



Great Lakes Shipwreck Preservation Society

Dedicated to Saving our Shipwrecks "From Preservation to Prevention"

Winter 2019 Volume 24 Issue 2



The figure-head of the USS Scourge taken back in 1982 by Emory Kristoff before the Quagga mussel infestation.

The Hamilton and Scourge Project, GLSPS's Most Historic and Distant Project

By Ken Merryman

On the bottom of Lake Ontario near the mouth of the Niagara River in 290 foot of water lie two historic and virtually intact schooners. These are not just schooners. The *USS Hamilton* and *USS Scourge* are U.S. warships and the most well preserved relics of the War of 1812. Some would argue they may be the most historically significant known shipwrecks in the Great Lakes. They were discovered in 1973 in Canadian waters and were given by Act of Congress to Canada, who made them National Monuments and eventually turned ownership over to the City of Hamilton, Ontario. They are two of three shipwrecks in Ontario waters that are prohibited to diving – the other being the *Edmund Fitzgerald*. They have been on the cover of National Geographic Magazine in the 1980's and attracted submersible projects by Jacques Cousteau (1980), NG Emory Kristoff (1982) and Robert Ballard (1990) then Parks Canada in 2009. Other than the big names and a few clandestine dives by rogue divers, these wrecks lie undisturbed and now unseen for ten years. They sit on the bottom intact with canons, carronades, muskets, sabers and figure-heads. They have never been legally dived by technical divers.

It was the historic value and lack of attention that sparked my interest in these two wrecks which were on my Great Lakes circum-navigation route. After my pipe dream of finding the last missing whaleback steamer shipwreck *Clifton* came true in 2017, I told myself that pipe dreams sometimes do come true. (Of course, in the case of the *Clifton* Dave Trotter had already found but not revealed its location. When we surprised them by showing up on the site while investigating it as a magnetic target location from Dan Fountain, there was a bit of surprise but ultimately an agreement to keep Dave's find a secret.) At the end of the 2017 season I pondered what would be my pipe dream in Lake Erie and Lake Ontario and decided it would be to dive the *Hamilton* and *Scourge*.

After some research I learned the wrecks hadn't been visited for eight years and had never been photographed with high resolution digital images or 4k video. After recruiting Becky Kagan Schott, John Janzen and John Scoles to join my pipe dream with no real guarantee of it happening, I started to work on getting permission.

I asked permission from the City of Hamilton's *Hamilton Scourge* Project Manager to photograph the wrecks and agreed to participate in the City's monitoring program of the wrecks. I quickly learned that with over 2,000 photographs and over twenty hours of video they had no interest in more images. Project Manager Michael McAllister, however, did inform me that there was no monitoring program and if we wanted to talk about a monitoring program they were all ears. With that I started what would end up being an almost three year effort to create a shipwreck monitoring program for both them and GLSPS, and with the help of several talented shipwreck experts implement it on the *Hamilton* and *Scourge* sites.

The concept started with some research into what other entities were doing to monitor shipwreck sites. I learned everyone was doing about what we were doing on the *Madeira* and *Hesper* sites. The programs were simply periodic swim-arounds noting what had changed on the site from year to year. I then created a Shipwreck Monitoring Framework which defined the goals and requirements for a monitoring program. When Tamara Thomsen learned I was working on the H.S. project she told me about the new somewhat revolutionary system she and Caitlyn Zant had created leveraging photogrammetry to detect and document small changes in their shipwreck sites. Photogrammetry is a way of using software to convert hundreds or thousands of systematically shot images of a shipwreck site into a 3D model. The concept of using the model for monitoring involved creating a difference map between subsequent versions of the model. Jerry Eliason and I had been experimenting with photogrammetry for a couple of years and recognized the potential in what she had suggested. With the addition of their technique, the shipwreck monitoring framework also became revolutionary. I submitted it to the City and they liked what they read. I then extended the framework into a detailed proposal for implementing the system on the *Hamilton* and *Scourge*. After many emails, phone calls, and an eventual face to face meeting in Hamilton, the City was on board with the plan. There was one hitch. With the complexities of the ownership and control of the wrecks it was going to take at least another

year to get everyone to sign off on it. I adjusted my circum-navigation route in 2018 to make a big loop that started and ended in Fairport Harbor, Ohio about 140 miles from the wreck sites so I would be there for a 2019 project. The City and Province also wanted Canadian participation. Since these are US ships in Canadian waters the suggestion made a lot of sense so we solicited our Canadian tech diver friends to join the project and made it a binational monitoring program.

The next hurdle was to get an archaeological license from the Ministry of Tourism, Culture, and Sport for the Province of Ontario. This not only required an archaeologist to be the licensee and oversee the project, but also revealed that no one in the Ministry had ever granted a license for these sites in their tenure so there was no documented process for even granting the license. Luckily the license agent and archaeologist recognized the value of the program and took on the daunting challenge to work through the Canadian bureaucracy to create the process. Unfortunately it appeared the new process was to ask every agency in the province if they had an objection to the project which on the short list included OSHA, WSIB (Workers Safety Insurance Board), Parks Canada and, of course, the City of Hamilton.

We had come a long way but the key person we needed was an archaeologist to be the responsible licensee and overseer of the project – a lot to ask for a volunteer unpaid project. After exhausting my short list of candidates, Tamara reached out to Carrie Sowden, Archaeological Director of the National Museum of the Great Lakes in Toledo and she agreed. For the entire winter, spring and summer of 2019 the three of us worked through requirement upon requirement for the project along with frequent input from Phil Kerber, GLSPS President.

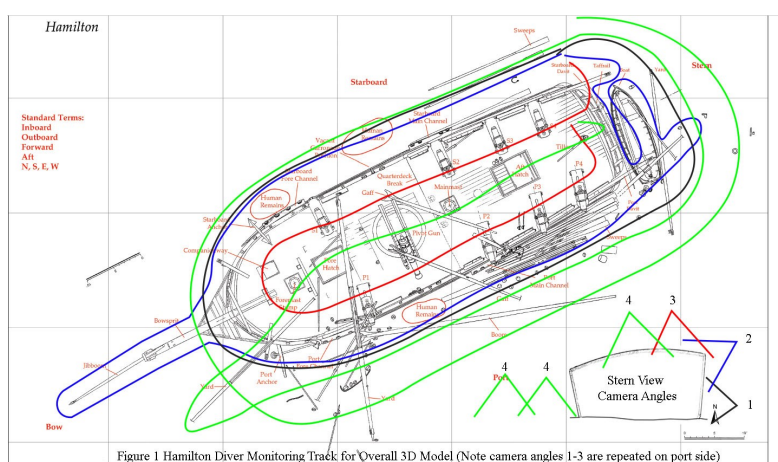


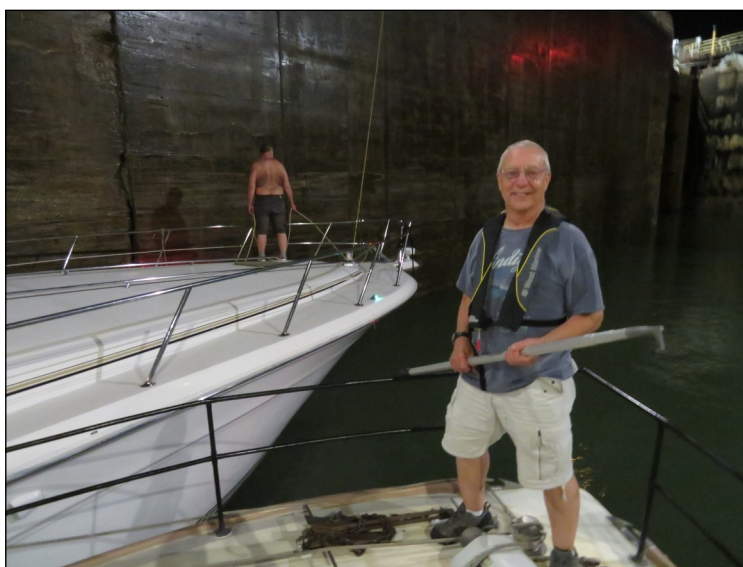
Figure 5.6.9: Site sketch plan of the *Hamilton* by Ian Morgan, 1986-1987, georeferenced and annotated with feature names in 2008. The overlying UTM grid is approximate (Plan: Ian Morgan; courtesy City of Hamilton; image: Brandy Lockhart, Parks Canada).

The proposed diver propelled camera route for the shipwreck *Hamilton* to complete the photogrammetry model. Taken from the written proposal for the *Hamilton Scourge* Monitoring Program.

To make everything legal from our side with the help of Phil Kerber, Tamara Thomsen and the GLSPS Safety Board I rewrote the GLSPS Dive Safety Manual to include provisions to allow Technical Diving as part of Scientific Diving, which is strictly for gathering scientific data. Our manual was in dire need of revising and merging it with sections from the Wisconsin Historical Society Manual for the Scientific Diving provisions strengthened the basis for both manuals. The details of this update are discussed in a separate article.

By April 2019 we had met or answered all requirements and the wait for the final approval began. We had a 140 page legal agreement ready to sign with the City of Hamilton. Phil had managed to find us the required insurance policy. Everything was in place and by May 7, Sarah the license agent felt she needed another month to get all of the signatures required. The project was supposed to start the last week of May with a ROV survey then diving was to commence June 1 for two or three weeks. Historically this was the best time for visibility on the site. By May 24th I started a slow cruise to the town of Port Dalhousie which was the port we would work from for the project. I crossed Lake Erie solo for a week then got some help from Durrell Martin and Dave Mekker of Niagara Divers to crew for me through the Welland Canal. After that I sat on my boat in Port Dalhousie for three weeks waiting for the final license. By mid-June our dive team had involuntarily dissolved because of other commitments and we recruited another. By the end of June their availability had also dwindled and the underwater visibility was no longer conducive to the project. We had missed our window.

On June 27th we threw in the towel for this year and on July 1 I headed back on my circum-navigation route for 2019 assuming it was unlikely we would ever get the license. I was discouraged that we had all spent so much time to no end, but at the same time encouraged that Carrie and Tamara wanted to continue the project next year. On July 4 when we were two days into the Trent Seaverns Waterway I received the news that our long awaited license had been granted and it would be valid until August 2020 so the project could be done next season. After two disappointing years of work, I turned over the reins of the project to Carrie Sowden. I had agreed with the City that if we were granted the license I would stay involved in the program for as long as my aging body allowed but recognized the importance of finding someone younger and closer to the sites to lead the project. With Carrie in the lead I believe the project has a bright future. To support the effort I once again cruised my boat the extra 400 miles back to Fairport Harbor for this winter so it would be available for this historic project. Since we never knew if the project would be approved, it had never been advertised as a GLSPS project or reported on in our newsletter. It has been a long and rugged road to get here only a fraction of which is reported in this article. Given the politics involved I would never count these chickens yet, but it is closer than anyone has ever gotten to getting permission to dive these shipwrecks and the monitoring program the team representing the organizations of Wisconsin Historical Society, National Museum of the Great Lakes and GLSPS have assembled may well be a template that will change the way we monitor shipwrecks around the world. That is what H S Project Manager Michael McAllister felt and I respectfully concur.



Ken Merryman on the front deck of the *Heyboy* going through the Welland Canal with Durrell Martin and Dave Mekker.

President's Message from the Helm

On behalf of the GLSPS staff, I would like to apologize for allowing the Newsletters to lapse past our deadlines. The truth is that the GLSPS is so busy implementing our programs and projects that very little time is left over to complete the newsletter articles. We have also developed a lack of active members, which appear to be increasing each year. We are not able to find the necessary staff and time to write newsletter articles before the season begins and during the season which has been extended until the end of November. Although, we do upload a lot of our content on the GLSPS website for membership view. Members can read about upcoming programs, projects, and the closing reports of what was accomplished along with the associated photos or videos that were created during the project. The members can be informed just by reading the website. More of the members need to log onto the website to assure they are getting the benefits of being a GLSPS member.



The 2019 projects have come and gone. During the 2019 UMSAT Show in April, I talked to many of the members about the GLSPS schedule of projects, and that we would love to have more members join us. However, it seems that many are uncomfortable about riding on the GLSPS Research Vessel the "*RV Preservation*". Members should consider the opportunity to dive or ride on the *RV Preservation*. We do not restrict members joining us on-board but, we must restrict the diving to those that have the proper certifications for the diving performed. We follow very strict safety procedures. Perhaps that is what keeps members from joining us? We may have one of the strictest safety protocols, but we don't let it get in the way of the fun on-board and diving on the GLSPS Research Vessel.

We are just like a dive-boat charter. We give boat and dive safety briefings, and a briefing about the shipwreck. Members are required to sign Liability and Waiver forms just like any other dive charter. Most charters and the GLSPS are considered live-a-boards. They have sleeping available along with eating and diving which are included with the boat. All that is required to join us on the boat is to be a member of the GLSPS, and the cost gas driving to the boat, and breakfast and lunch. Many join us on a non-diving project which we call "Fun Dives". The best part about the Fun Dives on the *RV Preservation* is that one of our staff or project leader gives you a briefing and guided tour around each shipwreck. You will be guaranteed to see things you haven't seen before.

Our projects are only open to members and you need to sign up as a member in advance before you can join us on the *RV Preservation*. As members, you are part-owner of the boat, and you have the right to dive from the *RV Preservation*. It's also the most inexpensive charter you will ever experience, since both the GLSPS and charter operators require the same things.

We just want you to have a great experience but, follow the safety protocols to keep the members safe.

On occasion, we do perform difficult dives but, only the specially trained divers can participate in these types of dives. Each of our projects has a unique training level that is required and is indicated on the project schedule. This will let you know who can participate in the event as a diver.

The skill level 1 through 6, is indicated in blue characters, below the dates. The index/definitions are located below the project schedule if you scroll down to the bottom of the page. There are other endorsements that can be added to the skills level for special dive requirements.

We encourage all members to join us in whatever capacity and training you have. There are different training levels and projects for everyone! We mostly do recreational diving that requires both a basic and advanced certification, but occasionally, we have a call for a technical dive.

In closing, I hope more members and new faces join the GLSPS on a project or program for 2020. You can log onto the GLSPS website at, <https://glsp.org> to view all the projects we've done in the past, and the projects that are scheduled in the future. The project schedule will once again be ready for the GLSPS members to register by the end of February, or by the 2020 UMSAT Show, April 3 - 4, 2020.

Phil Kerber

President - Great Lakes Shipwreck Preservation Society.

GLSPS Safety Manual Gets a Major Overhaul

By Ken Merryman and Phil Kerber

It has been twenty years since we have completed a major overhaul of our GLSPS Dive Safety Manual. We have annual meetings of the Safety Control Board and have routinely added any new provision needed as we encounter each new situation that warranted our consideration. However, after twenty years of patching holes, it was time for a major rewrite and reorganization. We had attempted the rewrite a couple of times previously, but the lack of a real deadline for such a major amount of work had always ended in pushing it to the back burner as the dive season loomed ahead.

That all changed with the potential of the *Hamilton Scourge* Monitoring Project (See Article *The Hamilton and Scourge* Project article). The GLSPS Safety Manual had never allowed or endorsed nitrox diving, trimix diving or rebreather diving on GLSPS sponsored projects and had no rules in the manual for the use of these technologies. Since GLSPS was founded with the plan of doing underwater stabilization and repair on shipwrecks our safety manual was written with that in mind. With the complications of getting insurance and concerns over liability for these types of projects, GLSPS has done fewer construction projects and more documentation projects and the new manual reflects that migration. We leveraged the technical diving sections from the Wisconsin Historical Society safety manual. We believe having two organizations following the same protocol for these technologies lends more credibility to our procedures.

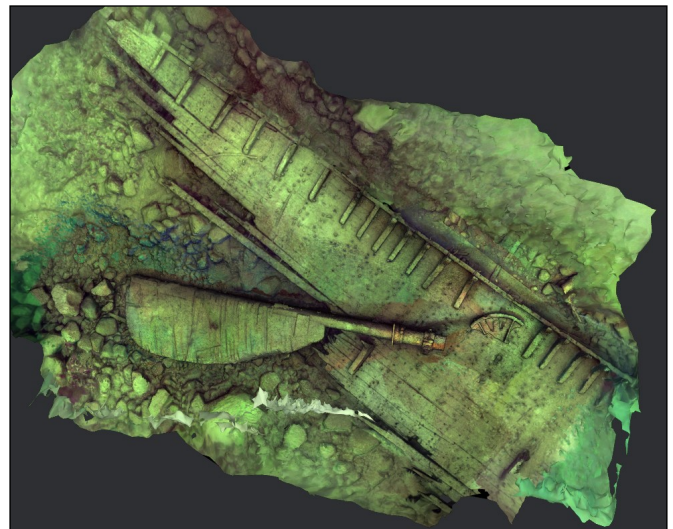
Tamara Thomsen, instructor and Dive Safety Officer, for Wisconsin Historical Society joined our team and was an invaluable participant. To complete the rewrite, discuss risks and standards and approve the changes took a number of special meetings by the GLSPS Safety Control Board and I thank the committee for their extra effort. We completed the changes in time to support the scheduled *Hamilton Scourge* Project and the changes will open the door to other projects GLSPS may consider. The new manual will be on site of all GLSPS Projects so don't hesitate to give it a read and make suggestions.

A 3D Shipwreck Model Database May Be GLSPS's Most Significant Contribution to Preserving Shipwrecks

By Ken Merryman

Over the last four years several GLSPS members including Jerry Eliason, Tim Pranke, and Ken Merryman have been experimenting with a relatively new technology called photogrammetry. This technology and variations of it is finding its way into many fields. The concept as applied to shipwrecks is to shoot photos or video all around the outside of a shipwreck from all angles then feed them into some amazing computer software that aligns and knits the images together into a 3D model. These models can be viewed rotated and tumbled on a computer using the software or on websites such as Sketchfab using a normal web browser. If taken over a series of years these models can be digitally compared to create a difference map which can be used to determine subtle changes in the shipwreck that may not be obvious to even a trained observer. Using this technique we should be able to see sagging decks, bulging sides along with movement or loss of artifacts and other site components. Similar approaches are being used to determine changes in glaciers, coral reefs and using the same technique except with laser scanning the technology is being used to monitor deterioration in underwater pipes.

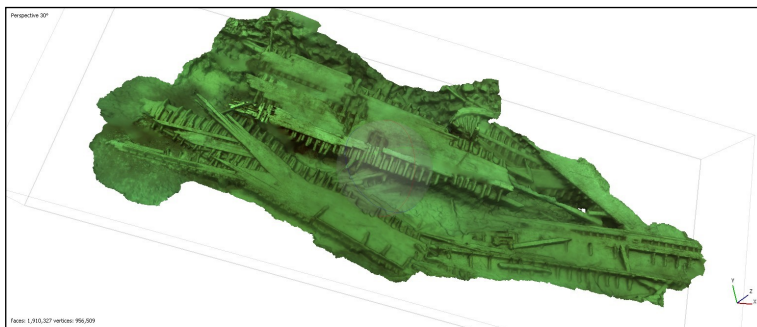
With two scientific papers written by Tamara Thomsen and Caitlyn Zant the approach was proposed to be used to monitor the degradation in shipwreck sites. Tamara and Caitlyn have started using it to document their Wisconsin shipwrecks. Photogramme-



Shipwreck Pretoria Side and Rudder in Apostle Islands, Shot and processed by Tim Pranke using a multi-camera rig with GoPro Cameras.

try is also the basis for the proposed Hamilton Scourge monitoring project. The National Park Service, NOAA Thunder Bay Sanctuary and Parks Canada are all implementing plans to document their shipwrecks using this technology.

So the question is if GLSPS were to use photogrammetry to document and monitor shipwrecks, what would the best approach be to do that? A monitoring program by definition needs some kind of database whether photographic or notes or digital data to hold results of each monitoring observation so results can be compared with similar observations in the future. If we were to create such a database what would it look like and could we extend it to the other thousand or more shipwrecks in the Great Lakes not covered by one of the government entities. Could it include the shoreline above water shipwrecks? If we created the database would the dive community contribute their time and talents to capture the data so it could be processed into models and stored for posterity? We believe the answer to the above questions is yes we could, yes it should, and yes they will and now we are working to determine what the database should hold, how to pay for it, and numerous questions on the program's detailed implementation. We are far enough along to understand we can roll out a test version of the program for the next couple years for a minimal cost to learn what ancillary data that should be stored along with the model, refine our estimate of the data set size, and to learn the best way to promote the program to other like-minded shipwreck enthusiasts. We currently have four groups interested in contributing and working with us spread across four of the five Great Lakes.

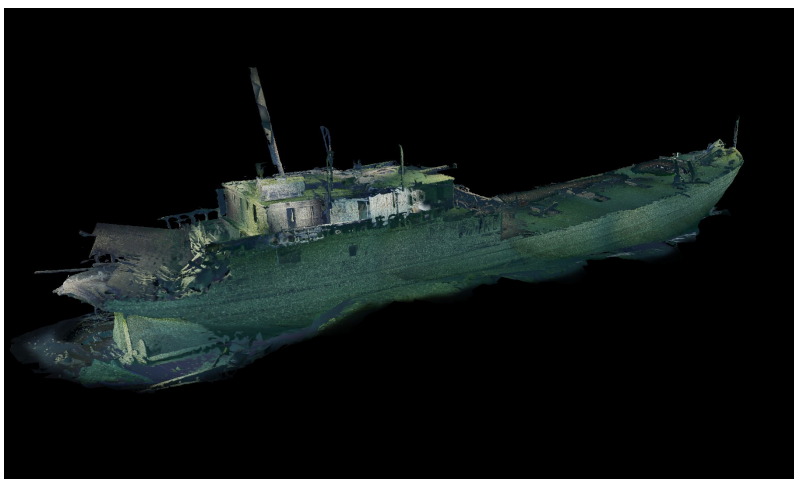


A portion of the *Chisholm* and *Cumberland* site at Isle Royale. Shot in 1999 as a photomosaic with a standard definition video camera then up-converted and processed by Ken Merryman showing we may be able to breathe life into some of the older lower resolution images and video in the process.

So what value would a database like this bring to the public and our shipwreck history and archaeological community? First the public will be able to see and explore these shipwrecks through the website Sketchfab which has the magic to make the models viewable on a web browser or using 3D viewers like Oculus. With supporting software the models can be embedded in any website and used to tell the history and story of the ships and the people who sailed them or used to promote visitation of the sites a preserve. This could open the door to the possibility of creating things like a virtual shipwreck museum.

For preserving shipwrecks academics and archaeologists will be able use the data to quickly evaluate shipwreck sites to determine what historically significant data each site may contain. With a record of the changes over time they can also determine what shipwrecks are most at risk of deteriorating and losing important historic information. With this knowledge priorities can be established to, if not preserve the wrecks themselves, at least preserve the historical information. For the divers or shoreline parties involved, it is just fun to dive and photograph with a purpose. It is a contribution we can all make without having to be a PhD archaeologist or skilled photographer. Tim Pranke has demonstrated we can implement the data collection with a GoPro camera system.

We have much work to do this winter, but our plan is to have enough of the program defined to start its rollout on a trial basis next season. We hope you will join us in this landmark effort.



Newly found *SS Russia* in Lake Huron shot by John Janzen and John Scoles and processed by Jerry Eliason showing what can be done with an entire intact shipwreck and HD video.

2019 Ice Dive Video Documentation *Hopkins* shipwreck in Lake Minnetonka

The Great Lakes Shipwreck Preservation Society Sponsored an Ice Dive Video Documentation Event on Saturday, February 16, 2019

By Dean Soderbeck

Objective was to video document the *Hopkins* shipwreck and possibly other streetcar boats and the Side-wheeler. We have chosen the *Hopkins* to videotape to create a 3D version of the shipwreck for public view.

We filmed the wreck early last spring and we have a partial 3D model of the wreck

but need additional footage to complete the project, so on February 16th seven divers met at Carson Bay public access to start the rough 1 ½ mile trek through 12 to 18 inches of snow to the North side of Big Island where the *Hopkins* was laid to rest in 1949. We used GPS to pinpoint the location of the shipwreck that lays in 60 feet of water, after cutting through 30 to 36 inches of ice and setting up the two folding ice houses the first diver team submerged. Shipwreck hunter Ken Merryman was on the first team to film this wreck for finishing his photo mosaic work (3-D modeling) of the *Hopkins* while the water clarity was still good. Find the earlier 3-D model at <http://strib.mn/2DU7y>



In 1906 the **Twin City Rapid Transit Company** (TCRT) constructed six “Express Boats” that can stop at twenty-seven different landing around the lake. Designed by Royal C. Moore of Wayzata, the vessels are seventy feet long, fifteen feet wide, and resemble TCRT’s streetcars in every detail down to the yellow and red color scheme.

They were all named after popular Twin Cities streetcar stops; *Como*, *Harriet*, *Hopkins*, *Stillwater*, *White Bear*, *Minnehaha*, but after while they were nicknamed the “streetcar boats.”

Between 1906 and 1926 the streetcar boats provided a fast and reliable form of transportation for Lake Minnetonka residents, operating on an hourly schedule along four different routes. The amazing design of the big yellow wooden boats sliced through the water efficiently even in choppy water. They were powered by a quiet two ton triple expansion steam engine.

After 1921 their success came to an abrupt end. With the automobile being more affordable for average people, and many of Lake Minnetonka’s residence stopped riding the streetcar boats. Finally, in 1926 all steamboat service on Lake Minnetonka was discontinued, and three of the streetcar boats were scuttled in deep water, three are scrapped, and one of the boats, the *Hopkins* was sold to railroad tycoon James J. Hill and used as an excursion boat until it, too, was scuttled in 1949.

After sending dive teams down two at a time, having lunch on the lake, and some of the teams doing multiple dives it was time to pack up and head off the lake. I want to thank GLSPS President Phil Kerber for providing the warm portable ice house shelters and having a snowmobile at the site for scuttling a photographer from the Minneapolis Star/Tribune newspaper and a cameraman from KARE11 news to and from the 1 ½ mile trip to and from Carson Bay.



Jeff starting the hole.



Phil cutting through 30 inches of ice.



Andrew ready to go down



Steve last one out



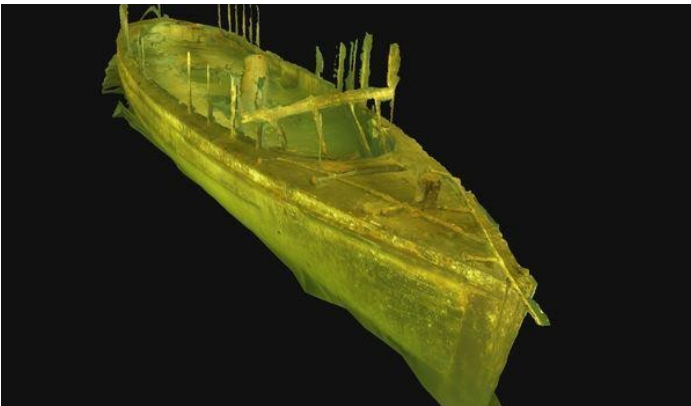
Ken turning on re-breather



Dean with Ken's camera



Ken going down



To see the full 3-D model of this 70 foot ship wreck taken this past spring, go to <http://srib.mn/2DUp7y>

Ice Diving participants: Ken Merryman, Phil Kerber, Dean Soderbeck, Jeff LeMoine, Andrew Goodman, Steve Berres, and Wim Wilcke

For more information on other important projects GLSPS works on, or to join our non- profit organization, go to; www.glsps.org



S.S. Meteor Preservation Project and Work Weekend 2019



The S.S. *Meteor* work weekend started out with great weather on Friday for those that arrived early. We listed over 75 tasks to complete and needed to get started on the first group of action items as soon as possible.

This year we have a new Superior Public Museums (SPM) Director, Megan Meyer. To help her understand the GLSPS process for the last fifteen years, we had multiple meetings with Megan and her staff prior to the Project Work Weekend. After having a few meetings, we were confident that she was going to be a great replacement for the former Director, Sara Blanck. She helped recruit Megan. She did a great job and was gracious to pass on much of the information about the Meteor Project, which made the transition much smoother. The S.S. *Meteor* Preservation Project moved forward as usual and on schedule. Thank you both for making the smooth transition.

Unfortunately, at the beginning of the project/work weekend on Friday, a misunderstanding of the weather delayed the preparation of the ship's walkway. We had planned to paint both port and starboard walkways this year, if the weather cooperated. After a few phone calls to Megan, it was straightened out and the preparation to paint the walkways was underway.

The walkway painting was in the planning stages for several years and weather plays a huge part in what is painted on the outside of the ship. It was great to be able to paint the outside of the ship this year, and the weather seemed to be cooperating. By the end of the day on Friday, the port-side walkway was prepped for painting thanks to Kari David and her team! On Saturday, her team painted the rest of the port-side walkway and started with the preparation on the starboard side. By the end of day on Sunday, the starboard walkway was painted and on its way into the drying stages. Thank goodness the weather cooperated with us to be able to finish such a huge action item.

There were many other tasks to complete during the project/work weekend, but too many to list in this article. You can check out the list of tasks on the GLSPS website under "Project Archives".

To help the volunteers and staff follow the task list, the GLSPS printed it in a large format to hang up on the display boards inside the ship. Each task was checked off as it was completed and provided the volunteers with an hour by hour update as to what was finished and what they could move onto next. It also provided the volunteers a completed list to see if their efforts were making a difference in helping preserve the S.S. *Meteor* and ultimately maritime history.

One of the huge tasks planned for this project was installing hardware wire mesh on the aft-starboard side of the ship where pigeons roost. Bird poop was collecting below and making a huge mess and was showing signs of hull deterioration. Richard Schmidt and his team took on the challenge of installing the wire mesh in the areas where



the pigeons roosted. The efforts paid off as the pigeons couldn't get in their hidden areas anymore. Thank you, Richard, for taking on such an important task/action item during the work weekend.

Another huge task was to finish painting the upper engine room. A couple of years ago Joe and Tony Musial built a platform above the steam engine to paint the upper engine room. It took a few years to scrape, clean, and apply several coats of paint on the walls and ceiling of the upper engine room. It was completed as far as it could go and at the end of the project on Sunday, the platform was removed and stored onboard for the next time the upper engine room needed paint. Thank you to the crew that worked on painting that area and the group from the USN Sea Cadet Corps for taking down the platform and hauling the wood down to the lower deck for storage.

Everyone broke for lunch and discussed progress on their assigned tasks and how much longer they needed to complete it. Lunch was supplied by Grandma's Sports Garden (like past years) and they supplied pizza, salad, chips, cookies, and many other food items to help keep the volunteer's energy level at a peak status. Thanks to Grandma's Sports Garden for supplying lunch on both days of the project/work weekend.

Saturday evening the SPM staff invited all the volunteers to the Fairlawn Mansion for a buffet Dinner. After dinner, they offered a tour of the mansion to the volunteers, and everyone had a GREAT time! The GLSPS and volunteers would like to thank the SPM and City of Superior for the buffet dinner!

On Sunday, we had fewer volunteers and it was crunch time. We completed over 35 tasks on Friday and Saturday, but still had many more to complete. The remaining volunteers had breakfast at the Barkers Inn Hotel/Restaurant before a long day of work on the *S.S. Meteor*. After breakfast, some of the remaining volunteers went to work on as many of the remaining tasks as possible. Some of the volunteers were finishing up the larger tasks they started the day before, and the others started and finished some of the smaller tasks.

Megan's Staff and I were amazed at what was accomplished that weekend. Many tasks were crossed off the list, and the ship was looking shipshape for the upcoming year of public touring that takes place after May 15 and throughout the summer months in a typical year. The *Meteor* Opens for touring after May 15 on a typical year.

The upcoming challenges for the *S.S. Meteor* are providing ventilation for the ship year-round and making some attempt to seal off certain areas of the ship from water flooding. This issue is getting to be a challenge and the next project weekend we will need to seriously address the issues associated with the flooding. The past few years have been rainy, and it is affecting the ship and its integrity. Flooding means water freezing inside the ship over the winter, and possibly cracking parts of the hull. We hope to spend more time in the planning of the water flooding. Fall time is where the SPM may need additional help to seal the ship for the winter months. If interested, please let us know if you are able to return to the *S.S. Meteor* to help prepare the ship for winter.

Another program lurking in the background during the work weekend was a film crew shooting videos to help create a much-awaited "S.S. Meteor Documentary" about the history, stabilization, and Preservation project throughout the last fifteen years. The documentary will take a year or so to complete. The producer and film crew appreciate the help to create the content for their videos and participating in interviews for the documentary. We would like to thank those that have helped with the process of telling your stories and the special volunteering to help create an awesome documentary. We'll let you know when the "S.S. Meteor Documentary" is completed, ready for viewing and a link will be provided.

A warm-hearted thank you to all the volunteers that helped in the past, present, and in the future. If it wasn't for the heart of these volunteers, the *S.S. Meteor* would not look as good as it does today. Even though the outside of the ship is looking pretty good, there are many tasks to complete, but not as much as when the project started over fifteen years ago.

If you or anyone you know would like to join us on this worthy preservation project, please contact us to learn more about how you can help.

Thank you again for your time and support!

Phil Kerber

GLSPS President

S.S. Meteor Preservation Project Chairman



2019 R/V Preservation June Repositioning Cruise Closing Report

Text and photos by Dale Koziol

The R/V Preservation departed Spirit Lake Marina the morning of 15 June with Jimmy Christenson, Andrew Goodman, Ken Knutson, Dale Koziol and Mike Mack on board. Captain Tim Pranke had the helm. We had blue sky, sunshine and light winds making for excellent cruising weather as we headed up the St. Louis River toward the Duluth harbor.

Along the way we put our new Garmin radar unit to use. It is a vast improvement in technology over the old Raytheon set. Monitoring the old radar involved trying to interpret a set of green blobs on the screen. The new digital screen has the radar superimposed over GPS navigation charts, allowing you to not only see what is around you,



Screen of the new radar

but also see where they are on the map. We were able to even detect small, sport fishing boats on the river.



RV Preservation at Spirit Lake Marina

We, of course, had a fine ride through the harbor and under the lift bridge, seeing several ships along the way. We made a stop at Knife Island to dive the Niagara before continuing on to Two Harbors. As usual, we tied up on the south break wall and dove the S.P. Ely before setting its mooring buoy. We then moved the Preservation over to the north break wall, where we moored for the night.

Sunday started off cloudy and rather cool. We moved the boat back to the south break wall so that Tim could try out his home-made, triple Go-Pro drop camera rig on the Ely. It was the first field test of the system and it produced mixed results. Nonetheless, it was fun to try it out. Lessons learned from the Beta test would be applied toward future design improvements.

We then cruised up the North Shore to Gold Rock Point and Split Rock lighthouse where we set mooring buoys on the wreck of the Maderia. The divers got plenty of bottom time in exploring the wreck. Then it was onward to Silver Bay.

We were not able to set the mooring buoy for the Hesper, which was postponed for a later trip. However, we did get to watch the thousand footed James R. Barker steam into Silver Bay to load taconite. That was a sight to see before we made the long ride back to Spirit Lake Marina to retrieve our vehicles.



Setting the S.P. Ely mooring buoy.



James R Barker steaming into Silver Bay

Grand Marais Harbor Survey a Success!

By Steve Daniel, Project Leader

The GLSPS project crew on the *Adventurer* had a beautiful day to explore the harbor in search of artifacts from the schooner *Elgin* and steamer *Liberty*. The GLSPS had learned from the Cook County Historical Society that major improvements to the west harbor boat ramp were planned. A concern was expressed by Carrie Johnson, executive director of the museum in Grand Marais that the changes could possibly impact some shipwreck artifacts nearby.

Steve Daniel hauled his 24 foot Crestliner up to Grand Marais Friday evening, June 28, 2019, with his son Corey. Project team members Jeff Lee and Gary Olson camped in the city campground that same evening. After an early breakfast briefing, the dive group loaded gear and departed the marina dock. Corey donned his dive gear to be ready to drop into the water to check out potential finds. The water was flat with no wind, allowing us to see the bottom by looking over the side of the boat. While idling toward the beach area, the crew quickly spotted the knees of the schooner *Elgin* on the bottom.

Gary recorded the coordinates as Steve brought the boat alongside. Corey splashed in and was handed the underwater camera by Jeff to get photos of the iron knees. A tow line and dive plane rig, graciously donated to the GLSPS by Bob Olson, was then deployed to Corey. The boat was idled over other areas to see what was to be found while Jeff monitored Corey and the line as diver tender. The crew decided to use the side scan sonar, as the tow rig was a cold process.

After a lunch break on board, as the boat was headed parallel to the west shoreline where the small boat launch is currently located, several hits were noticed. Gary recorded the waypoints as they were plotted when an image appeared on the side scanner screen. Corey re-entered the water and checked out the objects on the bottom, sending fish floats to the surface to mark the artifact sites as they appeared.

The finds were significant! The wooden bow section of the *Liberty* was found, which had been seen by Cristian Dahlbeck the previous summer. The small wooden bulkhead section also was found. Both of these items are SHPO drawings shown in Steve's book, *Shipwrecks Along Lake Superior's North Shore*. The third artifact found was a large section of the starboard side of the hull of the *Liberty*. This piece extended from the stem at the bow down the side of the ship and included a wooden section of railing at the top edge. It was about the size of a pickup truck when viewed from above. This was a significant discovery, as it had not been seen by anyone before.



Adventurer surveying Grand Marais Harbor. Photo by Steve Daniel.

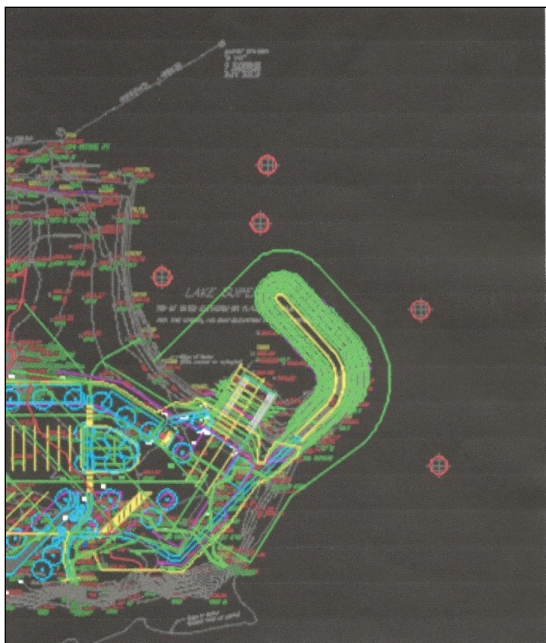


Liberty bow section . Photo by Steve Daniel



Liberty starboard hull side. Photo by Steve Daniel

The weather changed, with a thunderstorm forecast to move in during the night. The project team decided to end the project, as visibility would not be good the next day. After returning home, Steve provided UW photos and coordinates of the ship artifacts to Carrie and the DNR, whom she was working with. Kent Skaar of the Minnesota DNR, had the coordinates plotted on a digital map of the planned enlarged boat ramp area. The plot points are all outside the boat launch area, which would likely avoid them being disturbed. However, they are in the proximity of the launch area. Boaters will probably motor out around the stone breakwater that will be added. Divers will need to be careful of boater activity and must use their dive flag for safety when visiting these historic underwater treasures.



Proposed Grand Marais harbor project.



Liberty small bulkhead section. Photo by Steve Daniel

Madeira Shipwreck Dive

Silver Bay, Minnesota

July 26-28 at Silver Bay& Split Rock State Park

Madeira 2019 Documentation– Youth Group Intro Project with GLSPS

By Dean Soderbeck

BSA Venture Crew 820 divers met Great Lakes Shipwreck Preservation Society (GLSPS) members onboard the R/V *Preservation* on July 27th at the Silver Bay Marina to dive some of Minnesota's shipwrecks. Now entering the seventh year of collaboration, the Crew and GLSPS work to provide an amazing opportunity to the scouts, as well as create a legacy for future generations to preserve Lake Superior's shipwrecks. Diving shipwrecks allows the scouts to touch a ship more than a century old and connect with history. It makes history real.

GLSPS Boat Captain Corey Daniels and Jimmy Christenson, along with a special guest passenger Konnie LeMay, the Editor to Superior Magazine, joined the 4 BSA Scuba Venture Crew members aboard the ship. LeMay will publish an article on the partnership between BSA Venture Scouts and GLSPS, highlighting GLSPS's work to find and document lost Great Lakes shipwrecks. Of the 12 divers and non-divers on this trip, 7 are GLSPS members with 4 of them both members of GLSPS and BSA.

The R/V *Preservation* met up with other Venture Crew divers already moored to the shipwreck the *Madeira*, a 436-foot steel schooner-barge that 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. With a surface water temperature of 48 de-

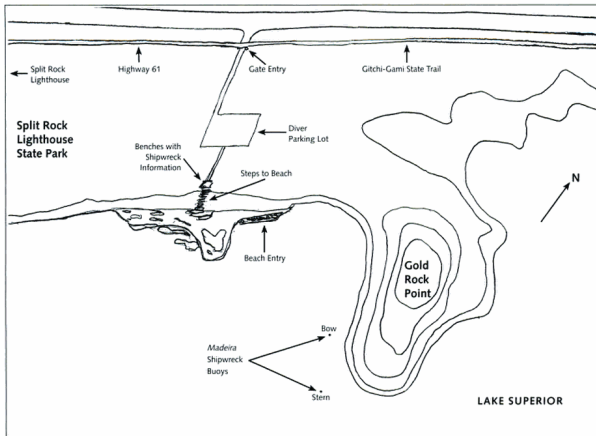
grees which dropped to 38 degrees at the *Madeira's* pilot house 80 feet down, the scouts appreciated R/V *Preservation's* configuration that allowed them to conduct multiple dives throughout the day without swimming across the bay to the shipwreck.



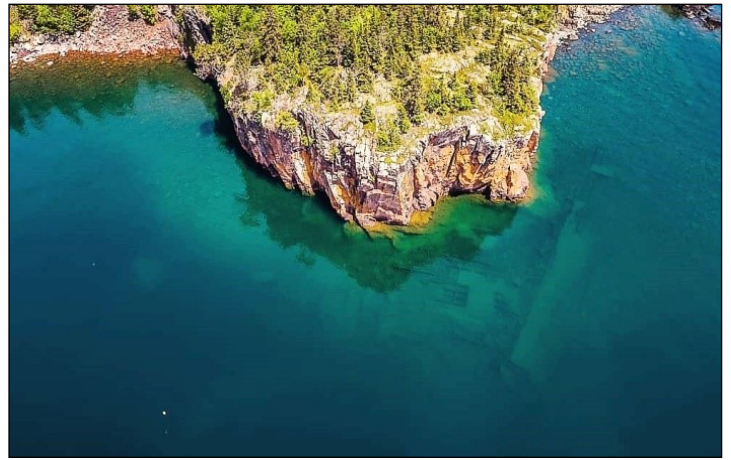
Dive boats tied up to the shipwreck's bow and stern buoys



Preservation Captain Corey Daniel



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



Aerial photo by Christian Dalbec Photography

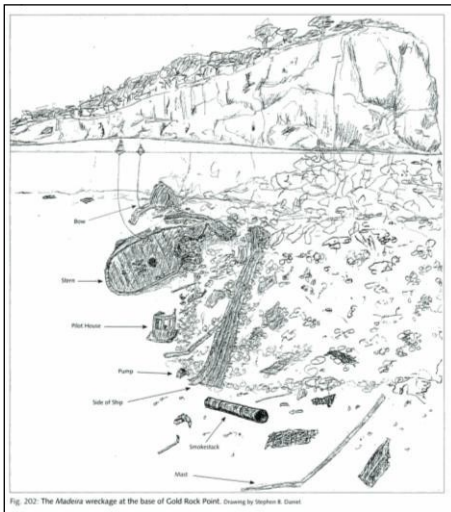


Fig. 202: The *Madeira* wreckage at the base of Gold Rock Point. Drawing by Stephen B. Daniel.

The chilly water temperature did not dampen the scout's enthusiasm as they explored one side of the shipwreck, from bow to stern, with visibility of over 30 feet. After conducting the appropriate safety stops, the scouts surface and returned to the dive boat. After a 90 minute break on the R/V *Preservation*, the northern Minnesota black flies chased the scouts back into the water for their second dive. The divers examined the *Madeira*'s bow section at a depth of 30 feet then swam around the point to cover the huge section of the shipwreck's side wreckage that lies in water 30 feet deep. The cold water temperature resulted in a shorter 32 minute dive, but no less enjoyable.

3D Bow section model by Tim Pranke



Photo by Corey Daniel



Photo by Corey Daniel

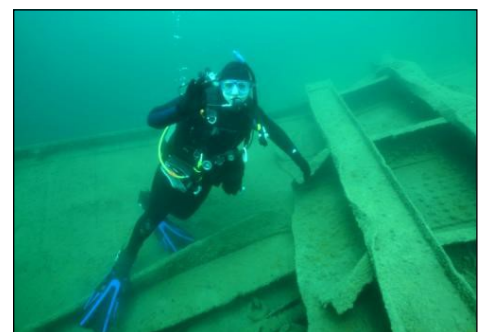


Photo by Corey Daniel

The next day, the group split with seven scouts doing a shore dive off Stony Point near Duluth and the two closed-circuit divers returning to Silver Bay to meet with four GLSPS divers to film the *Madeira* at night for the 3D model that you see above. At Stony Point, the scouts dove lava flow formations looking for shipwreck parts from a tug that sank near shore 120 years ago. Despite the 39-degree water, the unique bottom contours and texture of the lake fascinated the scouts who spent 30-60 minutes in the calm shallows. They also enjoyed basking on the lava formations on shore after the dive, absorbing the sun's heat. (Black basalt lava flow that is marked by gouges and ridges left behind by glaciers more than 12,000 years ago).



We want to thank GLSPS for hosting the outing for the divers and for the boat captain (Eagle Scout) Corey Daniel and 1st Mate Jimmy Christenson for taking us out on the R/V *Preservation*. With the 9 divers, we had 2 Divemasters, 2 Instructors, 4 Advance Open Water divers and 2 Advance Open Water students.

Group Picture of those on board the RV Preservation plus Konnie LeMay who took this picture.

For more information on other important projects GLSPS works on, go to;
www.glsp.org



To answer any questions on these outings or our upcoming outings with Scuba 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 Palooza 10

Lake Ore-be-gone, Gilbert, MN

August 16-18, 2019



By Dean Soderbeck

Steve and Jolene Philbrook owners of Aquaventure Dive & Photo Center hosted their 10th annual underwater scavenger hunt for medallions with over \$5,000 in prizes available to win. We handed out membership literature at our GLSPS tent display booth on projects and other work GLSPS does and talked about the upcoming UMSAT Show.

It was a fun filled weekend where we met new dive buddies as we hunted for hidden medallions in beautiful lake Ore-be-gone. Scuba Palooza 10 was held at Sherwood Forest campground on Lake Ore-be-gone in Gilbert, MN.

Lake Ore-be-gone is one of Minnesota's premiere dive destinations! It's clear water boasts many dive attractions. Such as a WWII fighter plane, two military helicopters, a bus, twin engine airplane a car, bicycle graveyard, transport speeders, a boat, and more!

A great weekend of fun events above and below the water plus diving with new friends.



GLSPS 2nd vice-president Dean Soderbeck working the booth before diving.



Soderbeck working the booth before
 GLSPS member Lisa Weise found one of the medallions and won this BCD. Last year GLSPS board member Jeff Lemoine found one of the medallions.



BSA Scuba Venture Crew 820 members getting ready to dive.



Steve Philbrook and his family serving BBQ lunch to hungry divers.



Group photo of over 150 participants at this year's event.

Scuba Palooza schedule started with 9 AM registration at the lake, and at 11 AM the air horn sounded with over a hundred divers hitting the water at the same time in search for one of 15 medallions hidden throughout the lake within 60 feet of water depth. It was like being at the Indy 500 seeing everyone scrabble for position and hit the water at the same time.

The kids from 10 to 17 years of age searched for Pokemon within 25 feet of water to receive an Aquaventure gift card.



Besides the medallion hunt, there was also an underwater photo hunt, BBQ provided for lunch, huge raffle and awards in the evening with campfire social and movies.

Mark your calendars for next year's Scuba Palooza August 14 – 16, 2020.

GLSPS would like to thank Aquaventure for allowing us to have a presence at the Scuba Palooza and they will be again sponsoring the food at this year's "Upper Midwest Scuba & Adventure Travel Shows" Friday Night Movies provided by GLSPS April

Moving day for the "Best Charter Partner" Saturday August 31st, 2019 MOVING DAY

By Dean Soderbeck

Ten BSA Scuba Venture Crew 820 members move its BSA Charter Partner Northland Scuba that has supported the Venture Crews vision and mission for over 20 years. The scouts moved the retail dive shop from Eden Prairie back to its old location it once occupied at 7081 10th Street North, Oakdale, Minnesota.

The pre-move the week before was based on removing all the store fixtures, air compressor, and pack things up to be moved in one day. The Scouts arrived at 9 AM and received their job tasks on removing all the contents including the air compressor and air banks. They brought with them packing blankets, shrink wrap, box tape, 2 and 4 wheel dollies, as well as vans, pickup trucks, and 3 trailers.

By 6 PM, the old location was just about cleaned out except for the laminate interlocking floor and a few fixtures



Venturing's purpose is to provide positive experiences to help young people mature and to prepare them to become responsible and caring adults. Boy Scouts of America's Venturing program is based on a unique and dynamic relationship between youth, adult leaders, and organization like NORTHLAND SCUBA.



New retail showroom after a few more afternoons of installing the slat wall fixtures, hang televisions, white boards, pictures, and hook up the air compressor and air fill station with ten 450 cubic foot high pressure storage tanks.

BSA Venture Crew 820 youth and adults put in over 143 hours time giving back to their Charter Partner knowing that Northland Scuba provided 20 years of filling the crews scuba air tanks, about 1.6 million cubic feet of air.



I don't know if many of you know that Myron is an Eagle Scout with 3 palms. I asked Myron what year he received his Eagle Award, but he could not remember. (His age is starting to show)

Myron became a certified diver in 1977, and in 1978 landed a dream job with Sam Wampler the founder of Sea Base, who started to develop a high adventure program using the waters in and around the Florida Keys a year earlier. Myron Haynes was hired as the "Assistant Director" of BSA's Florida National High Adventure Sea Base program. Myron thought he was some hot stuff being the "**Number One Man**" in the new organization.



But when you ask Myron how many people were working at Sea Base at the time, it was just Sam Wampler and himself. Myron would coordinate trips to Freeport in The Bahamas for the Scuba Program and charter 40 foot sailing vessels out of Miami for the Florida Key Adventure. At that time they used Sam's station wagon and operated out of a warehouse in Miami, and already had over 700 participants through the program. Myron can remember when BSA purchased the Old Toll Gate Motel and Marina with 6.3 acres on the South end of Lower Matecumbe Key in 1979. Today Sea Base has 12 high adventure programs now, and has had over 14,000 attendees. Since then, Myron worked at Tomahawk Scout Reservation in northern Wisconsin as Scout Camp Director at Chippewa Camp, and from 1989 to 1981 Myron was a BSA District Executive with St. Paul's "Indianhead Council" and serviced Little Crow and Eagle River district in Wisconsin.

Myron became a Dive Instructor in 1979 and now holds the highest level instructor certifier rating that SSI provides.

March 16, 1981 Myron started Northland Divers, training in 250 new divers a year. When asked, Myron can't remember how many divers he has certified over the years but he said it is more than 2,000.

Northland Divers changed its name in 2010 to Northland Scuba, as people called him up thinking that Northland Divers was a dive salvage company.

Myron Haynes has given so much to our diving industry since 1978, his exceptional dedication to the upper Midwest scuba diving community in training hundreds of kids to go to Sea Base, and is truly the best Charter Partner a scout unit can have.



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



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

Check out our new location at 7081 10th St No Oakdale, MN 55128

BSA Scuba Venture Crew 820 Hosted Its Eighth Annual Underwater Basket Weaving Event on Saturday, September 22nd, 2019

By Dean Soderbeck

BSA Scuba Venture Crew 820 hosted its eighth annual underwater basket-weaving event on 22 September 2019 at Golden Acres Campground on Square Lake.



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

Five of the scouters participating in this event are also Great Lakes Shipwreck Preservation Society (GLSPS) members.

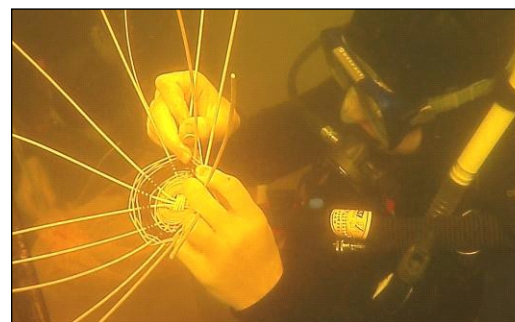
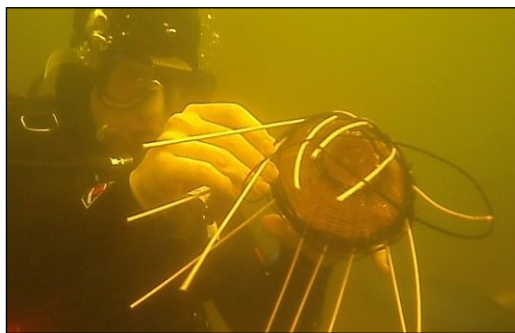
All participants enjoyed the partly cloudy 65 degree day with light chop water, despite only 5 to 10 feet of visibility near the bottom of the lake, with water temperature at 66 degrees.

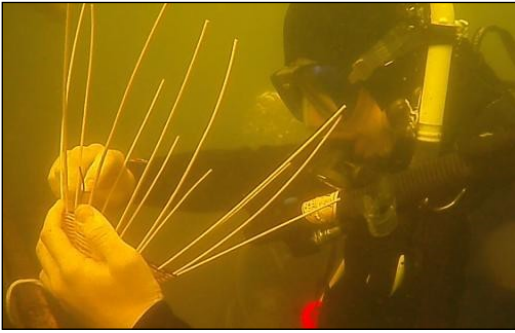


Scouts measured and cut pieces according to the basket kit directions and pre-assembled the base prior to diving.

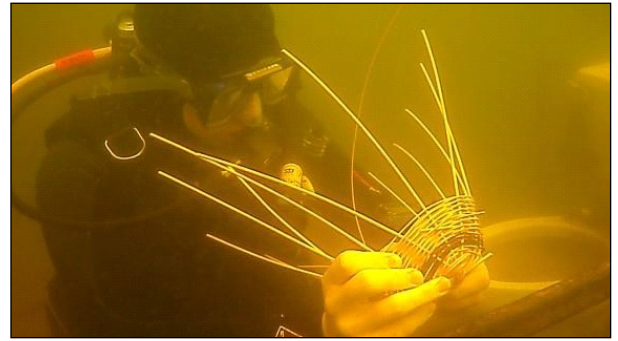
The weavers used the small round reed basket kit pattern the Scout shop sells: the 3"x 3"x 3" Natural Rattan Reed.

This is the easiest to work with while under water, with extra side material added, some of the scout's baskets will get 8 inches tall.





In 58 minutes of bottom time, the Scouts completed weaving the sides while kneeling on the dive platform 20-feet below the water surface.



Yes, that is a toilet in the background. Just remember to flush after each use.



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 Scuba Venture Crew 820 please call Crew Advisor Dean Soderbeck @ (651)-483-8596. deansoderbeck@yahoo.co



ture

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

SCUBA CREW 820 HOSTS ITS SIXTH ANNUAL UNDERWATER PUMPKIN CARVING EVENT SUNDAY OCTOBER 6, 2019

Scuba Crew 820 News – October 6th, 2019 Underwater Pumpkin Carving

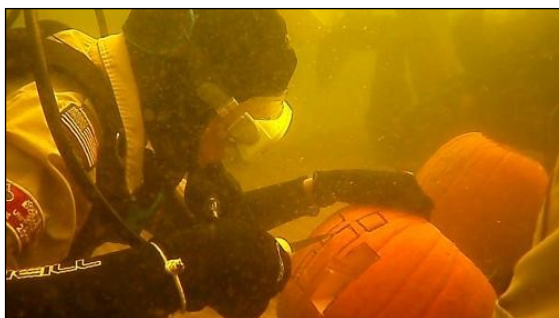


No tricks! Diving's a treat! As a warm-up for Halloween and fall, BSA Venture Scuba Crew 820 hosted its 6th annual Underwater Pumpkin carving event with 3 youth and 7 adult divers from around the Twin Cities and an additional 4 divers from

Janesville Iowa. This year we also had 2 youth snorkelers carving their masterpieces in shallow water.

The event was on one of the underwater dive training platforms 22 feet down in front of Golden Acres in Square Lake near Stillwater. Water temp was 57 degrees, partly sunny skies, with the air temperature the same as the water temperature at 57 degrees. Visibility was 15 feet this time of year on the underwater training platforms at 22 feet down.





The pumpkins will be spilled their guts out on shore prior to the dive, and then add some Scout-rendered under water “vegetable surgery”.

It took a mere 32 minutes of underwater precision carving to turn ordinary garden gourds in to underwater masterpieces!



Of the 8 adults volunteering in the event five divers and one non-diver were both GLSPS and BSA Venture Crew 820 members.



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

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

Scuba Crew 820 Charter Partner, “Northland Scuba” www.northlandscuba.com



Great Lakes Shipwreck Preservation Society www.glsp.or

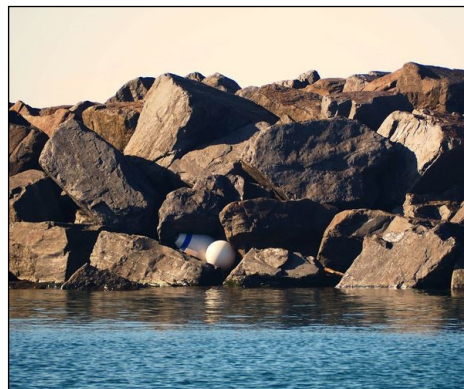


2019 R/V Preservation September Repositioning Cruise Closing Report

Text and photos by Dale Koziol

The *R/V Preservation* departed Silver Bay Marina the morning of 14 September after starting the day with an engine repair. The starboard engine had developed a valve cover oil leak, which was remedied with the installation of a new gasket.

With Jimmy Christenson, Wim Wilke, Dale Koziol and Mike Mack on board and Captain Tim Pranke had the helm, we set out on our first task, retrieving the mooring buoy from the *Hesper*. That ended up being a challenge, since what we thought was our buoy turned out to be a temporary channel marker for the taconite plant. Our buoy had disappeared! After some searching, our lookouts spotted the buoy wedged in the rocks of the break wall. We returned to our slip in the marina and a shore party set out to retrieve the wayward buoy. It was not an easy task, but we succeeded in prying it out of the rocks, hauling it over massive boulders, and then hauling it up to the marina office for storage.



Buoy on the rocks

After that we had blue sky, sunshine and a cool breeze for our voyage down the coast to Gold Rock Point. We found that we were not alone. There was a dive boat tied up to one of the mooring buoys and more divers swimming out from shore. It took a bit of coordination to insure a safe work area as we carefully removed the buoys from the *Maderia*.

We spent quite a while to getting both buoys on board. By then the clouds were starting to move in and the breeze was freshening. We had a bit of a bumpy ride back down to Two Harbors, but made the trip without incident.

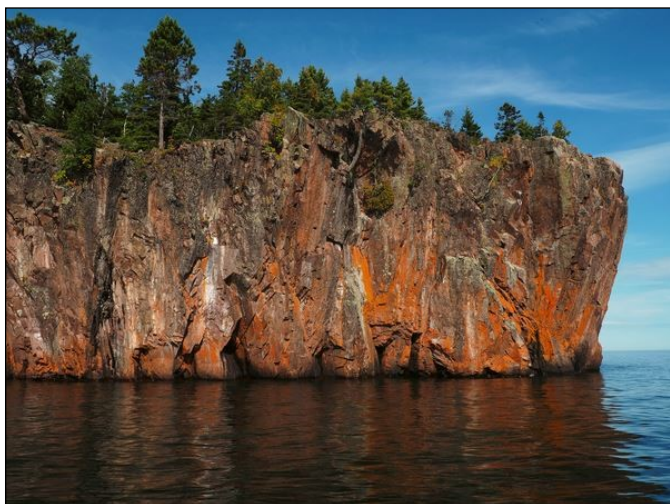
At Two Harbors, we found the *Algoma Strongfield* on the hook outside of the break wall, waiting for the loading dock to clear. They were still sitting there on a foggy Sunday morning as we motored over to the south break wall to retrieve the *S.P. Ely's* mooring buoy.

During the cruise back to Duluth, the skies cleared and we had smooth-sailing. Once in port, we cruised around a bit, paying courtesy calls to the *Edward Ryerson* and the *BBC Rio Plata*.

Then it was time to head up the river past the stuffed animal decorated Grassy Point swing bridge to Spirit Lake Marina.



Mike and Wim in the water



Gold Point



Ryerson bow

RV PRESERVATION - 2019 - FALL

Boat work committee chair: Ken Knutson

After a great summer at beautiful Silver Bay Marina our crew cruised back to Spirit Lake Marina picking up our shipwreck mooring buoys along the way. If you are curious how the summer went, you can follow us by looking at GLSPS.org, and clicking either - **[Events Calendar](#)**, **[2019 Projects Schedule](#)**, or **[Projects Archive](#)** -- or just enjoy the pictures in **[Photo Albums](#)**.

I'd like to fill you in on additional improvements we implemented last spring with our usual maintenance!! As noted before, our talented members were able to repair all of the problems and most of the "like to get fixed/installed notes". Tim Pranke, Jim Christianson and Kari David were busy sanding, priming and painting. Phil adjusted the valves in the engines so they are running much smoother. We wired the new AIS system for automatic identification of vessels in our area. **"SPOILER ALERT!!!"** When we fired

up the **radar**, we found we had a problem. We need to research, order and install a new radar before the spring launch (in two weeks) **"YIKES"**. We checked multiple sources, found a decent price, (**amazingly Dale Koziol provided a grant from the Koziol Charitable Giving Account and came up with most of the payment!!**) we ordered and received a very nice radar. Tim P. and I went up and installed the system (Look on GLSPS.org Photo Albums - RV Pres - Spring Cruise for a pic of radar screen.) **Another awesome trip "You Missed" ???????**

After familiarizing ourselves to the AIS workings, we find we need an outside GPS antenna direct to the AIS. We were concerned that our location may be lost with the AIS mounted inside a steel boat, and it appears we are correct. This will be an additional item for our Spring "to-do" list.

A special **"THANK YOU"** to our member Mike Mack for sealing the leaks in our inflatable dingy. It is holding air very well, but will need some additional work on sealing the inflation valves/seals.

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 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 now is!

FOOD FOR THOUGHT: What is Photogrammetry??? How can you be a part??



You will not want to miss this show!

2020 Upper Midwest Scuba and Adventure Travel Show (UMSAT)

Friday April 3, 2020 for the kickoff event – 7:00 – 10:00 PM

Saturday, April 4, 2020 – 9:00AM to 6:00PM

Jimmy's Event Center

3565 Labore Road, Vadnais Heights, MN 55110

The Great Lakes Shipwreck Preservation Society (GLSPS) proudly presents the 20th Annual Upper Midwest Scuba and Adventure Travel Show (UMSAT).

This unique event combines professional divers, shipwreck hunters, educators, underwater photographers, videographers, and archaeologists in a day of fun, unbelievable history and grand storytelling. There will also be experts available to answer questions about diving and travel. There will also be raffle prizes, and a silent auction. Are you a diver, and/or interested in travel, archeology, history, photography? We have something for everyone!

We have many great speakers and a great exhibit hall where you can talk to the experts and find all kinds of fun information!

Fred Stonehouse is our featured speaker. Fred has authored over thirty books on maritime history. The Wreck of the Edmund Fitzgerald and the Haunted Lakes series are regional best sellers. Wreck Ashore, the U.S. Life-Saving Service on the Great Lakes is the

predominant work on the subject. He has also been an "on-air" expert for History Channel, National Geographic and Fox Family. Fred will be giving a presentation at the Awards Luncheon and later in the day. Please visit the UMSAT Show website to see both Fred's and other speakers topics.

Ric Mixter will speak on the Tuskegee Airmen searches. Ric has been telling shipwreck stories on television, radio, podcasts, and in magazines and newspaper stories appearing internationally since 1991. His interviews and rare footage from storms as early as 1913 make his lectures unforgettable. With 30 Great Lakes documentaries to his credit, he leads the pack in sharing our underwater resources with the world.

Greg Piper will be speaking on the shipwrecks of Truk Lagoon. Greg is an award-winning underwater and nature photographer based in Washington, DC. His images have graced the pages of the world's top diving and nature publications. In the past ten years he has 16 months in Truk Lagoon to document the world's largest collection of wartime sunken shipwrecks. Greg has logged over 1500 dives in the Lagoon and hopes his documentation of these shipwrecks will encourage a deeper sense of responsibility to the developing marine environment as well as renewed respect to this iconic resting place.

Other speakers include Keith Cormican / Bruce's Legacy, Jeff Ginther /Cayman Dept Tourism, Doug Klien /local diving and others.

Please mark your calendars and join us for another unforgettable show.

Mary Lillemo

UMSAT Show Chairperson

The poster is for the 'upper midwest scuba AND adventure 2020 travel show'. It features a background image of a scuba diver underwater. The text is arranged in a structured layout with various fonts and colors (white, yellow, orange, and red) to highlight key information. Logos for the Great Lakes Shipwreck Preservation Society and the UMSAT Show are in the top left. A QR code is in the bottom right. The overall theme is diving and shipwreck exploration in the Great Lakes region.

 20th Fundraiser Event
Sponsored by The Great Lakes
Shipwreck Preservation Society

upper midwest
scuba AND adventure
2020 travel show

April 3rd - 4th, 2020
Jimmy's Event Center
Vadnais Heights, MN

Exciting Topics such as:
Maritime History - Travel - Raffles - Exhibitors - Fun for the Whole Family.

Featured Speaker:
Fred Stonehouse:
Sailing into Legend , the Most Baffling Shipwrecks in the Great Lakes!

Lunch Speaker: Fred Stonehouse - Target - Great Lakes - World War II Vessels of the Great Lakes.

Other Featured Speakers:
Greg Piper :
Truk Lagoon, What They Left Us 75 Years Later
Ric Mixture:
Tuskegee Airman Searches
Keith Cormican:
Bruce's Legacy in Nepal
Jeff Ginther:
Cayman Island Diving, Warm Water Diving Adventure
Doug Klein:
Local Diving in the Cuyuna Mines
Discussion Panel:
Rec to Tech TDI Rep Shawn Harrison, Mike Ozwald TDI Instructor, and Jason Schulz , Local Tech Diver.

General Admission:
\$20.00 online
\$25.00 at the door
\$5.00 Military & Student Discount
Children 12 & under Free

For more information and Tickets: www.umsatshow.org

Photo by Greg Piper



The GLSPS sincerely thanks the following Sustaining and higher level members, for their financial support.

As of: January 26,2020

Plank Owner:

Dale & Bonnie Koziol
Jim Christian

Helmsman Donors:

Richard Schmidt
Lila Stevens
Phil's Quality Automotive

Boatswain Donors:

Sandy Beck	Jack Decker
Mike Gatzke	Dick Giese
Nick Lintgen	Bob Karl, Super Exped
Parker Lintgen	Pat Olson
Mike Stone	Kenneth Knutson
Dean Soderbeck	Steve Daniel
Phil Kerber	Jimmy Christenson
Jeff LeMoine	Raymond Newman
Ken Merryman	Robert Olson
Venture Group BSA 820	Tracy and Scott Wemyss
John Berg	Tim Pranke
Kent Myhrman	

Watchman Donors:

Sara Blanck	Jon Connolly
Paul Imsland	Konnie Le May
Kenneth Johnson	Ryan Mc Given
Jeff Kirchner	Gary Olson
John Ortiz	Matthew O'Keefe
Bruce Person	

Corporate Donors:



The GLSPS thanks the 3M Foundation again this year for their donation on behalf of Steve Daniel, 3M Employee. 3M is pleased to recognize and support volunteers' contributions to helping non-profit



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 (a now retired employee of EcoLab and GLSPS Board of Director at Large) 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 and Dale Koziol for your annual donations.

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 Tamera Thompson, Kaitlin Zant and others in her group for their help with the many National Register Nomination surveys and write ups; Glenn Seaberg for designing our UMSAT show program and other show graphics, Mn Historical & Cultural Grants for Ship-wreck Display grants. Thanks to Lund's of Edina for the use of their community meeting room for our board meetings. Thanks to the UMSAT Show Sponsors, Raffle and Silent Auction donors. A special thank you to Dale Koziol for providing a Grant from his former employer to be able to purchase a new Radar System for the GLSPS RV Preservation Research Vessel.



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**



Great Lakes Shipwreck Preservation Society

Updated January 26, 2020

2020 Directory of Officers Board of Directors **& Other Programs**

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

Additional Board of Directors Members		Telephone
Director	Ken Knutson	612-578-1551
Director	Ken Merryman	763-226-9620
Director	Nick Lintgen	763-370-8254
Director	Jack Decker	641-512-1046

Supporting Function	Leader	Telephone
Equipment / Storage Manager	Phil Kerber	612-720-2825
Booth Display Manager	Dean Soderbeck	651-483-8596
Apparel Manager	Ken Knutson	612-578-1551
National Register Manager	Ken Merryman	763-226-9620
Librarian	Tim Pranke	651-395-9451
Youth Promotions Coordinator	Dean Soderbeck	651-483-8596
Newsletter Editor	Jeff Lee	218-435-6407
Website and Technology Assessment Manager	Phil Kerber	612-720-2825
	Nick Lintgen	763-370-8254
Put-It-Back (PIB) Coordinator	Steve Daniel	651-470-5389
UMSAT Show Facebook Acct Administrator	Dale Koziol	651-730-7881
GLSPS Facebook Acct Administrator	Dale Koziol	651-730-7881

Standing Committees	Chairperson	Telephone
Grant Writing	Ken Merryman	763-226-9620
	Jeff Le Moine	612-803-6476
Upper Midwest Scuba & Adventure Travel Show 612-570-3305 / info@umsatshow.org	Mary Lillemo	612-590-7810
	Bob Nelson	612-916-8183
Membership	Ken Knutson	612-578-1551
	Dean Soderbeck	651-483-8596
	Bob Nelson	612-916-8183
	Phil Kerber	612-720-2825
Safety & Training	Phil Kerber	612-720-2825
	Dean Soderbeck	651-483-8596
	Jack Decker	641-512-1046
<i>R/V Preservation</i> Boat Work	Ken Knutson	612-578-1551
	Tim Pranke	651-395-9451
Shipwreck. Artifact & Site Documentation	Bob Nelson	612-916-8183
	Jack Decker	641-512-1046
	Tim Pranke	651-395-9451
Shipwreck, Artifact & Site Monitoring	Corey Daniel	218-343-4970
Access (and subcommittee)	Tim Pranke	651-395-9451
	Steve Daniel (Storage)	218-349-8028
<i>S.S. Meteor</i> Restoration	Phil Kerber	612-720-2825
	Megan Meyer	715-394-5712
	Ken Knutson	612-578-1551
	Dale Koziol	651-730-7881

2020 Special Programs & Project and Leaders

Project	Leader	Telephone
<i>S.P. Ely</i> Project – Stabilization & Documentation	Bob Nelson	612-916-8183
Thomas Wilson - Monitoring Project (<i>Thomas Wilson</i>)	Andrew Goodman	
Apostle Islands Projects - Pretoria and Other Projects	Jack Decker	641-512-1046
	Tim Pranke	651-395-9451
Fun Dives	Jack Decker	641-512-1046
Youth Fun and Project Dives	Dean Soderbeck	651-483-8596
Photo Mosaic and 3D Video Projects	Jerry Eliason	218-879-5307
	Ken Merryman	763-226-9620
	Tim Pranke	651-395-9451

	<u>Captains / Operators</u>	Telephone
RV Preservation Acting Captains & Operators have been <u>approved</u> by both the GLSPS Board of Directors and the GLSPS Insurance Company.	Ken Knutson	612-578-1551
	Phil Kerber	612-720-2825
	Ken Merryman	763-226-9620
	Tim Pranke	651-395-9451
	Corey Daniel	218-343-4970
	Jay Hanson / Trainer	218-590-3483



Great Lakes Shipwreck Preservation Society
7348 Symphony St NE
Fridley, MN 55432
763-785-9516

Keep up on activities and accomplishments 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> . Click on the “Events Calendar” to view the day to day activities and click on “2020 Projects Schedule” to see what projects are upcoming this year and also to register for any that you may be interested in being a part of. Thank you

