



GREAT LAKES SHIPWRECK PRESERVATION SOCIETY

SPRING 1999

Volume 4, Issue 1

GLSPS will..... SINK-A-SHIP!

THREE CHEERS!!! I have in my hands DNR Protected Waters Permit # 97-2100. This permit authorizes the Great Lakes Shipwreck Preservation Society and the City Of Beaver Bay to sink one thirty- seven foot ferro cement sailboat at the north end of Beaver Bay in Lake Superior. The purpose of the sinking is to establish a recreational dive site.

FINALLY!

The board of directors of GLSPS set Sat. June 12, 1999 as the tentative date for the sinking. We are currently working with the City Council of Beaver Bay to see that all of their objectives and desires for this project are met.

On Fri. June 11, 1999 we will be towing the sailboat from Knife River Marina to its new home at Beaver Bay. We will be leaving with a large crew and many boats. The newest member of the group will be Jay Chester from Scuba Center. Jay will be doing the major towing with his boat the Wreck Diver, a thirty-two foot steel crewboat with diesel engines.

At this point in time, we are still looking for suggestions about a new name for the cement sailboat. Please contact us with any suggestions you might have. We would like to invite you all to join us on Sat. June 12, 1999, to witness the sinking of the sailboat and do some diving with us.

Bob Olson
Chairman
Sink-A-Ship Committee

GLSPS Hosts SOLE SURVIVOR PROGRAM

By Tim Tamlyn

The society's recent Sole Survivor program, featuring Dennis Hale, was one of the most ambitious fund raisers since hosting the Gales Of November.

Just a little history about Dennis, for those GLSPS members who didn't see the brochure or weren't able to attend the show. On November 29, 1966, the 586-foot Great Lakes freighter "Daniel J. Morrell" broke in two during a furious storm on Lake Huron. There was a crew of 29 and only one survivor: Dennis Hale.

Dennis survived for 38 hours wearing only his underwear, a life preserver and a peacoat on a life raft that was battered by 25-foot seas and 65-mile-per-hour winds. He also underwent a near death out-of-body experience.

Two programs were held on Saturday
(Survivor continued on page 2)

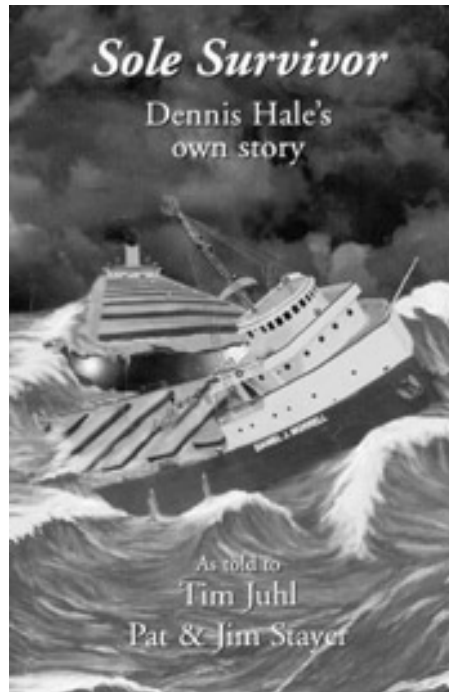


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Dennis Hale

(Survivor continued from page 1) evening, April 10, in the 3-M Auditorium at the Minnesota History Center. The history center was an ideal venue for the program. The 3-M Auditorium has a warm atmosphere, great seating, and a state-of-the-art video and sound system.

Dennis retold his amazing story and answered questions from the audience. In addition, he showed a recent underwater video of the "Morrell" shipwreck. The video is of both the bow and stern sections. The stern section actually steamed another five miles before sinking.

Both programs drew over 150 attendees. GLSPS had information and photographs about its current projects on display, along with GLSPS T-shirts and coffee mugs available for sale. The program brought in approximately \$1000.00 for future project funding.

Other publicity besides mailing and distributing brochures included an interview during the Joe Soucheray show on KSTP AM-1500, and a book signing at the Har Mar Barnes & Noble Bookstore on April 7. At Barnes & Noble GLSPS set up an information table and sold tickets while Dennis signed copies of his book. Ken Merryman, GLSPS President, was able to give a plug for the society at both

events. So not only was this a profitable fund raiser, it also generated much publicity for our society.

The program attracted both divers and non-divers alike. The only thing that would have made the evening perfect would have been a better turnout of GLSPS members. Besides, where else could one see Ken Merryman looking rather dapper in a suit and tie.

ACCESS

Last fall the GLSPS took delivery of two mooring buoys from Roto-Cast Manufacturing to be used for placing three mooring buoys on the shipwrecks of the north shore. The DNR, Trails and Waterways division is donating the third buoy.

The first buoy is scheduled to be placed on the bow of the Madeira, before this newsletter is mailed. A crew from the GLSPS should be placing this buoy on April 25, 1999 if all goes well.

On that same trip we will be meeting with people from the railroad in Two Harbors, MN. The purpose of the meeting will be to locate a mooring anchor for the second buoy, which will be placed along side the Ely.

Also on that trip, I have been told that the two mooring blocks that have been donated for the Hesper site will have already been put in the water and we will be surveying the area to determine their future placement.

I would like to thank the three groups that have volunteered to adopt each of these buoys. These groups are: Smith Diving on the Madeira, members from Innerspace Scuba on the Ely, and Owatona Dive Club on the Hesper.

We plan to have the last two buoys out this spring and are hoping that everyone will be able to make good use of them.

Access Chairman
Bob Olson

PIB UPDATE

by Steve Daniel

The Put It Back (PIB) Committee is looking into the potential acquisition of the mast from the 'Essex.' The 'Essex' was a U.S. Navy square-rigged warship commissioned in Boston in 1876. Based on research conducted by Scott Anfinson, Archeologist with the Minnesota State Historic Preservation office, her naval service spanned the North Atlantic, Africa and later voyages to Asia. In 1890 the 'Essex' served as a training ship for cadets at Annapolis.

The Toledo Naval Militia obtained the 'Essex' on loan from the Navy from 1904 to 1916 for training reserves. In 1927 she was transferred to the Naval Reserve of Minnesota. She was located in Duluth for three years. Her masts were removed in 1928 and the hull housed over to become a receiving ship for the U.S. Naval Reserve and Minnesota Naval Militia. In 1930 the 'Essex' was decommissioned and sold for scrapping. After being dismantled, she was set on fire and burned off shore near Canal Park Point. The bottom was hand winched to shore to keep it from floating out into the lake. Today it rests in the sand at the edge of the shore at the same location.

The mast from the "Essex" was transported to Fort Perry near Put-In-Bay, Ohio, probably when the ship was dismantled. It was used as a flagpole on the base for many years until it was damaged by a tornado. It remains at the base in Ohio. The PIB Committee plans to explore possible locations for a potential site honoring the 'Essex' with a plaque about the ship mounted on a section of the mast. Contacts will be made with historical groups in Duluth to consult them regarding support and a possible location that would be appropriate.

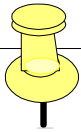
AMERICA Project Plan for 1999

This year will be another first for GLSPS. It will mark the completion of the Documentation and Stabilization phases on the *SS. America* Project. We should complete the documentation phase of our *America* Project this summer during the August 9-12 mapping trip. The tasks include mapping the galley area, completing the engine and boiler rooms, recovering the artifacts for the *America* Display, and finishing up any other loose ends in the documentation plan. The preliminary documentation results are being published this June and are mentioned in another newsletter article.

This year's construction effort should also pretty well complete the stabilization phase. The line between stabilization and preservation is sometimes a little fuzzy since sometimes it is easier to just fix the problems in one

attempt versus stabilizing then correcting the deterioration later. Our 1999 construction project will entail tasks in several areas. The main task will be the installation of an I-beam header across the ship to shore up the collapsing boat deck. Last season we installed several temporary supports for the boat deck and this year we will at least start the installation of a more permanent and less obtrusive support system. Depending on the problems we encounter, and we expect a lot, we may complete it this year, but it is more likely to be completed next year. Additionally we will re-hang the pipes in the galley area and hopefully complete the numerous smaller tasks of stabilizing or re-fastening walls. The construction project will be September 9-12 and will hopefully include the same work boats as last year. Our goal again this year is to involve 50% new workers. This gives us

enough experience to maintain continuity and efficiency in our work team while giving more members a chance to participate. If you are diving regularly, are in reasonable shape (you don't need to be a superman), and would like to join the work team, the best way is to sign up for the Underwater Mapping Class or the Light Underwater Construction Class. A current certification in CPR and First Aid is also a prerequisite and we conduct that class also. We give the class participants priority in filling the team openings. The mapping work is all done on scuba. The construction work is done with a mix of scuba and surface supplied divers. If you are unsure of your abilities, I would suggest starting on the mapping team. The equipment is more familiar and the tasks a bit lighter. Regardless of which team you choose to join, it is work, but this work is interesting, rewarding, and fun.



You're Invited to Help Us Sink A Ship

On June 12, GLSPS will sink the ferro-cement sailboat in Lake Superior at Beaver Bay, Minnesota.

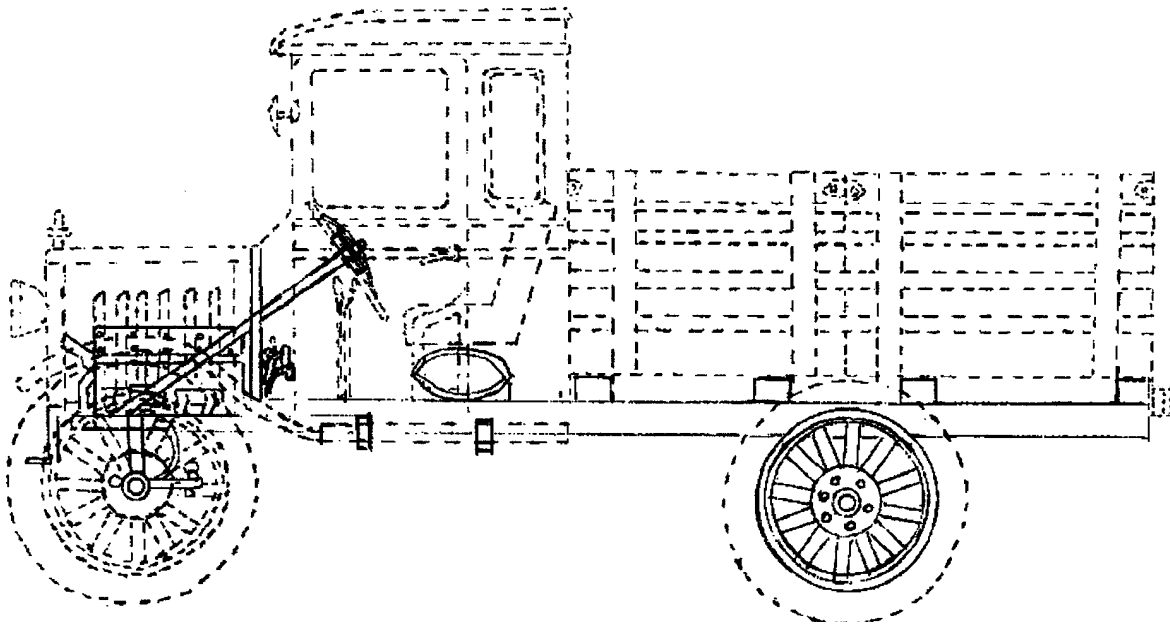
The ETS(estimated time of sinking) will be around 1:00 P.M.

Come be a part of this historic event for GLSPS. Make a weekend out of it. Beaver Bay is close to other great North Shore dive sites like the Hesper, Madeira, and SP Ely.

- ◆ BYOF (Bring Your Own Food) grills available
- ◆ Concessions provided by Northern lights

There's plenty of free parking and docking at Lake Superior Excursions. They're the first business on the right as you go north of Beaver Bay on Hwy 61, about highway mile marker 51.

For more information contact Bob Olson at 651-717-0940, e-mail



1928 Ford Model T Stake Truck in a storage area behind the smokestack on the main deck of the 'America' Shipwreck. Solid lines indicate portions of the truck that still remain on board. The dotted lines indicate parts of the truck that have deteriorated or been removed over time.

'America' Book of Drawings

By Steve Daniel

The GLSPS is sponsoring a book containing over twenty drawings that will give readers an idea of what the ship looked like before it sank in June 1928. The drawings are based on underwater sketches made by Steve Daniel while diving the 'America' during the past two years. The idea of making underwater sketches came about as part of the mapping project to identify and measure portions of the shipwreck to document its current state.

While measuring the hutch cabinet in the dining room, the writer noticed many details that he had not realized were there during previous dives. Many other features of the ship were noted in other rooms. Although much of the paneling and trim has decayed and fallen away, there was enough material to reconstruct the images of the past by "re-assembling" the pieces in drawings.

A remarkable discovery was made

regarding the Model T Truck. Many have described the truck as a "pickup" design, however the timbers on the bed that made up the rear of the truck bothered the writer. While reading a recent issue of Cars and Parts magazine, an article within contained photographs of a restored stake truck of similar vintage as the truck on the ship. The key reference point was the timber that supported the cargo bed of the truck. The truck in the photograph clearly resembled the proportions of the underwater sketch made of the truck on the main deck cargo area of the 'America.'

The book will be used as a fundraiser for the GLSPS. All proceeds will go toward future projects sponsored by the GLSPS. The book is targeted to be ready in June 1999. Please join us in supporting this effort and enjoy a look into the past!

To keep up to date on activities and accomplishments, don't forget to check out our web site at:

<http://www.citilink.com/~ttamlyn/>

GLSPS

1999 GOALS

At the start of each year the GLSPS board establishes the goals for the year. This year's goals include the completion of several ongoing projects as well as the start of other important efforts. At the top of the list our goal is to increase our paid membership to 200 members, and this is an important area in which everyone can participate. Your membership dollar goes to cover the basic operating expense of the society. Now that our projects include mooring buoys and shipwreck stabilization, it exposes us to an element of liability for which we need insurance. Our non-profit status affords us good immunity to frivolous liability suits, but it does not mean we won't ever have to pay legal fees to defend ourselves. This is why we

need insurance. This operating expense is a basic requirement to do business in today's world and it allows us to do things that other businesses or individuals would not risk. So it is very important to pay your dues if you have been putting it off. Also consider becoming a Boatswain member, and recruit a friend if you can.

The full list of goals is:

- Membership - Increase Membership to 200 paid members.
- Support two Shipwreck Preservation Projects this year – the *America* Preservation and Documentation Project and the *Ely* Stabilization Project.
- Establish Shipwreck Preservation

Standards

- Start a Monitoring Program for the *Hesper* and *Ely*.
- Place two mooring anchors and work with the sponsoring groups to place three mooring buoys on the shipwrecks *Madeira*, *Hesper* and *Ely*.
- PIB – Preserve a part of the *Essex* mast
- Publish *America* Drawings book and the *America* Divers' Flyer.
- Sink & buoy the Ferro-cement boat and start research on *Sundew* and others.
- Education Programs – Deliver Shipwreck Display to Isle Royale and start to define low impact diving program.
- Keep involved in the Pike's Bay Scow effort where we can.

In Memoriam

The members of the Great Lakes Shipwreck Preservation Society mourn the passing of one of their founders **Larry Laine** who died suddenly and unexpectedly of a heart ailment on January 21, 1999 at the age of 55. Larry spent the last day of his very active life ice climbing at a favorite spot on the bluffs of the Mississippi River. Larry was an active spelunker and is probably most well known for his contributions to local speleology and the cave diving community. As a lawyer Larry gave generously of his professional talents to enhance the local caving and diving environment. For GLSPS Larry was the lawyer who donated numerous hours of his time to teach us and advise us on the legal aspects of forming our society and to keep us advised of changes in shipwreck laws. We will miss him as a friend and contributor to our society. We send our condolences to his wife Ruth and sons Peter and Eric.

GLSPS 1999 Officers & Committee Chairman

BOARD OF DIRECTORS:

President	Ken Merryman	612-785-9516
1st Vice President	Bob Olson	651-717-0940
2nd Vice President	Dave Schmidt	612-315-1009
Secretary	Tom Brueshaber	612-588-0069
Treasurer	Ken Knutson	612-861-8851
Board Member	Steve Daniel	651-731-3697
Board Member	Al Lezunov	651-757-3521
Board Member	John Nori	612-560-8238
Board Member	Tim Tamlyn	612-591-1935

COMMITTEE CHAIRMEN:

Safety Officer	Jerry Provost	612-473-3320
Fund Raising	Dave Schmidt	612-315-1009
Membership	Ron Johnson	612-377-1502
Monitoring	Open	
Training	Ron Benson	612-424-8717
Put-It-Back PIB	Steve Daniel	651-731-3697
Sink-a-ship	Bob Olson	651-717-0940
Access	Bob Olson	651-717-0940
America Restoration Project & Standards	Ken Merryman	612-785-9516
Librarian	Laurie Janakowski	
Newsletter	Sharon Provost	612-473-3320
Equipment Manager	Tom Brueshaber	612-788-0069
Ely Project	Bob Nelson	651-426-7159

To: GLSPS Members, past and present
From: GLSPS Membership Manager,
Ron Johnson

Greeting to all of you GLSPS
Enthusiasts;

Just like with public radio and TV; it is time for the Great Lakes Shipwreck Preservation Society to ask you for your financial support. If you haven't renewed your membership yet for the year, we ask you to do it now. If you have never been a member and are interested in the shipwrecks of the Great Lakes, and/or SCUBA diving, we look forward to you getting involved. The GLSPS is anticipating a busy Diving season, helping to maintain and improve current dive sites in our region. The GLSPS, is a completely volunteer, non-profit organization, and it relies on your generous contributions so that we, and you, can make SCUBA Diving safer and more interesting for all of us in the area. Would you like to get involved and offer your talents and diving? Please, come-a-board and join. It's a lot of fun!

You might ask yourself, why do I want to support this cause. Well, we are a group of avid divers, boaters and maritime history enthusiasts who welcome you to join us in the preservation of the shipwrecks on the Great Lakes. This is sure to be an

exciting summer especially for the members of GLSPS because of the many projects that we have in the works.

This summers Projects:

- **Sinking a Ferro-cement hulled boat;** June 11-12
- **3 trips to Isle Royale** to work on the stabilization of the **wreck America;** July, Aug. & Sept.
- **Maintaining and stabilizing the shipwreck S. P. Ely** in Two Harbors.
- **Installing** at least 3 boat **mooring buoys** at wreck sites.
- **Put-It-Back** artifact installation.
- **Improving diver access** on the North Shore.
- **Continuing promotion of diver education, and diver safety.**

We also have a number of big and long-term goals for which your involvement is needed in order to make them happen. The GLSPS has much more work to be done than we have active member involvement. So, we invite you to become an active member with your membership dues and your diving interest.

Come and join the fun and do something for diving with the GLSPS.

Happy and Safe Diving,
Ron Johnson
612-377-1502

Shipwreck Display for Windigo Visitor Center Update

Last year we submitted our first grant proposal to create a shipwreck display depicting underwater models of the *SS. America* and the three shipwrecks and lighthouse on Rock of Ages Shoals. The display will be the centerpiece at the new Windigo Visitor Center at Isle Royale National Park. Out of more than 300 proposals, we made it to the final round of 55 but sadly were not selected as one of the 32 proposals funded. Although a bit disappointed, we decided to partner with the park and to try to fund the project partially through donations and partially through their budget. I am happy to say that we are within \$1,500 of our goal of \$12,000 now and the project is in full swing. In late June or early July we will deliver the display cabinet and the *America* scene. In July and August we will do the documentation needed to make the Rock of Ages scene, which will be built over the next winter. From donor suggestions we are now making a standard size display cabinet design that we can use to build shipwreck displays for other museums and visitor centers like Canal Park, Split Rock or Apostle Islands. We could then create shipwreck models that could be rotated from display to display. If you are interested in also being a donor, the tax deductible levels are \$250, \$500 and \$1000 and entitles your name or your business name to be inscribed on the donor plaque which is permanently attached to the display.

For more information call Ken Merryman at 612-785-9516.

The GLSPS sincerely thanks the following sustaining members
for their financial support

Boatswain Donors

Tom Brueshaber
Steve Daniel
Alan Finlayson

Going Under Dive Center

Laurie Janikowski
Kent D. Johnson
Ronald T Johnson
Gary Oreskovic

Jeff Redmon
Royale Diver Inc.
Richard P. Schmidt
Sea Pearls
Superior Diver, Inc
Superior Trips
Timothy Tamlyn
Vets Salvage Diving, Inc

The GLSPS also sincerely thanks

All Fire Test, Going Under Dive Center, Northland Divers, & Vets Salvage Diving, Inc. for *America* Project Support
Going Under Center for teaching our classes
Smith Diving for supporting our Sole Survivor Show
Minnesota Divecenter for supporting the Gold Rock Point Project

TRAINING CLASSES

FIRST AID / CPR

This PADI Medic First Aid course fulfills the members First Aid and CPR requirements. Instructor Ron Benson will hold the class on June 8th & 9th from 6:00pm to 9:00pm at Going Under Dive Center. The cost on this course will be Members \$35 and nonmembers \$65. Call Ron at 424-8717 to make arrangements to sign up for this course.

Ship Construction and Mapping Techniques

This class will be taught by Pat Labadie of the Canal Park Marine Visitor Center. It will cover the evolution of Great Lakes ship construction, terminology, and survey techniques. The survey techniques covered will include trilateration, profiles, note taking, and techniques applicable to documenting underwater features. The class will be a half-day classroom and workshop. The cost is \$15 for members and \$25 for nonmembers. The class date is Saturday June 26th from 9:00 AM to 2:00 PM at Going Under Dive Center.

LIGHT U/W CONSTRUCTION WORKSHOP

The workshop is designed to introduce equipment and techniques used by divers as applicable to GLSPS projects. Topics will include Site Preparation, Tending Procedures, Communications, Light Helmets, Surface Supply Air, Light Tools, and Mock Construction Projects. This is a hands on workshop that will involve surface instruction as well as time in the open water working in simulated environments.

The class will meet Sept. 20 & 21 from 6:30 to 9:30 PM at Going Under Dive Center and the open water will be on Saturday, Sept. 25th at 8:30 AM at Square Lake. Call Ron Benson at 612-424-8717 for more information.

GREAT LAKES SHIPWRECK PRESERVATION SOCIETY

Class Registration Form

Yes, I would like to attend the following GLSPS sponsored events:		Amount
PADI Medic First Aid	\$65, GLSPS member \$35	_____
Ship Construction & Underwater Mapping	\$25, GLSPS member \$15	_____
Light Underwater Construction	\$80, GLSPS member \$55	_____

I would like to become a member of GLSPS and have enclosed an additional _____ sum for annual dues \$20 which entitles me to receive newsletters, voting privileges, participate in GLSPS projects, and receive discounts on special seminars.

Total enclosed _____

Name _____ Phone _____
 Address _____
 City _____ State _____ ZIP _____

MAIL TO:
GLSPS
7348 SYMPHONY ST. NE.
FRIDLEY, MN 55432

1999 GLSPS CALENDAR

AREA	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
Board Mtgs 1st Tues of Month	4 Board Mtg 7pm	1 Board Mtg 7pm	6 Board Mtg 7pm	3 Board Mtg 7pm	7 Board Mtg 7pm	5 Board Mtg 7pm	2 Board Mtg 7pm	7 Bd Mtg Officer Elect
Society Operations	Spring Newsletter			Appoint Board Nomination	Fall Newsletter	Board Elections	General Membership Annual	
Projects	Install Buoys on Madiera, Hesper & Ely	Deliver Shipwreck Display to Isle Royale	I.R. Rock of Ages Documentatio n	America Mapping Project Aug 12-15	America Construction Project Sept 9-12			
Training		CPR/First Aid Training June 8-9 Ship Const & Mapping			Light U/W Construction Sept. 20,21, & 25			
Events of Interest		Ferro-Cement Boat Sinking June 12					Gails of November Nov 20	



Great Lakes Shipwreck Preservation Society
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