



Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Prevention to Preservation"

Winter 2018

Volume 23 Issue 2



2018 *Madeira* crew L to R: Tom Crossmon, Tim Pranke, Tamara Thomsen, Pat Olson, Victoria Kiefer, Phil Kerber and David Phillips.

Madeira Shipwreck Survey

By Victoria Kiefer and Tamara Thomsen

The schooner barge *Madeira* was built in 1900 by the Chicago Shipbuilding Company for the purpose of hauling bulk cargos across the lakes under the tow of a steam-powered freighter. In 1905 the *Madeira* was lost in the massive Mataafa Storm that battered her against the cliffs of Gold Rock Point breaking the schooner barge into pieces. As the vessel was being swept into the cliff face, crewmen Fred Benson heroically scaled the cliff to secure a line and save all but one of the crew. The harrowing tale of the crew's rescue made the ship famous and has resounded through history. Moreover, the loss of the schooner barge was influential in the construction of the Split Rock Lighthouse and development of further safety measures along Minnesota's North Shore.

Today pieces of the schooner barge lie scattered on the underwater cliffs at depths to well over 100 feet. The layout of the site caters to all levels of divers and allows for repeatedly interesting dives. This along with her tantalizing history makes the *Madeira* shipwreck site one of the most visited sites on the North Shore. In 1990 the Minnesota Historical Society saw *Madeira*'s importance and contracted Panamerican Consultants, Inc. to conduct an archaeological survey of the site. Archeolo-

gists used a magnetometer to define the boundaries of the site and their divers collected underwater imagery and data. The information gathered from the *Madeira* shipwreck led to its listing to the National Register of Historic Places in September 1992.

The continued popularity of the *Madeira* as a recreational diving and training site has led to new discoveries, producing a greater need for reassessment of site management strategies. The Great Lakes Shipwreck Preservation Society (GLSPS) has taken up the daunting task of ownership and management of the *Madeira* site with the goal of providing a good destination for divers while preserving the history and integrity of the wreck site. With advances in survey technology over the past 28 years, it was time for archaeologists to revisit the *Madeira*.

GLSPS was awarded funding by the Minnesota Historical Society's Arts and Cultural Heritage Fund Grant Program to survey the *Madeira* and her associated debris field using sidescan sonar technology, and to reexamine the site boundary defined in the National Register nomination, as well as to plan for further protection and management of the maritime cultural resource.



Gold Rock Point.

During Labor Day weekend maritime archaeologists Victoria Kiefer and Tamara Thomsen teamed up the Great Lakes Shipwrecks Preservation Society and Crossmon Consulting, LLC to conduct a Phase I survey of the *Madeira* shipwreck site. Using the Sea Scan ARC Explorer towfish from Marine Sonics, the team spent three days collecting data of the *Madeira* while overcoming many obstacles.

The first day of field work did not go according to plan. Before we arrived on site we noticed a glaring flaw in the National Register nomination of 1992. The original boundary coordinates, while provided in latitude /longitude, were converted Loran coordinates. It became clear that the original National Register boundary was located too far offshore and did not include any portion of the shipwreck. To exercise due diligence, the team surveyed the entire original boundary just to be sure. From the information gathered from the sonar data, a new boundary incorporating the site was formed.

Labor Day weekend may not have been the best weekend to survey this extremely popular dive site. When we arrived on site there was a class of divers suiting up, so we could not start our survey near shore. Historical research indicated that salvage attempts of the vessel occurred in the 1960s. Pieces of the *Madeira* were cut from the wreck and transported to Little Two Harbors, just 1.24 miles southwest of the site. Using historical documents and previous archaeological reports, we were able to locate the area. To the enjoyment and confusion of the many onlookers and kayakers, the Crossmon Consulting team accomplished astonishing acts of



navigation, while dodging paddlers and rocky shoals in order to collect data in the harbor and find remnants of the salvage operations. The entire weekend continued in this pattern of dodging divers, paddlers, and cliffs.

On the second day, the winds were teetering on the end of workable for successful survey work but we were able to accomplish a complete pass of the entirety of the wreck site and establish the ends of the debris field. The challenge was topography. Like the cliffs that rose drastically from the lake, the *Madeira* is located on a bottom that fell and rose dramatically, making it difficult to raise and drop the towfish to the proper depth to capture the best imagery. After almost running the sonar into a cliff, the first day, we found out the hard way that it would be best to start shallow. Our survey transects began shallow and close to shore, then headed in a southeasterly direction over the site making passes 100 feet apart. Although we covered the entire site and set the new boundary, we were still not satisfied. Fortunately, the third time is

the charm.

Day three was a beautiful day, with a favorable wind direction. Now that the team had a very good understanding of the site and the bottom topography, Crossmon Consulting was able to use their technology to its best ability and gather amazing sidescan sonar imagery of the site. The team averaged 21 transects each day and covered 1,568,604 square feet of bottomland, capturing a downward looking view of the site in its entirety.

Archeologists are currently analyzing the data collected during the survey project. The sidescan sonar imagery will be used to produce a photomosaic of the *Madeira* shipwreck site. This partnered with a detailed technical report of the data gathered will be used to propose future management strategies for the site. This survey was the first in a multi-year endeavor to preserve, protect, and share the legacy of the *Madeira* for years to come. And...not a bad way to spend Labor Day weekend!



The report authored by the Underwater Archeologists from Wisconsin, Victoria Kiefer and Tamara Thomsen details the next chapter in our efforts introduced in the 2018 Spring newsletter. We are excited to share their observations of the Phase I survey of the *Madeira* and look forward to future updates as information is available. Jeff LeMoine

2019 Upper Midwest SCUBA and Travel Show (UMSAT)

The Great Lakes Shipwreck
Preservation Society Presents:



Date: Saturday, April 13, 2019

Location - (New Venue):

Jimmy's Event Center

1132 County Road E East

Vadnais Heights, MN 55110

For more information & to pre-purchase tickets, visit UMSAT website

Highlights HOT off the press that promise an exciting 2019 UMSAT show:

- Event kickoff - "Friday Night at the Movies"
Friday, April 12, 2019 7:00 to 10:00 PM
- Speakers (more added as they are confirmed)
 - Keynote - U.S. National Park Service, Brett Seymour, as Deputy Chief of the NPS Submerged Resource Center, has dived the *USS Arizona* hundreds of times and will talk about the historic memorial.
 - Aquaventure Dive and Photo, Steve Philbrook
 - Divers Alert Network (DAN) - Dr. James Michael Chimiak, M.D. and Dr. John Wahlstrom M.D.

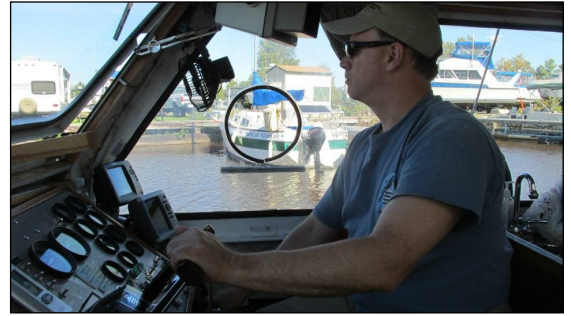
Please remember that this is the annual fundraiser for the GLSPS!

Ways you can contribute:

- Volunteer at the show (link to email your interest)
- Purchase cash raffle tickets (email Phil Kerber)
- Acquire donations for the silent auction (contact UMSAT@glsp.org to coordinate)
- Use Amazon smile anytime you purchase from Amazon. Select the Great Lakes Shipwreck Preservation Society as your supported organization
- **Please visit www.umsatshow.org for the latest updates.**

President's Message from the Helm

The year 2018 is past, and the GLSPS completed nearly twenty programs and projects this year. It's amazing that a volunteer group like the GLSPS can accomplish such a challenging schedule each year. The 2019 programs and projects are not going to be any different. For 2019 we have twenty plus programs and projects scheduled. Please see our website for the "2019 Project Schedule". Even though we stick to the schedule closely, there are a few controlling factors that may cause it to change (weather, visibility and people). We need more participation among the membership to prevent any issues in getting our projects completed.



The GLSPS member participation has decreased. On the average, we had only one or two new faces on each project in 2018. We want to make sure the GLSPS members know they are invited to participate in most programs and projects. Some of them are limited or restricted because of the required dive training, but most are available to members to participate as a diver, non-diver, or surface support.

I have heard from members that we appear to be a "Good-Ole-Boys" Club which is not the case. We encourage all members to join us for a program or project. There is always more than one scheduled program or project available for members to participate. As a member you can register for a program or project anytime, and most have a small fee to split the food expense. You can't get a charter for that small investment. Also, you get to dive on the GLSPS Research Vessel (RV Preservation) we so proudly keep as a reliable and comfortable water vessel to cruise and dive on. It's just like a live-aboard-dive charter without the big expense.

If you have never been on a project or participated in any of our programs, please make 2019 the year that you participate. We wish we could see more active volunteers to help on our projects as well. If you would like to be a project leader or Assistant Safety Officer, we encourage you to let us know you are interested. If you would like to just check out how we dive and perform the dive projects onboard the RV Preservation, please join us for a "Fun Dive" to experience what we enjoy about the dive projects.

We hope to see new (and returning) members join us on a program or project this year. The "2019 Project Schedule" should be ready for registration by the end of February 2019, and some of the 2019 programs and projects are available now. Please log onto the GLSPS website at www.glsp.org to look at the schedule, or contact us at info@glsp.org.

Have a nice winter break and hope to see more active GLSPS members this year.

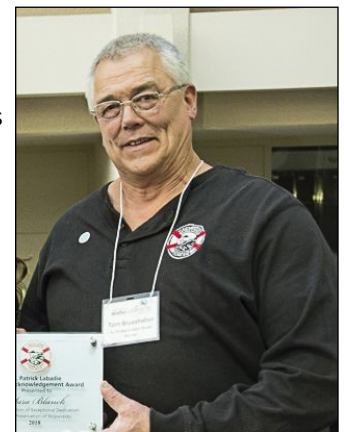
Mark your calendars for the "**Upper Midwest Scuba and Adventure Travel Show**" (UMSAT) on April 13, 2019. Please check out the UMSAT Show website at www.umsatshow.org for more information. Purchase advance tickets and book your hotel room now since it's a new venue this year. We are going to have FUN!

Phil Kerber

President - Great Lakes Shipwreck Preservation Society

Our Thanks to Tom Brueshaber for 22 years on the GLSPS Board

As a non-profit society GLSPS relies solely on goodwill and volunteers to complete its mission. As such GLSPS owes a debt of thanks to many, many people, but none so quietly giving and deserving as Tom Brueshaber. Tom entered our circle of friends in 1994 as the big hearted, ex-marine MP, giant of a man, who had built with his dive partner Dave Schmidt an amazing ice diving operation. He gladly volunteered his ice diving facilities and expertise for our first shipwreck preservation project on the *Samuel P. Ely*, the project that bonded the founders of GLSPS. He then shared in the year-long series of meetings and discussions to hammer out the By Laws and direction of our infant society while keeping us all entertained with his endless tales of humorous revelry. He is a founding member of GLSPS and has served on the board from its inception until last year when his work commitments dictated moving on. He served as board secretary for almost twenty of those years.



His commitment to the society did not end with meetings and administration. Tom is a carpenter by trade and a quintessential builder. From his Four Star ice diving shelter, to the underwater rebuilding of the *SS America* walls and bunks, to building a shelter to rehabilitate the GLSPS boat *Preservation*, to many hours working on the *Preservation*, to sharing in the building of the *SS America* spiral staircase display now visible at the Great Lake Aquarium, to rebuilding numerous parts of the *SS Meteor*, and even to building the backdrop for our GLSPS display booth, you could say Tom helped forge GLSPS by the sweat of his brow and the strength of his hands. When GLSPS needed money Tom would set aside a construction job from his own business for a community barn raising so to speak. GLSPS members could donate their labor to build a garage or roof a house with payment going to GLSPS. Of course Tom did the lion's share of the work anyway and it certainly took income away from his business, but hard work and giving is what Tom is about. The truth is I don't know that any of us will ever know everything Tom does and gives to GLSPS because he just quietly does it without mention or fanfare. Things just get done. He has run the raffle and silent auction at our UMSAT Show since we started having raffles. It was just last year that we realized that no one else on the show committee knew all of the details to putting these events together, because they just happened and were usually completed without a hitch.

For twenty two years of toil and service, for all of the things Tom does with and without recognition for GLSPS, we say thanks. For being a good friend to us all for these twenty some years, for sharing all of the good times and the trying times, just saying thanks can never be enough. The Great Lakes Shipwreck Preservation Society board and membership humbly say thank you.

Thanks, Dale Koziol, for Your Time and Tenure as a GLSPS Board of Director

As always, it is sad to see an active volunteer and Board of Director resign from their position. Moving on is always a good thing and can be an opportunity to advance or accomplish another personal goal. We would like to thank Dale for his five years as a director.

Dale retired from work a couple of years ago. It was always his dream to move to the North Shore of Lake Superior.

I met Dale during our "S.S. *Meteor* Preservation Project" in 2006 when he joined us for the first time, participating in one of the largest projects the GLSPS has completed to date. He has an amazing talent working with wood, and has helped with many of the carpentry projects during the work weekends. He is also known to work on the S.S. *Meteor* independently during the summer. His latest wood projects were completely redesigning and creating a new door for the chart room, repairing the pilot house window frames, and building new wood benches for the aft deck. He also designed and completed a large wooden bench for a memorial of one of the most amazing employees of the Superior Public Museums who passed away suddenly. Don Smith was the maintenance specialist for all three museums, and we all missed Don so much. We agreed there should be a bench created "In Memory Of" him. Dale was eager to step up to that challenge.



In January, 2013, he was nominated and elected to serve on the GLSPS Board of Directors, and became even more active. He created a program to teach us how to plan and organize our programs and projects. He also put on a training seminar for any member that would like to participate, and mainly for any members that were project leaders and committee chairpersons.

The true abilities came out in Dale as he began to help us in 2013 during the Upper Midwest Scuba and Adventure Travel Show (UMSAT) as an emcee, and writing the introductions that are presented for each speaker. He continued with this position throughout the next few years, and is still going to help us as emcee of the UMSAT as long as he can.

His latest volunteer effort for the GLSPS has been as administrator for the GLSPS Facebook account. He has demonstrated his amazing ability to research and write stories about historical shipwrecks and post them on Facebook. He also has helped the GLSPS as administrator of the UMSAT Facebook account.

Dale would also keep us on track during our Board of Directors meetings. He always had a good idea how things should be set up and organized. After all he was the one that wrote the GLSPS Organizational Structure we follow today (uploaded on the GLSPS website).

One of the most amazing documents Dale put together was the "Lake Superior Shipwreck Chronology". This is also available on the GLSPS website for members to view. This database lists the wreck events in chronological order. It can be searched by ship's

name, date of sinking and location. This data is reflected in the "Shipwreck of the Day" feature on the GLSPS Facebook page. Each wreck is commemorated on its anniversary with a narrative description of the event, often with a photo of the ship and a link to other historic information. Thank you, Dale, for your hard work!

As noted above, Dale has done a lot of volunteer work for the GLSPS. He has done more than expected, and that is what we all like about a person going above, and beyond the call of duty which is what Dale does. He is truly an amazing and talented person, and he will be missed by all that enjoyed his active volunteer work for the GLSPS and five years of serving on the Board of Directors.

Since he resigned at the end of 2018 and moved away from the Twin Cities area, he said he will still do what he can as a volunteer for the GLSPS. He will just be doing it from Duluth instead.

The Board of Directors and I would like to thank you very much for your volunteer efforts and talents you've brought to the table for the GLSPS. We wish you a happy retirement and hope you enjoy living in Duluth. We hope to see you on a few future programs and projects since you will be much closer by living in Duluth.

Phil Kerber

President - Great Lakes Shipwreck Preservation Society

RV PRESERVATION - 2018

Boat work committee chair: Ken Knutson

After our spring clean-up and refurb, we launched the "PRES" the first Saturday in June to enhance the enjoyment of our supporters and guests who trekked to Spirit Lake Marina to enjoy our "Member Appreciation Picnic and Cruise" event!!!

Last spring we had our usual maintenance and the following list of "would be great to get done":

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 !!!!!!!!!!!!!!!!!!!!!!!

Our talented members were able to repair all of the problems and most of the "like to get fixed/installed notes" from the 2017 operating season. (Some of the improvements were done during the 2018 season.) Tim Pranke and Jim Christianson removed and remanufactured the starboard exhaust system. We also researched, ordered and installed (before the spring launch) a new side-scan transducer which works incredibly well and will greatly improve our bottom scanning and shipwreck documenting ability. If you follow any of our projects on the GLSPS.org site, you know we continue to accomplish an amazing list of things. Also, you may ask yourself - **Why am I not joining in these awesome projects and having some fun with the GLSPS???** **"Not to mention, you could be part of preserving some shipping history."** Just go to "GLSPS.org", click on "Events Calendar" and begin your summer adventure. **It's that easy!!!**

We are eager to get members more involved in making our society even greater than it is **NOW!**



BSA Scuba Venture Crew 820 & GLSPS

2018 Phalen Lake Swim Beach Cleanup

Saturday morning dive, May 26, 2018

Phalen Lake Beach House @ 1400 Phalen Drive, St. Paul, MN



2018 Phalen Lake cleanup crew

Saturday afternoon dive, May 26, 2018

Phalen Lakeside Activities Center @ 1530 Phalen Drive, St. Paul, MN

Divers from all around the Twin Cities helped with the 8th annual BSA Scuba Venture Crew 820's 'Underwater Beach Cleanup' event Saturday May 26th, 2018. Venture Crew 820 hosted the event and provided free air tanks to all the divers plus outfitted 12 divers with all of their dive equipment needs, as well as provided lunch to all the volunteers.

A total of 32 volunteers participated in this event with GLSPS, including 19 BSA Venture Crew members and 5 GLSPS members. Some of the volunteers that dove with us saw an article on the event and wanted to simultaneously help out and get their first dive in.

Of the 21 divers, 3 SSI Open Water Dive Instructors, 2 PADI Dive Masters, and 2 PADI Master Divers participated. One of the Master Divers was only 15-years old and has been diving and a member of BSA Venture Crew 820 since he was 12-years old.

With so many volunteers, the cleanup went quickly. Divers spent an average of 24 minutes under the chilly 42 degree water depending on the depth of their zone they were covering. Seven youth and five adult divers from BSA Scuba Venture Crew 820 teamed up with five divers from the Great Lakes Shipwreck Preservation Society (GLSPS), three divers from Northland Scuba, and divers from Scuba Squad, MN Scuba club, and divers who wanted to assist. We had additional volunteers cleaning up the shallow knee deep water and other non divers cleaned up the beach front area or served as shore support.

The volunteers found the majority of debris in the shallow water and out in the 20-foot depth area, including: glass, pop & beer cans, plastic bags, lids, containers, sun glasses, a dive fin, dive mask, golf balls, fishing reel, monofilament fishing line, commercial light fixture, car tires & a muffler, hub caps, a large picnic table that we dragged up to shallower water, and other lost items from either last summer's swim season or items left on the ice during the winter. With the ice just leaving the lake 4 weeks earlier, the divers had cold water wet suits, dry suits, hoods, and gloves on to keep warm at the cold water temperatures found 15 to 18 feet down or deeper.



Alex and Lisa 2018

Saturday May 26 had a record high temperature that reached 96 degrees, so when the divers suited up in their cold water dive equipment, they just wanted to get into the lake to cool off. What other sport can you go from heat exhaustion to hypothermia in a matter of minutes? The surface water was between 68 and 72 degrees but it quickly cooled off the deeper you went. At 15 to 18 feet down, the average water temperature was 55 to 59 degrees, and some divers went down below 28 feet with water temperatures dropping to 43 degrees.

We had two areas around the lake that needed underwater clean-up this year, so after lunch 3 divers and one shore support adult spent an average of 30 minutes underwater each covering a 300 foot by 30 foot area in front of the Phalen Lakeside Activity Center. We removed more debris in a smaller area off the T-dock and promenade deck than the large area in front of the public swim beach house. Besides picking up debris, the divers also assisted the City of St. Paul by searching for a sail boat rudder and center board that was thrown off a moored vessel earlier in the week.

KSTP channel 5 News, WCCO channel 4 News, and Saint Paul Pioneer Press covered the event this year which is always a treat.

We made a lot of new diving friends at this event and hope to dive with many of them this summer at some of the fun quarry dives at Ore-B-Gone, or shipwreck dives in Lake Superior with GLSPS.



Kelly and David 2018



Divers getting ready 2018



2018 Phalen afternoon trash.

Dean Soderbeck @ (651)-483-8596. deansoderbeck@yahoo.com Adviser, BSA Venture Crew 820

Charter Partner; Northland Scuba, Inc.

8779 Columbine Road, Eden Prairie, MN 55344 952-949-0909
www.northlandscuba.com



Great Lakes Shipwreck Preservation Society www.glsp.org www.facebook.com/glsp

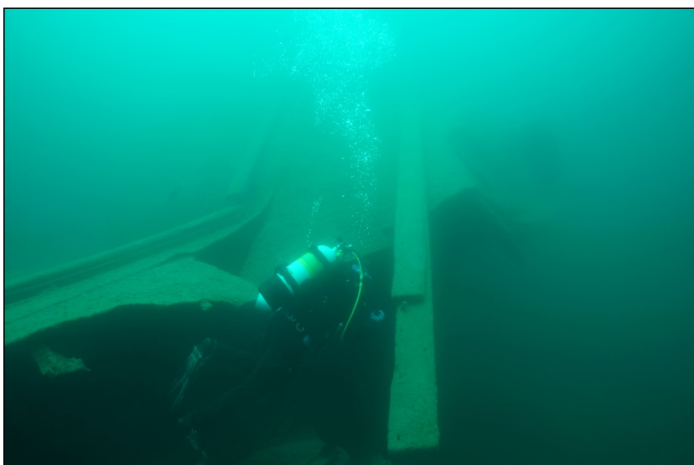


Madeira/Hesper Monitoring Project 2018

By Corey Daniel

The *Madeira* shipwreck never disappoints any skill level of scuba diver. There is so much wreckage to look at starting in depths of 15 feet, down to 116 feet and possibly newly discovered pieces even deeper. I personally have been diving this wreck for nearly 30 years. When I started diving the wreck, I was young and fresh to scuba diving. I remember always being in awe of the size of the wreck and how torn up and scattered it was. I would try to envision what the ship must have been like on the surface of the lake hauling cargo and what work was like for the crew. I could not imagine what they went thru trying to escape this death trap during that horrible storm in 1905, scrambling up the cliff to safety while the ship was pounded to pieces by massive waves. Unfortunately one did not make it.

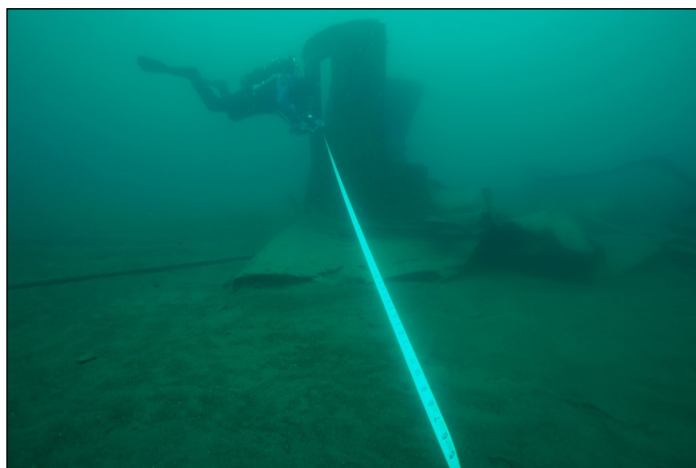
Viewing any part of the wreck, a diver can witness the incredible power of the Great Lake. It is amazing how every piece of the wreck reveals a tear, break, wrinkle or fold, all caused by wind and water. As I grew older and dove the wreck more I ventured further and further, exploring new and different areas to me. Overtime I also learned of various details from fellow divers. Their diving experiences on this wreck and their knowledge of ship building has brought forward even more awareness of objects hidden within the wreck as well as identifying different parts of the ship not obvious to the average diver. While diving the "Madeira", I often try to swim a different route in order to view wreckage from different angles, to possibly see something new.



As an active member of the GLSPS, I have met a variety of scuba divers passionate about the sport and the history of the Great Lakes. I am continually amazed at the knowledge the members have of the different shipwrecks, their stories and how they were constructed. Some members actively seek out and discover new wrecks, bringing to light a once forgotten story. Participating in various GLSPS projects has encouraged me to look at the wrecks in a different way and think about what I was seeing, where it belonged originally and how it functioned. I enjoy history and I have always felt diving on the shipwrecks in the Great Lakes is comparable to visiting a unique museum that most people are unable to attend. Diving with the GLSPS brings opportunities to

experience history in new ways, to observe, to document, and in some cases preserve what lies on the bottom of The Lake.

Lake Superior was kind this year during the *Madeira/Hesper* Monitoring project weekend in July. The project group enjoyed fairly calm water and plenty of sunshine. Wheeling the "Preservation" Saturday morning to the wreck of the *Madeira* was Tim Pranke, joined by myself (project leader), my dad, Steve Daniel, Jim Christenson and his friend and archeologist Mandy Peterson. This was the first time Mandy has participated on a GLSPS project or cruised on the "Preservation". Tim brought an extra dry suit for Mandy, who's diving experience was mainly in warm water. She was ready to dive a shipwreck in Lake Superior. Unfortunately the suit did not seal up well for her, but not before she had the chance to see some of "Madeira". A short dive perhaps but I think Mandy will be back for more. We dove in pairs with Mandy helping on deck. Dad and I took some measurements from a stake I had installed last year to the pilot house and to the smoke stack. After comparing the measurements to last year's numbers it appears nothing has moved. We enjoyed viewing most of the wreck, from the stern to the pilot house then proceeding to the smoke stack and then over to the bath tub. Along the hillside to the stern swim thru and on to the bow and back again. There is a large piece of metal hanging in the stern swim thru towards the cliff that has dropped considerably since last year. It is more obvious and I feel less of a threat to divers. It appears more rivets are popping



out of the hull plating on the stern section, starboard side. A possible preservation project could be replacing the missing rivets with bolts to slow the process of collapse. The stern is showing signs of shifting in different places. I think certain areas will have to be focused on and better documented each year to determine how much change is occurring.

Once everyone got their fill of this amazing wreck for the day the "Preservation" headed back to Silver Bay, but not before taking a spin by Split Rock Lighthouse. After securing the dock lines and stowing gear the group headed into town to enjoy a good dinner and swap stories.



Sunday came along and again the weather was decent. One long dive was enjoyed by everyone. Dad and I stuck to the wreck, starting with the rudder and swimming back and forth on opposing edges of the large pieces. I am always looking to catch site of something new. The "Hesper" really doesn't change much from year to year, but I always enjoy diving this wreck to check out old ship building techniques. Tim and Jimmy ventured East of the wreck and spotted a couple of life boat davits and some other wreckage debris. The "Hesper" is intact and I believe it will remain that way for divers to enjoy for many more years.

The weekend was wrapped up with lunch and a good dose of housekeeping for the "Pres". Thank you to everyone who participated on this project, bringing their individual skills, experience, knowledge and insight: Tim Pranke, Steve Daniel, Jim Christenson, and Mandy Peterson. I look forward to diving with you again.

2018 GLSPS Pretoria Monitoring Project August 2 - 6, 2018



Pretoria Project Crew 2018: (L to R) Jack D., Tim P., Jim C., Phil K., Mike M., Corey D.

With the heavy work of lifting and securing the boiler having been done in the previous two years, we went back this year to monitor how well the boiler remained secured to the bottom. Other goals for this year's project were to search for the firebox door, return it to the boiler, locate the mooring block and put a chain on it for mooring, and search for other sections of the wreck that have not been documented.

The Project crew included the familiar faces of Tim Pranke, Phil Kerber, Jim Christenson, Corey Daniel, and Jack Decker. New comer Mike Mack joined us. The proper permits for diving on this historic wreck were procured through the Wisconsin Historical Society (WHS) back in April. The Float Plan was filed with Silver Bay Marina just prior to departure.

The R/V Preservation cruised out of Silver Bay Marina Thursday morning, August 2, on an Easterly heading across Lake Superior to Outer Island. The Pretoria lies about a mile and a half North of Outer Island and just outside of the Apostle Islands National Lakeshore boundary (hence the permit from the WHS.) We arrived at the wreck and splashed the first divers at about 4:00 PM.

The boiler was still attached to the bottom. The chains were as tight as when we put them on, last summer.

Dives the second day found the mooring block and chocks. The chocks are from a previous attempt (by other divers) to secure the boiler. A chain was secured around the mooring block for future mooring.

On the third day, Saturday, August 4, divers found the firebox door, at the edge of the wreck near the mooring block, and moved it to the boiler. It was test fit to the boiler to verify it was indeed the firebox door. It fit, but, was a bit flattened. Most likely, the flattening came from being rolled on by the boiler, while still attached to the boiler.

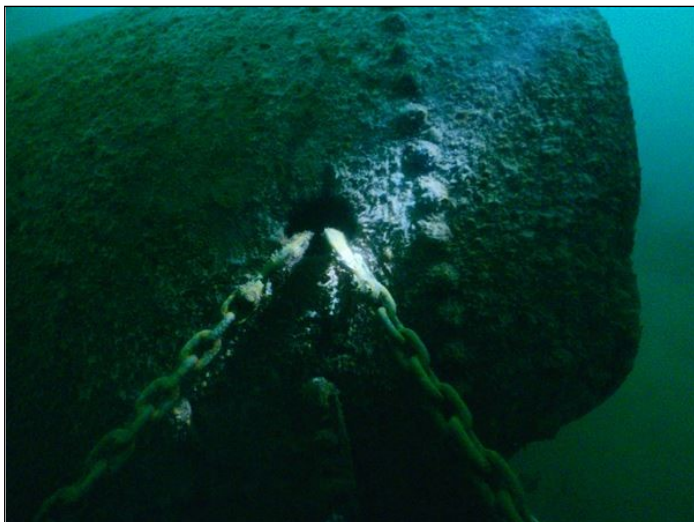
Dives the fourth day searched west and north of the stern. Some scratch marks on the bottom indicated wreckage might have been pushed this way. A measurement was taken of the length of the undocumented section of the port hull section north of the wreck. Based on scaled dimensions from the official documented drawings, this measurement, and knowing the actual length of the ship, an 80 foot (approximately) section of the ship is still missing.

The final day, Sunday, August 5, was the only day we were weathered off the wreck, by an approaching thunderstorm. We cruised the R/V Preservation around the NE corner of Outer Island to a very scenic and rocky shore, out of the weather. The water was clear and coldly inviting. So, we went swimming. The storm had moved on after lunch and diving on the wreck commenced. The dives were spent searching north and west of the stern for other missing sections. In the process, Tim found what we believe to be part of the hydraulic steering mechanism.

In all, we performed 27 dives for a total of over 24 hours of dive time. The weather was terrific, as we were able to stay every night at Outer Island Lighthouse. A campfire one night and beautiful stars every night. The securement is holding, the firebox door returned to the boiler and more wreck is still to be found and documented.

For more information please contact us at info@glsp.org.

Jack Decker	Tim Pranke	Phil Kerber
Pretoria Project Leader	Project Co - Leader	GLSPS President-Captain, RV Preservation Research Vessel
j7decker@gmail.com	dirttrackin2001@yahoo.com	pkerber@glsp.org
641-512-1046	651-395-9451	612-720-2825



Boiler chained.

Photo by:JD



Monster fish aren't the only things to worry about on GLSPS Projects. Photo by:JD



Corey on the Pretoria

Photo by:JD



Supper on Outer Island

Photo by:PK

GLSPS Fun Dive Project

(R/V Preservation docked at Silver Bay Marina)

August 25 - 26

This year's Fun Dives on the R/V Preservation started slow. One week prior to the event, only one member had signed up. We decided to continue, knowing some members wait till the last minute to sign up in order to give others a chance. We ended up turning people away because the project filled up!

Saturday came on bright, shiny, and calm waters, so we managed to get motoring on time to Split Rock Lighthouse and the Madeira. We splashed five divers twice on the Madeira. Seems this wreck always has more to show us, if we just take a bit of time and look. Tim and Jeff were particularly interested in exploring the further reaches of the wreck, for their project to document the wreck.

Three of us dove the boulders underneath the lighthouse, after lunch. The caves, boulders and passageways are fascinating and exhilarating to dive around. A few beach goers were a bit startled when we surfaced near the shore on the southern side of the point.

Back at the marina, after supper together at a local restaurant, a near full moon low in the sky, good company and Dutch oven brownies! Thanks Jim!

Sunday morning we dove the Hesper. We went many directions, even exploring out away from the wreck.

We had some good times, good laughs and good dives. Thank you all for joining us! But, please don't wait so long to register next year...

2018 crew: Phil Kerber (Captain), Jack Decker (Event Leader), Jeff Lemoine, Jim Christian, Tyler Christian, Paul Nistler and Tim Pranke.

Jack Decker

GLSPS Event Leader

i7decker@gmail.com

641-512-104



L to R: Jack D., Paul N., Tyler C., Phil K., Tim P., Jeff L., and Jim C. Photo: JD)



Suiting up (L to R): Jeff L., Tim P., Jack D. (Photo: Phil K.)



Enjoying dock side Dutch oven brownies

BSA Scuba Venture Crew 820 Hosted Its Seventh Annual Underwater Basket Weaving Event on Saturday, September 22nd, 2018



BSA Scuba Venture Crew 820 hosted its seventh annual underwater basket-weaving event on 22 September 2018 at Golden Acres Campground on Square Lake.

Six youth Scouts wove baskets 20-feet underwater under the supervision of six adult Scouters, and two additional adult Scouts providing shore support.

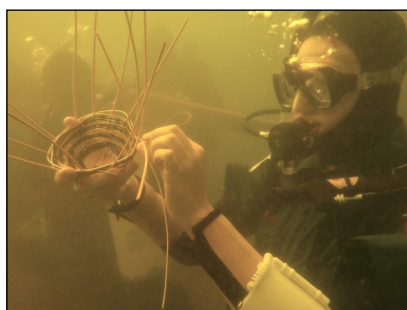
All participants enjoyed the sunny 64 to 66 degree day, despite only 10 feet of visibility near the bottom of the lake, with water temperature at 66 degrees.



Scouts measured and cut pieces according to the basket kit directions and pre-assembled the base prior to diving. The weavers used the small round reed basket kit pattern the Scout shop sells: the 3"x3"x3" Natural Rattan Reed. This is the easiest to work with while under water, with the extra side material some of the scout's baskets were 8 inches tall.



Broken wet suit zipper. Thank goodness for duct tape. Scouts in uniform.



In 59 to 67 minutes of bottom time, the Scouts completed weaving the sides while kneeling on dive platform 20-feet below the water surface. They finish the top loops back on land after the baskets dry out.

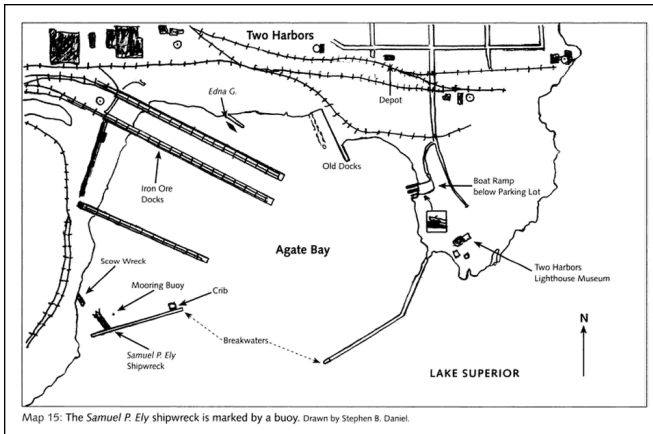
This event embodies all the elements of a perennial Scout fall classic: adventure, convenience, timeliness, creative expression, and ----FUN!

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

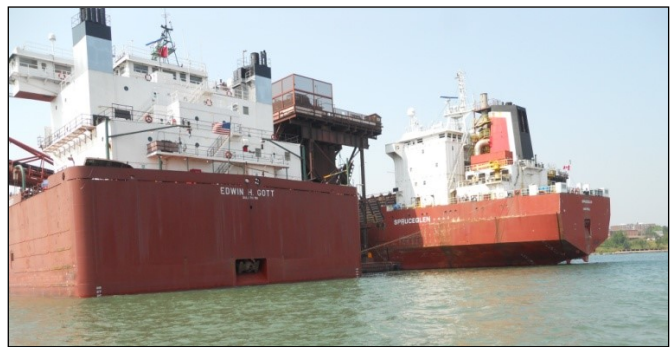
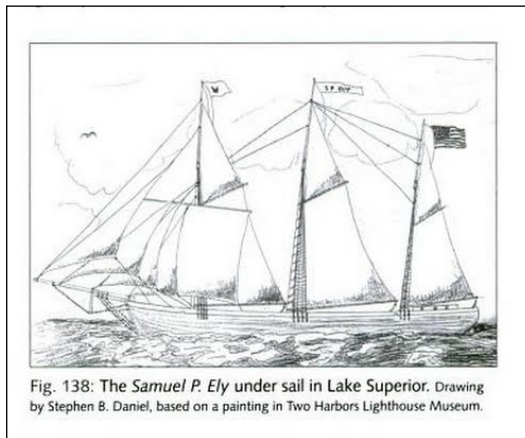


S.P. Ely 2018 Documentation - Youth Group Intro Project with GLSPS

On 11 August, eight BSA Venture Crew 820 divers participated in the crew's sixth dive on the *Samuel P. Ely* in Two Harbors as part of the Venture Crew's partnership with the Great Lakes Shipwreck Preservation Society (GLSPS). 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 GLSPS's *RV Preservation* was full with the eight scouts, three GLSPS crew members, and two non-divers with all the equipment and 16 air tanks. Luckily, it was a short trip to the dive site just across the bay. The divers enjoyed multiple dives on the wreck in beautiful weather. The sounds and vibrations in the water from the engines of the large ore ships transiting the bay added to the unique atmosphere.



The iron ore docks had two ships loading this morning, 1004 foot self unloading iron ore ship *James R. Barker* out of Wilmington Delaware and the *Spruceglen* from Montreal.

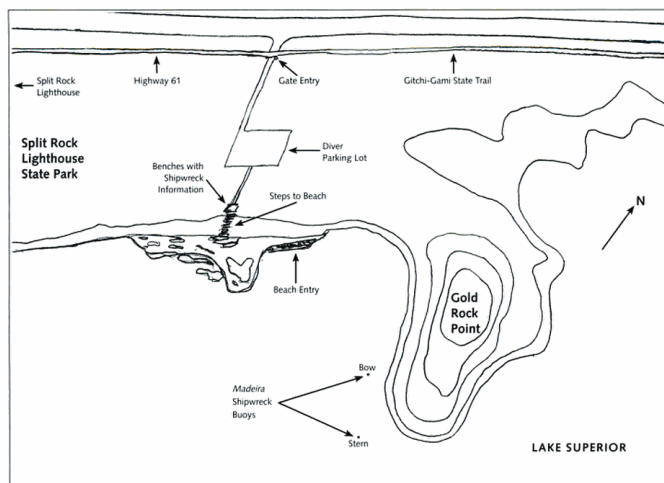
On 19 October 1896, the *Samuel P. Ely*, a 200-foot long three-masted wood schooner with a 31-foot beam, sank. The wreck is in 30 feet of water with the stern of the ship now covered with boulders and the breakwater wall leading into Agate Bay in Two Harbors, Minnesota.

A great day of diving with a group of amazing divers. Thank you GLSPS Captain Tim Pranke and deck hands Jeff Lemoine and Jim Christian for having us on board.



Sunday August 12, wreck dive the Madeira – shore dive at Golden Rock Point.

On 12 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 43 degree water temperature on the pilot house at 88 feet a bit chilly, but it did not dampen their enthusiasm. The rest of the scouts explored around the bow and the stern in 51 feet of water with water temperatures of 50 degrees.



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

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.

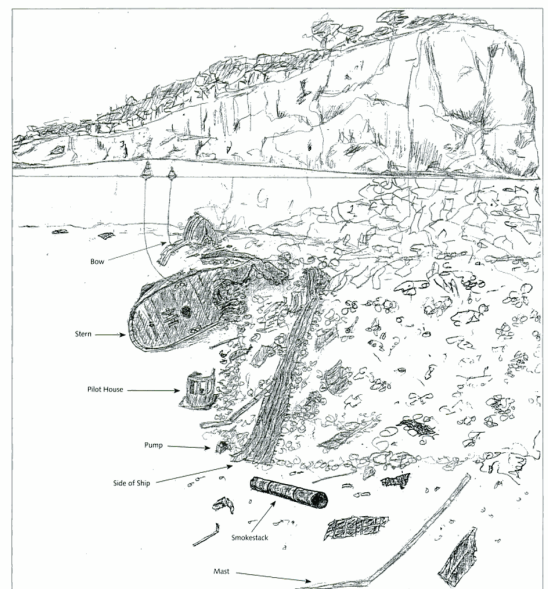
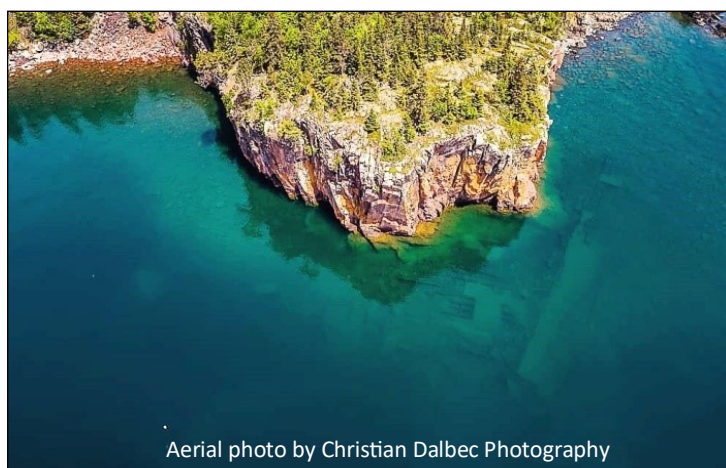
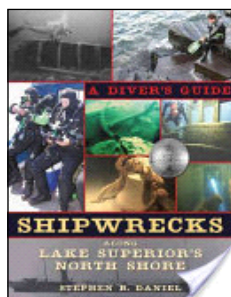


Fig. 202: The *Madeira* wreckage at the base of Golden Rock Point. Drawing by Stephen B. Daniel.

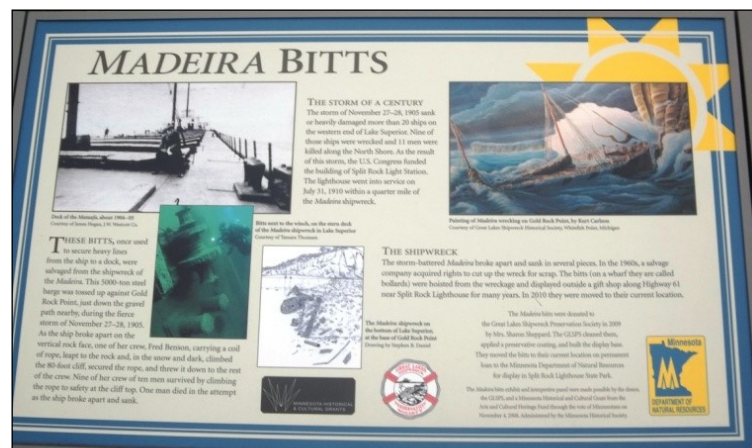


Aerial photo by Christian Dalbec Photography

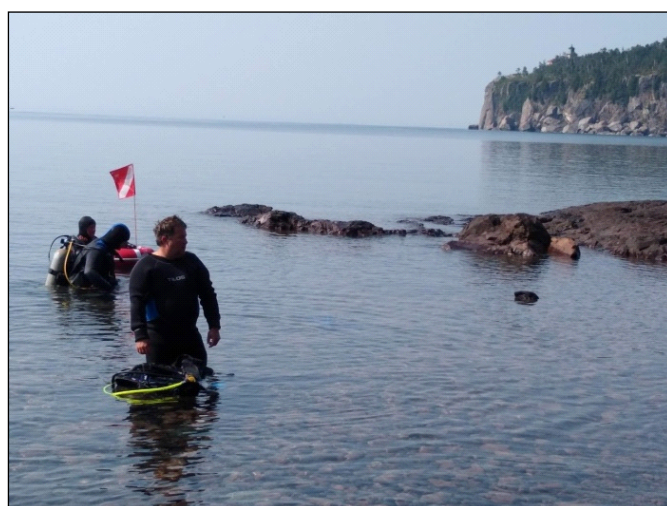
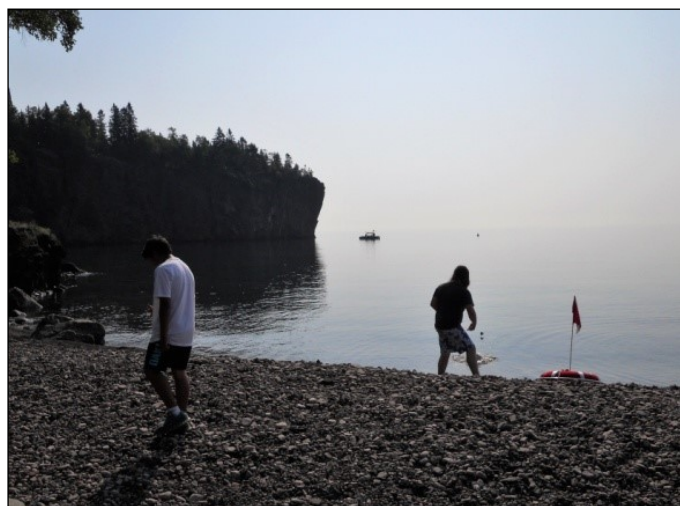


For more information on other important projects

GLSPS works on, go to;
www.glsps.org



Display in the divers parking lot overlooking the dive area put together by GLSPS



The last photo shows a distant picture of Split Rock Lighthouse, which was built after the Gales of November in 1910.

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

Scuba Crew 820 Charter Partner, "Northland Scuba"
www.northlandscuba.com



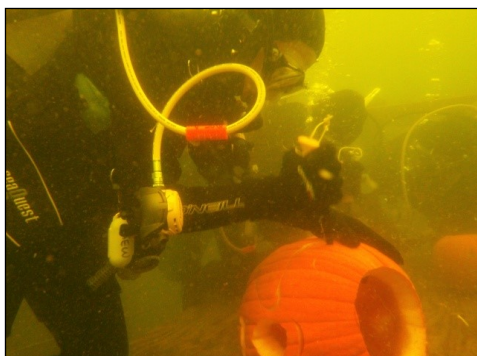
SCUBA CREW 820 HOSTS ITS FIFTH ANNUAL UNDERWATER PUMPKIN CARVING EVENT SUNDAY OCTOBER 14, 2018



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 carve pumpkins at Square Lake on an underwater dive training platform 20-feet down.

Nine youth divers performed pumpkin surgery on an underwater dive training platform 20 feet below the surface, with 8 adult divers watched the surgical operations from hanging onto the platform railings. (Six of the BSA Adult Scouters are also GLSPS members). The scouts brought their own pumpkins and some brought more than one. The Scouts were challenged to get the gutted pumpkin down to the platform – it takes 5 pounds of lead for each pumpkin to keep them from floating up from the surgery table.

The afternoon was a NOT a perfect 70-degree day like we had previously. Instead, there was one inch of snow on the ground as the scouts started to arrive with 35 degree snow/rain mix the entire afternoon. The conditions were perfect for the hot chocolate before and after the dive. The water was 50 degrees down on the platform, but the visibility was a good 15 feet. This year the divers wore thick wetsuits, gloves, and a hood. To combat the cold, many of the scouts wore multiple layers of wet suits before putting their dive equipment together and preparing their pumpkins for surgery.



The pumpkins spilled their guts out on shore prior to submerging for Scout-rendered underwater "vegetable surgery" down on the platform. It took a mere 31 minutes of underwater precision carving to turn ordinary garden gourds into underwater masterpieces!



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



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Shipwrecks in Grand Marais

By Steve Daniel

Carrie McHugh, executive director of the Cook County Historical Society asked Steve to speak about the shipwrecks in Grand Marais. This was to be part of the *Storm Fest* program that the City of Grand Marais was conducting through a number of events over the November 9–11, 2018 weekend. He agreed and would be part of a two person presentation with another local speaker, Jim Shinnars. Jim spoke about the *Siskiwit*, another shipwreck that had been lost in Lake Superior off Grand Marais. The two speakers were portrayed on posters entitled *Storms, Shipwrecks and Sinkings Along the North Shore*, which were displayed around the city.

Steve was interviewed at WTIP Radio on Friday, November 9th, during a live broadcast. He spoke briefly about the two shipwrecks that occurred in the Grand Marais harbor near the beginning of the twentieth century. On Saturday, November 10th, Steve was interviewed again by Martha Marnocha, museum manager, regarding his interest in shipwreck diving and preserving shipwrecks. The GLSPS was mentioned as the organization that was helping immensely through their support of Nominations of important shipwrecks to the National Register of Historic Places. A recording of this interview may be listened to through a link on the WTIP website..



Steve Daniel being interviewed on WTIP Radio. Photo courtesy of Sue Slattery

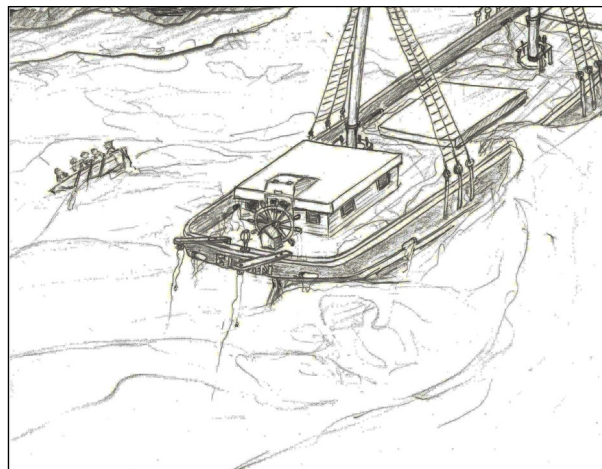
The next day Steve presented his talk on the Grand Marais Shipwrecks at the Johnson Heritage Post Art Gallery in downtown Grand Marais, MN. He spoke about the *Elgin*, a schooner that sank in the harbor in 1906. Afterwards, he spoke about the burning of the steamer *Liberty*, which happened in the Grand Marais harbor on July 6, 1919. The talk included a harbor map of where many artifacts had been observed during four GLSPS Grand Marais Harbor Surveys that were conducted in the mid-2000s. Drawings and photos of various artifacts found on the bottom

were shared with the audience of about 200 people. Steve also created drawings of the sinking of the *Elgin* and the drifting burning *Liberty* to help illustrate the endings of the two vessels. The talk was followed by a lively Q & A session by the interested audience.

The talk was timely, as the community is in the process of developing the west side of the harbor, expanding the boat ramp and creating a nice parking lot on shore behind it. The campground is also being enlarged. Plans are being considered for another GLSPS harbor survey next summer to look for more artifacts and work with the local authorities and the MHS to make certain artifacts are not harmed or buried during potential construction.



Steve Daniel speaking to Grand Marais residents at the Johnson History & Art Center. Photo courtesy of Sue Slattery.



Schooner *Elgin* with decks awash in the Grand Marais harbor, 1906. Drawing by Stephen B. Daniel



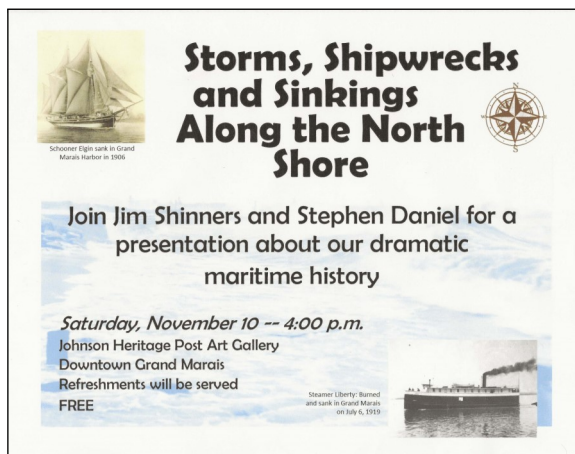
Audience in Grand Marais listening to Steve Daniel speak about their shipwrecks. Photo by Steve Daniel.



Hulk of the steamer *Liberty* on the far side of Grand Marais harbor, after drifting burning and then sinking on the West side. Photo courtesy of Cook County Historical Society Museum in Grand Marais, MN.



Steamer *Liberty* drifting ablaze across Grand Marais harbor July 6, 1906. Drawing by Stephen B. Daniel.



Poster by the Cook County Historical Society announcing the Shipwrecks Talks by Steve Daniel and Jim Shinnars. *Elgin* photo courtesy of the Great Lakes Marine Collection, Milwaukee public Library/ Wisconsin Marine Historical Society. *Liberty* photo by A.E. Young, courtesy of C. Patrick Labadie Collection, Superior, Wisconsin

*The GLSPS sincerely thanks the following
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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.midcountycop.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 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
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Board Member	Ken Merryman	763-226-9620
Board Member	Ken Knutson	612-578-1551
Board Member	Dale Koziol	612-889-5170
Board Member	Jeff LeMoine	612-803-6476

COMMITTEE CHAIRPERSONS:

Safety & Training	Joe Musial	612-490-1103
Fund Raising-Apparel	David Olsen	612-644-5961
Membership (Processing)	Bob Nelson	612-916-8183
	Phil Kerber	612-720-2825
Membership (Retention -other)	Ken Knutson	612-578-1551
Shipwreck Monitoring	Corey Daniel	218-343-4970
Put-It-Back PIB	Steve Daniel	218-349-8028
Sink-a-Ship	Steve Daniel	218-349-8028
Shipwreck Documentation	Bob Nelson	651-916-8183
Access	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
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	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 June 7, 2019

GLSPS 2018-2019 Annual Calendar									
Areas	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Board Meetings 1st Tues of Month	Bd Mtg 7:30 PM	Bd Mtg 7:30 PM	Bd Officers Election Bd Mtg 7:30 PM	Bd Mtg 7:30 PM 8	Bd Mtg 7:30 PM 5	Bd Mtg 7:30 PM 5	Bd Mtg 7:30 PM 2	Bd Mtg 7:30 PM 1	BdMtg 7:30 PM
Society Operations & Projects	Board Elections Fall Newsletter	General Membership Annual Meeting UMSAT committee	UMSAT Committee	UMSAT Committee	Appoint Board Nomination Committee UMSAT Committee	UMSAT Committee	UMSAT Committee		
Events of Interest		Gales of November					UMSAT Show 12-13		
Projects	Essex mast restoration	Cover Preservation		GLSPS Project Planning 22			Meteor Project 27-28	Preservation Work	Preservation launch and cruise
Training Classes							Emergency Responder		