Captains/Boat Operators are required to participate in the annual training, or they are not allowed to be Captain on the vessel.

The Safety Committee is a very important asset for the GLSPS. If any of you, or anyone you know would like to be on our Safety Committee, please contact me to find out more details about the committee. We have detailed discussions on safety and certain scenarios that might happen and practice them. We hope you can join us!

Phil Kerber – GLSPS President – Safety Committee Chairman



From left to right: Mac McClure, Ken Knutson, Ken Merryman, Joe Musial, Dean Soderbeck and Dale Koziol. Not pictured Phil Kerber

GLSPS - 2018 Emergency First Response Class...

The Emergency First Response Class was a great success again. The GLSPS Board of Directors are grateful for Scott and Tracy Wemyss at Air Down There Scuba, teaching this class for more than 10 or so years. We really appreciate them custom designing the class for our group of boat Captains, Project Leaders, and any other GLSPS member that needs re-certification every two years.

The class started on time at 6:00 PM and was a review for most of the class but there were a few folks that haven't experienced the customized class setting before. The new attendees had a great time learning more about emergency protocol and what the organization has to be trained for, due to the many remote areas we travel for our projects. Many times the EMS is not available for 30 minutes to an hour, and we need to be able to stabilize a patient until the EMS arrives.

Everyone passed the class and were re-certified. The class participants will receive a new certification card indicating they are up-to-date on their Emergency First Responder Certification, AED Operation and oxygen application, along with bag use and restricted air ways. The back-board procedure was discussed, demonstrated, and is always the most intriguing procedure of the class.

Thank you again to all class participants. We are grateful that we are able to offer this class to the GLSPS members, and remember, all GLSPS members and non-members are invited to join us for this class. The GLSPS wants everyone to know how to save a life to the best of their ability through the training available to them.

We hope to see you on a GLSPS project this year.

Phil Kerber
GLSPS President
Safety and Training Officer



The classroom part.



Hands on practice with a backboard



Using an AED and bag valve mask

The 2018 Upper Midwest Scuba & Adventure Travel Show March 2-3 2018

The 2018 UMSAT is a major fundraiser for the GLSPS. This year it was held at the Double Tree Hotel in Bloomington MN. The featured speaker was Richie Kohler. He gave a presentation on diving and exploring the wreck of the *Brittanic*, sister ship to the *Titanic*. Other speakers were Caitlin Zant and Tamara Thomsen, Dr. Mathew Daley, Paul Ehorn and John Janzen, Tom Pederson, Mark Manthey and Jason Schulz.

Friday Night at the Movies is an open venue for divers to share their stories with other people. The theme this year was a 70's theme so people had the chance to wear their favorite clothes again.



Ahh, the 70's



Friday Night at the Movies

On Saturday the doors opened for attendees to listen to speakers, browse the displays set up by the exhibitors, buy raffle tickets and GLSPS merchandise, bid on silent auction items or sign up to become GLSPS members.



GLSPS merchandise for sale



The venue at the Double Tree

Richie Kohler also was the speaker at this years lunch. It was during the lunch that Tom Brueshaber received the GLSPS Appreciation Award and Sara Blanck received the C. Patrick Labadie Special Acknowledgement Award.



Richie Kohler speaking at the noon lunch



Full house at the lunch



GLSPS President Phil Kerber presenting Tom Brueshaber with the GLSPS Appreciation Award



Phil presenting Sara Blanck with the C. Patrick Labadie Special Acknowledgement Award.

Please visit the GLSPS website and click on the "Awards" tab for more information on these very worthy recipients.

The day ended with the drawing for the raffle prizes. Thank you to the presenters, exhibitors and all the attendees. A huge thank you to the many volunteers that make this show happen.

Photos by David Olsen



The final event, the raffle drawing for the many great prizes

A vertical poster for a scuba diving event. At the top left is a logo for the Great Lakes Shipwreck Preservation Society. The text reads: "18th Annual Fundraiser Event", "Sponsored by The Great Lakes Shipwreck Preservation Society", "upper midwest scuba AND adventure 2018 travel show". The date and time are "MARCH 3, 2018 9:00 AM to 6:00 PM". The location is "DoubleTree by Hilton Hotel Bloomington - Minneapolis South, 7800 Normandale Blvd, Minneapolis, MN 55439". It lists "Exciting speaker topics such as:" followed by "Richie Kohler - Filmmaker, author, shipwreck explorer. Mystery of the 'Last Olympian' detailing a decade of work on 'The Titanic' sister ship 'The Britannic'", "'Harriet B' Minnesota's Deepest most intact Shipwreck 420 Feet Dive on the shipwreck 'Senator' Whaleback Steamers of The Great Lakes More Exciting Speakers and Topics". It also lists "Plus.." followed by "The latest in Diving Equipment exhibits", "Worldwide Travel Divespots & Movies", "Discover Scuba & Rebreathers", "Cayman Islands Shipwrecks", "Maritime History", "Dive Sites Raffle", and "Silent Auction". At the bottom, it says "General Admission: \$20.00 online, \$25.00 at the door, Military and Student Discounts". There is a QR code and the website "www.umsatshow.org". The bottom right corner says "Friday Night at The Movies" and "Saturday Awards Luncheon".

A logo for the "upper midwest scuba AND adventure travel show". It features a blue circle with a white diver silhouette and a red and white diver flag. Below the logo, it says "Find us on" followed by the Facebook "f" logo.

My Experience Speaking at the UMSAT Show

Mark Manthey

I was contacted by members of the GLSPS about giving a presentation at the upcoming UMSAT, show about Scuba squad, a Facebook group I started to promote local diving. When asked, I was honored, and a bit surprised. I had never thought I would be giving a presentation about Scuba squad. I asked Jason Schulz if he would join me as he also has a Meetup group for local divers. Over the next few weeks we planned out our presentation. I must admit, I was a bit nervous, as I don't do a lot of public speaking.

The day of the show, I didn't know what to expect. As I arrived for "Friday night at the movies" (Disco Style) I felt a bit awkward (this is not unfamiliar to me). After a few minutes, everyone welcomed me, and I felt right at home. I had a great time hanging out and meeting friends, some old, others new. I had a great time Saturday giving the presentation and promoting the local dive scene. Everyone was supportive and helpful. Overall, everything went off without a hitch, and I would do it all over again, given the opportunity. Thanks again!



Save The Date
April 13th, 2019

Jimmy's Event Center
Vadnais Heights, MN

S.S. Meteor Preservation Project 2018

Photos by Mac McClure

The S.S. *Meteor* Preservation Project was a challenge this year. We planned a survey trip to Superior, Wisconsin On April 14. Due to a history breaking snowstorm throughout the entire state of Minnesota and the 40 mph Gale force winds in Duluth from a North Easter, we had to cancel our trip. I updated the tasks list for the S.S. *Meteor* Project and started a list of equipment needed to complete some of the tasks but, without the scouting trip we couldn't add any additional tasks.

We were able to travel to Superior, on April 21, for the scouting trip, which was very productive, and we were able to add more tasks to the list.

We had another obstacle to overcome with the news about the explosion at the Refinery in Superior. Parts of the city had to be evacuated and it was dangerously close to the area on Barkers Island where the project would take place. We had to watch the news very closely to make sure it was safe for us to allow volunteers to participate at the work weekend. Thankfully the evacuation was lifted Friday morning and provided a "business as usual" condition for the work weekend.

The S.S. *Meteor* Preservation Project work weekend started on Friday with rain, sleet, and snow. The next day mother nature blessed us with a totally different forecast of sunny and temps in the 50's. The Craig David family started early on Friday welding and performing a few inside painting tasks even though the weather was not favorable, and some of the other folks that arrived early started with their assigned tasks.

Since the weather was reported to improve on Saturday, Sara Blanck (Director of the Museum), Tim Pranke (paint expert), and I stopped at Menards in Superior WI for smoke gray paint to paint the expansion tank deck, along with some other supplies needed for the project. Most of the painting tasks were going to be focused on the outside of the ship this year due to the good weather forecast.

On Saturday we had 60 plus volunteers ready to work on the S.S. *Meteor*. A briefing was held at 9:15AM and we went through the safety and other announcements for the weekend. After the briefing, everyone was assigned to a task or a team. They gathered their supplies and began the process to make a difference preserving maritime history.

One of the major tasks this year was the painting of the expansion tank deck, which is 46 ft wide by 200 feet long. A lot of paint and volunteers were required and the painting crew had to be custom picked since this was a very exclusive type of painting and all the best painters needed to be on deck!

Another very large and important task was to scrape and paint the upper engine room. We had a platform that was built last year by Joe and Tony Musial to make it much easier and safer to paint. We started on the upper engine room by scraping old and peeling paint and after several hours, the team applied a coat of primer. On Sunday, we gathered many volunteers to apply the first coat of gloss white paint which looked very nice! We ran out of time to apply a second coat but, we are planning to apply more coats of paint during the summer or, next year during the work weekend. Hopefully, it will last longer than the last attempt to paint the area.

The expansion deck was also getting a second coat of paint and was completed by the end of the day on Sunday, and It looks very nice!

The welding this year was continued by welding the forward turret roof. It was separating by water freezing and expanding under the roof joint allowing water to leak inside the ship. There was also another area on the front crew's quarters port side that had a 10 X 24-inch section with multiple rust holes. Craig David and his son, Gunner, cut out the old rusty metal, used a



The tank deck on Saturday



Painting the ceiling of the engine room

grinder to smooth it out, and welded a new plate over the area to seal it. They also added primer to keep it from rusting further until a coat of white paint can be applied later in the summer.

The weekend went very smooth. Sara and I reviewed certain tasks, and we both agreed that the project went very well this year. Since we've been doing this a long time and because of our unique planning techniques, we have eliminated most of the problems and questions associated with large projects. We are more organized and are prepared for any issue that pops up.

The *S.S. Meteor* Preservation Project is the 14th Annual Project that is always the last weekend of April. Our goal is to help preserve its heritage and the maritime history associated with this novelty ship called a Whaleback ship. It is the only whaleback ship in existence and is a museum that offers a guided tour. Volunteers with huge hearts for keeping the *S.S. Meteor* in good shape set aside time to volunteer for the work weekend each year. If you ever wanted to work on a ship or wanted to know what it was like to work on one, here is your chance! To learn more about the project and the list of tasks to be completed every year, please log onto our website at www.glsps.org, and click on the **"Project Archive"**.

We would like to thank the volunteers that helped on the project this year. If it wasn't for your volunteering, the ship would not look as good as it does right now. On behalf of the GLSPS, SPM, and City of Superior, I want to thank you from the bottom of our hearts for joining us. I would also like to thank Sara Blanck, SPM Director, for all the help planning the project with me. I truly don't think the projects would be as successful as they are without her assistance, and we enjoy planning them together and learn from the experience every year.

Please mark your calendars for **April 27 – 28, 2019** for the next scheduled *S.S. Meteor* Preservation Project, and we hope you can join us again.

Phil Kerber

GLSPS President

S.S. Meteor Preservation Project Chairman



The Tank deck Sunday afternoon



Dale Koziol painting the nameboard



Crew cabin cleaned and ready for the show season



A few of the awesome volunteers



Numbering the fuel tanks



Repairing porthole



The 2018 *SS Meteor* volunteer crew

Scuba Crew 820 & GLSPS joint activity

8th Annual Phalen Lake beach cleanup

Beach House @ 1400 Phalen Drive

St. Paul, MN

Saturday morning, May 26, 2018

We have two areas around the lake that need underwater clean-up this year.

Phalen Lake Beach House – 9:00am

Team 1 - Go over logistics and pair up divers and non-divers (beach area)

for shallow water and deep underwater clean-up zones.

Team 2 - Locate underwater anchor pins & chains, connect them to the floating mooring ball (20-23' deep)

12:00pm -- lunch

1:00pm -- Proceed to second clean-up area location at 1530 Phalen Drive (Phalen Lakeside Activities Center north of the Beach House). This area should only take one hour.

3:00pm -- Head home

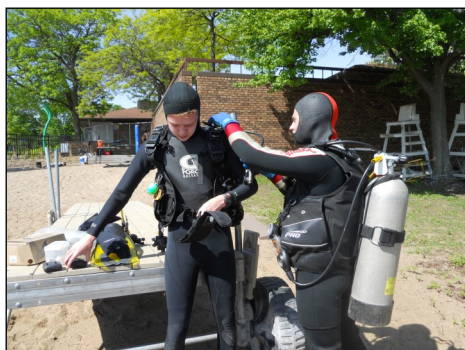
The surface water should be about 60 degrees; 23 feet below the surface it is usually around 52 degrees. Visibility varies from 6 to 12 feet.

Divers from BSA Scuba Venture Crew 820 will team up with divers from the Great Lakes Shipwreck Preservation Society (GLSPS) in the cleanup. We do need additional volunteers to serve as shore support.

Divers will find a lot of glass, pop cans, and other unusual items in the water. We will also assist the City of St. Paul by locating the existing mooring anchor chains for the floating swim platform, attaching the mooring anchor chains to large floats on the surface so the cities life guards can finish connecting them to the swim raft.



Part of the 2017 dive team.



Scouts helping scouts with dive equipment



Some of the debris found on the lake bottom

At the Lakeside Activities Center, we will be cleaning debris underwater from shore to about 12 feet of water. A lot of junk thrown from the promenade deck needs to be removed from the lake bottom.

On the same weekend, we will be gathering a group of divers to installing 10 helical anchors with chain attached to mooring buoys for the cities sail boat rentals just South of the swim beach area.

This is a free event. Tank of air and lunch provided by BSA Venture Crew 820.

For more information about the outing call

Dean Soderbeck

Advisor, BSA Scuba Venture Crew 820

GLSPS, 2nd Vice President

(651)483-8596

The importance of keeping up on your diving skills.

Gain more experience and build confidence – take a Scuba Diving Specialty Course from a GLSPS dive shop member.

- We recommend you take the Advanced Open Water Course because you will gain more experience and it will improve your confidence in and around water. This course and other specialty courses help develop your dive skills, allowing you to understand the aquatic world better.
- The best class that I've taken is "Diver Stress and Rescue." Even those with diving experience should take the time to practice those seldom-used "just in case things don't go as expected" skills. Regular diving solidifies good habits and develops confidence as an independent diver.
- Diving is good for you! Regular diving improves your general fitness; exercising in water is an excellent way to strengthen your muscles.
- Expand your education, expand your capabilities. Training will allow you to stay down longer, go a little deeper, or explore farther. Specialty courses: Advance Open Water Diver, Adaptive Support Diver, Boat Diver, Deep Diver, Underwater Photographer, Dry Suit, Enriched Air, Equipment Specialist, Fish Identification, Ice Diver, Wreck Diver, Night & Limited Visibility, Peak Performance Buoyancy, Search & Recovery, and many more.
- Contact your favorite dive shop for specialty class schedules. Support your local dive shop.

Add a new dimension to your diving -- dive a shipwreck

- There's a reason so many divers are obsessed with wreck diving. Shipwrecks are mysterious and exciting; encountering one in the Great Lakes lends a diver an almost indefinable sense of discovery.
- Shipwrecks are created as the result of conflict, tragedy, or misadventure. Each wreck has its own story: how it arrived at its final resting place and how it spent its working life. These stories may involve historic weather events, exploration expeditions, or war tragedies. Learning about a wreck's history makes your dives even more interesting.
- One of our GLSPS members wrote the definitive book on the wreck's along the North Shore: Stephen Daniel's "Shipwrecks Along Lake Superior's North Shore." Get your copy and enjoy scuba diving the North Shore even more.

The importance of engaging youth through shipwreck diving to continue the legacy.

The future and growth of any organization is youth.

Youth today seem to have less time to spend on sports and hobbies. We want to help our youth today develop as leaders and hone decision-making skills by providing guidance in personal growth, service, and adventure activities, such as scuba diving.

Importance of having youth involved in shipwreck diving is to set up a legacy so that future generations will be interested in preserving Lake Superior's shipwrecks after the society's current membership is gone. When the teenagers see the shipwrecks for the first time "their eyes are like saucers." Diving on shipwrecks allows the scouts to touch a ship more than a century old and connect with history, this makes **history real**.

We need youth involved in shipwreck diving to set the foundation for the next generations of divers to stay interested in preserving Lake Superior's shipwrecks after the society's current membership is gone. When teenagers see the shipwrecks for the first time, "their eyes are like saucers." Diving on shipwrecks allows the scouts to touch a ship more than a century old and connect with history, making history real.

We invite you to come and participate with any of the BSA Scuba Venture Crew 820's scheduled dives. Kids enjoy diving with other kids their age, so get your kids or grandkids involved with our scuba program.

Please attend our upcoming events: September 22nd underwater basket weaving or October 14th underwater pumpkin carving. It's a lot of fun watching the young divers on the dive platforms at Square Lake. Remember -- the more you dive, the better your buoyancy and breathing techniques get. This practice allows young divers to perfect their diving skills.

- BSA Venture Crew 820 (H2O) is a specialty crew that only scuba dives. Venture Crew 820 has grown in popularity and reputation; the unit now has enough dive equipment to outfit over 50 divers for a "Discover Scuba" event or fully outfit 18 divers with state-of-the-art computer dive equipment for summer dives.
- BSA Venturing is a program for young men and women ages 13 through 21. We are constantly spreading the word and recruiting new divers from around the area through education booths at scouting events and dive shows in the Midwest.



BSA Scuba Venture Crew 820 joined the Great Lakes Shipwreck Preservation Society (GLSPS) a few years ago to expose our youth members to shipwreck diving with the best authority on shipwrecks in Lake Superior. We are very lucky to have partnered up with GLSPS to dive the **Samuel P. Ely** the past several years. The crew also dives the other shore accessible wrecks (**Hesper** and **Madeira**) along the North Shore.

We create an opportunity for our youth to go beyond their comfort level, by offering a large range of scuba diving adventures. We only see some youth members once a year and others once a month, but that's fine. We want them to make the right decisions in life and we are here to support them in any way we can. **For more information on joining all the excitement, contact BSA Crew Advisor Dean Soderbeck e-mail: deansoderbeck@yahoo.com or call 651-483-8596**



Scuba Crew 820 Charter Partner, "Northland Scuba"



R/V PRESERVATION - 2018

Ken Knutson

Spring of 2018 has finally emerged out of the snow banks. Our work weekend on the METEOR is behind us, so now we must begin preparing the R/V PRESERVATION for our 2018 Summer Projects. We discovered some rust holes in the steel exhaust pipes, so Tim P. and Jim Christianson are in the process of removal and remake of those. As weather permits, we could spot paint a number of areas.

The list of to do's is:

- * Clean and sanitize inside the entire cabin area.
- * Spot paint (as needed).
- * Design and build a step for the Starboard side.
- * Design and install a door-jamb for the cabin door.
- * Install UBC charging plugs along Port and Starboard bunks.
- * Install drain T's in the low spots on the fresh water system.

We are also researching and ordering items to enhance our shipwreck locating ability, so as you can see, once again we could use your help in preparing our ("YOUR") Vessel !!!!!!!!!!!!!!!!!!!!!

"Fun Dives"

Lee Fredrickson

In the Fall / Winter of 2016 while surfing the Internet, I discovered a local dive club called Scuba Squad which was founded by Mark Manthey. (Mark along with Jason Schultz were speakers at the 2018 UMSAT show) I asked to join the site, (their first mistake was accepting me into their fold). Within a week I bombarded and blasted them with posters and info about our 2017 UMSAT show. I cringed and waited to be scrutinized and reprimanded for advertising on Scuba Squad. Instead I got a lot of likes or thumbs up. I was relieved!! Since then I have discovered many dive clubs or communities on Facebook and the Internet and have been accepted on them.

In December of 2017, I was surfing on Scuba Squad and saw an advertisement for Central Wisconsin Scuba Club. Interested, I decided I would like to join. They also accepted my invitation. This is getting to be fun! I wondered how many other dive communities are out there so I started searching both Facebook and the Internet and came up with quite a few clubs and joined most of them.

Strolling through the Central Wisconsin Scuba Club site, I noticed that they were having a Christmas Holiday 2018. The keynote speaker was the World famous Tamara Thomsen. I asked GLSPS President Phil Kerber and Board member Ken Knutson if they would like to join me and go to their Holiday party and perhaps do a little PR work for the GLSPS and the UMSAT show. Then I asked CWSC if Phil could give a little talk about the GLSPS and the UMSAT Show and they gave us permission. We got very excited and thought that this is going to be a very good time. We weren't disappointed at all.

Ken Knutson became ill and wasn't able to join us and with meal tickets already purchased, I asked my nephew Luke Siljander and he accepted my invitation. Luke became extremely happy when he won a pair of Aqua Lung fins valued at \$185. While making new friends and visiting with the dive group, I asked if I could put a weekend Fun Dive together and invite members from the CWSC if they were interested. I got back a favorable response.

So with a lot of help from President Phil Kerber, Jeff LeMoine, Ken Knutson, Dean Soderbeck, Mac MacClure and even Bob Nelson, we put together a Fun Dive Program for outside Dive Groups. CWSC is our first attempt to getting other dive groups interested in becoming members and introducing them to some North Shore diving off of the *R/V Preservation*.

Because we have a number of GLSPS members in the Boy Scouts, we have done a few fun dives with the Scouts diving on the *SP Ely* shipwreck at Two Harbors, MN.

I believe this is the first time reaching out to these other dive groups for membership and fun dives. I hope this will be an ongoing adventure and help with growing the GLSPS membership.

2018 GLSPS Grant Efforts

Our story begins at the Silver Bay Marina last summer on the stern of the *R/V Preservation*. The GLSPS dive trip was called for weather but with the lack of diving, our conversations drifted to stories of future projects. Tim Pranke steered the conversation towards his interest and energy for accurately documenting the *Madeira*. We outlined several grandiose plans for a *Madeira* project and began developing a justification so that we could pursue funding our ideas. Many conversations stop at the end of a dive trip when the energy diminishes. This conversation was just starting. In fact, this is only the first chapter...

Of course the *Madeira* is familiar to most local divers. However, what quickly becomes apparent when you talk with divers about the shipwreck is the big divide between divers that “know” *Madeira*, and those that have visited the site for a few dives. The relatively small group of divers that know the site well would share that there is very limited accurate information about the wreck. For example, many divers would be surprised to know that there is a second site where *Madeira* wreckage is located one mile away.

Most GLSPS members likely know that the wreck site is marked annually by society members with two buoys to accommodate visitors that want to moor or swim to a known point. What might not be commonly known is the work to get *Madeira*’s nomination to the National Register of Historic Places was completed by others July 23, 1992. Obviously, there have been enormous advances in technology to map and document shipwrecks since then but no formal effort to update the Register that we are aware of has been completed since.

While members of GLSPS have been successful at finding, discovering, preserving, and registering shipwrecks, we have not updated documentation on shipwrecks already listed on the National Register of Historic Places. So with this background, we started chapter two...

Tim and I started the second chapter by reviewing grant providers, meeting with the Minnesota Historical Society Staff, asking questions of our GLSPS annual meeting speaker David Mather from the State of MN, and partnering with our various friends at the 2018 UMSAT Show. With advice and proofreading support from several people including Dean Soderbeck, Tamara Thomsen, Phil Kerber, Ken Merryman, Lynn LeMoine, and Mike Friis, we submitted a grant request in early April.

We hope to receive approval for a Minnesota Historical and Cultural Heritage Program Grant in mid June 2018. The following is the summary language from our submission:

The request is for funding of a Phase I archaeological survey of the *Madeira*, schooner-barge National Register (NRIS Reference Number 92000843).

Project Summary:

This Phase I underwater sonar survey of the *Madeira*, schooner-barge is a foundational effort to update the National Register of Historic Places nomination, in respect to boundary and information.

Please wish us luck as we await news on the submission. We expect to need GLSPS membership participation in these efforts so stay tuned for the next chapter of what we hope is the beginning of a multi-year effort to update our knowledge of Madeira and other historic sites.

Jeff LeMoine

The grant has been approved so watch the GLSPS website for further updates and the latest news.

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.)

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.glsp.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, 2019**. The GLSPS Board of Directors will review the Project Request form at the project planning meeting **January 22, 2019**. 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

*The GLSPS sincerely thanks the following
Sustaining and higher level members, for their
financial support.
As of: May 30,2018*

Plank Owner:

Dale & Bonnie Koziol

Mate Donors:

Jim Christian

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Lila Stevens
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Jeff Le Moine	Raymond Newman
Ken Merryman	Robert Olson
Venture Group BSA 820	Tracy & Scott Wemyss

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Kenneth Lillemo	Kenneth Johnson
Mary Lillemo	Tim Pranke
Sara Blanck	
John Ortiz	



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, 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 Keith Meverden and Tamera Thompson for their help with the Mayflower National Register Nomination write up; 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. 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.



Great Lakes Shipwreck Preservation Society

Updated January 2, 2018

2018 Officer's & Committee Chairpersons

BOARD OF DIRECTORS:

President	Phil Kerber	612-720-2825
1 st Vice President	Nick Lintgen	763-370-8254
2 nd Vice President	Dean Soderbeck	651-483-8596
Secretary	Mac McClure	763-242-4245
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	Tim Pranke	651-395-9451
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 and sign up for 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 Fall newsletter is October 21, 2018

GLSPS 2018-2019 Annual Calendar

Areas	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March
Board Meetings 1st Tues of Month	Bd Mtg 7:30 PM UMSAT Mtg 24	Bd Mtg 7:30 PM UMSAT Mtg 14	Bd Mtg 7:30 PM UMSAT Mtg 11	Bd Mtg 7:30 PM UMSAT Mtg 9	Bd Mtg 7:30 PM UMSAT Mtg 13	Bd Mtg 7:30 PM UMSAT Mtg 11	Bd Mtg 7:30 PM UMSAT Mtg 15	Bd Mtg 7:30 PM UMSAT Mtg 12	BdMtg 7:30 PM UMSAT Mtg 12
Society Operations & Projects				Essex mast	Annual meeting. Board Elections. Fall newsletter				
Events of Interest			McDougall's Dream Fundraiser		Gales of November				
Projects	Madeira / Hesper monitoring.	Pretoria boiler monitoring Fun dives Ely Documentation	Marker buoys. Wilson Project Madeira mapping	Wilson Project. Underwater pumpkin carving	Cover Preservation				
Training Classes									