Wreckage from the Griffin found … in Lake Superior!

“The Boyd made another pass and the crew knew that this was something of interest … It rested in approximately 270’ of cold Lake Superior water.”

~Also in this Issue~

Shipwreck Society on Television

Status Update:
Motor Lifeboat CG 36381 & Motor Lifeboat House

Henry B. Smith Shipwreck Expedition

Summer Appeal Results

…and more!

GRiffin Ship Photo Courtesy
Paul Lamarre, Jr. / Paul C. Lamarre, III
How many of us remember our parents or grandparents telling us that time passes more quickly as we get older? How many of us say the same to our children, or nieces, nephews, etc.? It certainly seems to be true where our relatively short tourist season is concerned and the past two years at the Great Lakes Shipwreck Museum have gone by incredibly quickly. Time does fly and our winters are harsh, thus we have to cover a lot of territory in the warmer months and while we are open to the public. With that being said, I am happy to report that we’ve gotten much work done at Whitefish Point, in Sault Sainte Marie and on (and under) Lake Superior this year. And like any organization with a hard-working staff and Board of Directors … we like to hear how we are doing! Good and bad. We often hear from our visitors and through such social media entities as tripadvisor/facebook and the vast majority of this feedback is extremely positive. We’ve even been recognized by fellow historical organizations, regional magazines and area niche groups. You will read about a few recent honors that the Shipwreck Society has garnered in this issue of the Shipwreck Journal as well as some of the long term historic preservation projects that are very close to completion. A few are just getting underway and we’ll tell you about those too.

Our short summer season also means that we have to squeeze in as much time on the water, and onboard the R/V David Boyd, as possible before the dramatic autumn weather sets-in. Our Director of Marine Operations, Darryl Ertel Jr., and the crew of the Boyd covered much territory in 2016. We even made it to Copper Harbor and the area(s) off Manitou Island, in the ongoing search for the two lost French Navy Minesweepers which disappeared in November of 1918. People often believe that it is preposterous to somehow think that the Government of France commissioned a boxcar company in Fort William (now Thunder Bay, Ontario) to build minesweepers at the end of World War One, but it is an historical fact and two of the three minesweepers vanished on their maiden voyage across the storm-tossed waters of Lake Superior. GLSHS Operations Manager (and Boyd crewmember) Sarah Wilde, will tell of the GLSHS expedition which helped to document the 1913 shipwreck of the Henry B. Smith, and search for the French naval vessels.

Director’s Report

How many of us remember our parents or grandparents telling us that time passes more quickly as we get older? How many of us say the same to our children, or nieces, nephews, etc.?

It certainly seems to be true where our relatively short tourist season is concerned and the past two years at the Great Lakes Shipwreck Museum have gone by incredibly quickly. Time does fly and our winters are harsh, thus we have to cover a lot of territory in the warmer months and while we are open to the public. With that being said, I am happy to report that we’ve gotten much work done at Whitefish Point, in Sault Sainte Marie and on (and under) Lake Superior this year. And

Motor Lifeboat CG 36381 at Mertaugh Boat Works

New deck and entryway, Motor Lifeboat House

Interior Motor Lifeboat House

Nearly complete Motor Lifeboat House

Physical restoration begins on CG 36381

Layers of paint stripped…

Continued on bottom of next page
Griffin Wreckage Discovered

Ok, to be sure, we’re not talking about that Griffin. Any student of Great Lakes maritime history might believe that we are referring to Le Griffon, LaSalle’s vessel-the first ship to navigate the Upper Great Lakes—which disappeared on Lake Michigan (presumably) in 1679. She disappeared on her maiden voyage and her whereabouts still remain a mystery. No, not Le Griffon. This recently discovered wreckage was a mystery for the better part of the summer…but let’s start at the beginning.

Early summer, 2016. The Shipwreck Society’s research vessel David Boyd is underway in Eastern Lake Superior and towing sonar. Darryl Ertel, GLSHS Director of Marine Operations, and Boyd crewmember Rick Bicknell are watching the monitor that displays a sonar image depicting Lake Superior’s bottomlands, while crewmember Rick Elliot pilots the Boyd. This process of towing sonar can be tedious and can often mean hours on the lake with little or nothing showing up on the screen…but an anomaly casting a shadow on the monitor will nearly always generate excitement. Something became visible on the screen and was interesting enough to garner attention. The Boyd made another pass. Ertel and crew knew that this was something of interest. At first glance, it appeared to be a ship that had broken into two sections and was stacked on top of itself. It rested in approximately 270’ of cold Lake Superior water near the area of the Two-Hearted River. A later trip to the location of the wreckage allowed for the launch of the Society’s Phantom S4 ROV (Remotely Operated Vehicle) and close-up views of the wreckage. It looked like a stacked mass of booms, a ladder, gears and small rail cars. Additional trips to the wreckage site, with GLHS Operations Manager Sarah Wilde and Executive Director Bruce Lynn aboard, allowed for even better views. One twisted section of wreckage conveyed the image of a rotating gun deck. Could this be wreckage of one of the lost 1918 French minesweepers Inkermann and Cerisole? Each minesweeper indeed carried two four-inch deck guns…but there didn’t appear to be a naval gun anywhere in the vicinity. We theorized that perhaps these might be log-loaders from the Upper Peninsula’s white pine logging era…maybe they’d been swept off of a barge in a storm? Still a mystery.

Late summer, 2016. Director of Marine Operations Ertel is researching shipwrecks in the southeast section of Lake Superior and remembers a reference to a ship that lost two derricks, or cranes, amidst a late 1920’s storm. Upon further digging, he came across his own notes and documents related to a ship that lost two cranes in the eastern end of the big lake. That ship was the Griffin…and he soon after called Shipwreck Museum Director Lynn to tell of this development. Ertel also contacted such Great Lakes maritime historians as C. Patrick Labadie, maritime historian and artist Paul C. LaMarre Jr., and others to dig up more information on the cranes and the Griffin. In the meantime, Lynn paid a visit to the Bayliss Public Library in Sault Sainte Marie and found a 1929 newspaper article which told of a certain ship’s brush with disaster. That ship was the Griffin, and the headlines read: “VESSEL WINS BATTLE WITH STORM!”

Robert McGreevy’s illustration of Griffin with deck cranes soon to wash overboard.

We even discovered wreckage from the Griffin…in Lake Superior!

The 2016 tourist season at the Shipwreck Museum was a very busy one, and our attendance numbers reflect this fact. As many of you will remember, the 2015 season was one for the record books…with big spikes in attendance and in museum store sales. To date for 2016, we are 15% over 2015 in overall revenue, and this is saying something when we consider how truly busy we were in the prior year. As our operational revenue is derived primarily from our tickets sales and museum store sales, this is truly good news!

But you… our membership and supporters… have come through for us in dramatic fashion this year as well. Our summer appeal reached a record high level this year, and our fund-raising special events were very well attended. The Sea Chanteys and Shipwrecks benefit cruise, brought to you compliments of Steve Welch and Soo Locks Boat Tours, was a hit and we’ll do it again in 2017. Our 6th Annual Whitefish Point Light-Tower and made some new friends in the process. Thank you again to all of you that visited us at Whitefish Point, attended an event or maybe even just told your friends about the Great Lakes Shipwreck Museum. We appreciate it and look forward to seeing you again in 2017.

BRUCE LYNN, EXECUTIVE DIRECTOR

Great Lakes Shipwreck Historical Society • Shipwreck Journal
LAKE STORM… Steamer Griffin Returns to Sault After Battering in Whitefish Bay… HATCHES SWEPT AWAY…” It went on to say, “…battered by a heavy sea which washed two derricks valued at $7,000 each and tore half of the hatches off the decks in Whitefish Bay yesterday afternoon, the steamer Griffin of the Wolverine Steamship company was forced to return to the Sault last night for repair. She is tied up at Brady pier.” So was this it?

Ertel did some additional digging and connected with Paul LaMarre Jr.’s son, Paul LaMarre III…and an historic image was shared which truly cleared up the question. A close up view (of a mid-1920’s photograph) of the steamer Griffin, prominently displays two deck cranes with elements that match the wreckage found by the Boyd crew. An additional image of the Griffin, showing the vessel aground near Escanaba on August 17, 1929, allows for a different angle of the deck cranes. Finished lumber is stacked on her deck and the derricks appear to be nearly identical to the wreckage found by Ertel and his crew.

So, we can assume that wreckage from the Griffin is indeed resting in the dark depths of Lake Superior!

Summer Appeal Results; Annual Appeal Begins In November

The Shipwreck Society is very pleased to announce that our 2016 Summer Appeal effort, which is aimed at capital projects at the Shipwreck Museum as well as improvements to the R.V. David Boyd, raised over $10,000! This is the largest amount we have ever collected since commencing the summer Appeal in 2014! Our most sincere thanks to all of our donors, who have been so dedicated to assisting with work at the historic Whitefish Point Light Station. Remember, contributions to the Shipwreck Society are tax deductible as the Society is a 501 c (3) charitable organization.

Recent capital projects supported through this funding includes a) exterior and interior of the Navy Radio Building b) Motor Lifeboat House c) rebuilding of our barrier-free access boardwalk d) construction of a riprap stone barrier for the boardwalk e) repair of the new gift shop barrier-free access ramp and f) repairs to the roof of the Lightkeepers Quarters.

The 2016 Annual Appeal begins in mid-November. This fundraiser is targeted at Operating Contributions, to enable Shipwreck Museum programs and services to continue at the highest possible level of quality. Please watch your mailboxes, both electronic and physical, for materials. Again, all support is tax deductible, and please accept the gratitude of our board, staff, members, and visitors.

Please call Sean Ley, Development Officer, at 906-635-1742, business hours, eastern time, with any questions.
Summer and fall 2016 witnessed a number of documentary programs and travel writers heading for Whitefish Point to focus on the Great Lakes Shipwreck Historical Society. Pilot Guides’ (www.pilotguides.com) award winning international travel program, Globe Trekker, traveled all over Northern Michigan and spent time on the David Boyd and at Whitefish Point on September 17, 2016. Pilot Guides’ staff at their London, England headquarters arranged the timing/focus and worked with Shipwreck Society staff to make the Shipwreck Museum and GLSHS Marine Operations an important part of an upcoming episode. Production Manager Katy Tooth and Globe Trekker travel host Holly Morris both shared that their time with GLSHS staff was “one of the more enjoyable days” in their week(s) long tour of the Upper Great Lakes. A certain amount of levity pervaded the shoot while the Boyd crew took the vessel out of the Whitefish Point harbor, launched the ROV on the Vienna shipwreck and towed sonar over the Zillah wreck-site. Boyd crewmember Rick Bicknell, an avid fan of the Globe Trekker series, was excited to be a part of the filming that day and got his picture taken with longtime series host, Holly Morris. The series Globe Trekker, and a newer spin-off documentary program called, “Tough Boats”, are typically seen on PBS stations throughout the U.S., and this particular episode [featuring GLSHS] will air in 2017 – dates to be determined.

Roughly a month later, Central Michigan University’s (WCMU) travel program Destination Michigan producer, Matthew Ozanich, contacted the Shipwreck Society with the following message;

“…I’m a producer with CMU Public Broadcasting, the PBS and NPR affiliate based out of Mount Pleasant. I’m writing today because I am interested in featuring the Great Lakes Shipwreck Museum in an upcoming episode of our popular television series Destination Michigan. We are doing a Fall UP color tour special and I’ll be in Paradise/Whitefish Point area on Monday October 10th. I’d love to stop into the museum…”

Ozanich arrived at the Shipwreck Museum on 10/10/16 and conducted interviews with Operations Manager Sarah Wilde and Executive Director Bruce Lynn. Ozanich toured the
Grants Awarded to Shipwreck Society by Michigan Council for Arts and Cultural Affairs

The Great Lakes Shipwreck Historical Society is very happy to announce, in these times of tight state budgets, that we are the recipient of TWO grants from the Michigan Council for Arts and Cultural Affairs!

The first, which is usually difficult to get, is an Operational Support Award in the amount of $20,000 for 2016-2017. Organizations seeking this grant must achieve high scores during the Panel Review process. Panelists are professionals in the field who review a great deal of financial information, proof of program delivery, the level of staffing, marketing, and the amount of public response to a cultural organization’s public programs.

The second is a Capital Improvement – Equipment Program Award for $14,000, specifically restricted to Restoration of the Rotational Capability of the White Shoal Lens Exhibit as the central feature of the Shipwreck Museum building.

The total cost of this project is more than twice the amount of this award; the award is designed to encourage matching funds from other sources. While the Development Office continually seeks matching funds, our members should be aware that their tax-deductible contributions, which can be made separately or during the Annual Appeal, can be designated to support of this exciting project.

The White Shoal Lens has not rotated since the year 2001, when problems with the old mechanism, as well as the environmental need to abate its mercury bearing, meant that this wonderful feature of the gallery had to be suspended indefinitely.

We thank our Development Officer, Sean Ley, for working on these grants; Sean invites anyone to call him, or Bruce Lynn, Executive Director, at 906-635-1742 with any questions or to make a matching contribution.

GLSHS Travel Documentaries – Continued from previous page

The museum, explored Whitefish Point overall and climbed the 1861 Light-Tower with Wilde and Lynn. Much like the Globetrekker series, we are still waiting to hear when the episode featuring the Shipwreck Museum will be aired. For more information on Destination Michigan, see: wcnu.org/tv/destinationMichigan/.

Our early summer discovery of Griffin (steamship) wreckage in eastern Lake Superior was the draw for award winning TV 9&10 Director of Photo-Journalism and GLSHS Director, Corey Adkins. While not a shipwreck in its own right, the discovery of such unusual wreckage and the corresponding dramatic story were perfect material for a feature story on TV 9&10’s evening programming. Executive Director Lynn and Director of Marine Operations Ertel were interviewed in the 1923 Motor Lifeboat House and the interview is available for viewing via the following link: www.9and10news.com/story/33428495/northern-michigan-in-focus-great-lakes-shipwreck-historical-society-discovery

Thanks again to Corey Adkins and TV 9&10 for their coverage of the Shipwreck Society and for their excellent programming overall. Many of you will likely remember the excellent and in-depth coverage of our 40th anniversary Edmund Fitzgerald memorial service on November 10, 2015, and we have Mr. Adkins and his very professional colleagues to thank again for such focus on the Great Lakes Shipwreck Historical Society.

Last, but not least, Pure Michigan (Michigan.org) brought a large group of national travel writers to the Shipwreck Museum on September 16, 2016. Their tour visited such places as the Great Lakes Boat Building School (Cedarville, MI), Colonial Michilimackinac (Mackinaw City, MI), Tahquamenon Falls State Park, The Pictured Rocks National Lakeshore and of course, Whitefish Point! Special thanks to Dave Lorenz-Vice-President of Travel Michigan, Michelle (Begnoche) Grinnell-Travel Public Relations Manager (Travel Michigan), Linda Hoath-Executive Director of the Sault Sainte Marie Convention and Visitors Bureau and George Percy, Senior Vice-President of Geiger and Associates, for making this media tour possible!
On August 6, 2016, the Great Lakes Shipwreck Historical Society’s (GLSHS) Research Vessel David Boyd departed its home port of Whitefish Point State Harbor at 5:07am, headed west for Marquette, Michigan. On board was Director of Marine Operations Darryl Ertel, Crew Members Rick Elliott and Sarah Wilde. Weather was calm with subsiding seas. With the sun cracking the horizon, it was an amazing glorious start to their 12 day expedition on Lake Superior.

The vessel and crew moored overnight at Grand Marais Marina, before continuing on to their first destination. The weather was favorable for the 47 foot Boyd to continue travels on westward. The crew departed Grand Marais at 6:05am on August 7 and arrived at Presque Isle Harbor in Marquette at 12:30pm. The Boyd made this journey in 2015, to document the SS Henry B. Smith. During that expedition, an electronic circuit board failure on the Remotely Operated Vehicle (ROV) prevented video operations. So, undaunted, we wanted to give it “another shot” this summer.

The Smith met her doom during the “Great Storm of 1913” that sank 12 vessels on the Great Lakes with the loss of 156 lives. Another 30 ships were stranded or disabled. This storm lasted from November 8 to November 12 and is recognized as the single weather event to cause the most damage to Great Lakes shipping in history. Ironically, the Smith had been safely tied up in Marquette – and should have stayed there.

The Henry B. Smith was built in 1906 by the American Ship Building Company at Lorain, Ohio. The steel-hulled, propeller-driven steamship was owned by the Acme Transit Company of Lorain, Ohio, under the management of William A. Hawgood. Her registration number was US203143 and the hull number was 343.

– Continued next page
At 525 feet in length, 55 feet in width, and 31 feet in height, the Smith was, at the time, one of the biggest work horse bulk freighters sailing on the Great Lakes. The gross tonnage for the vessel was 6,631, and the net tonnage was 5,229. The engine was a triple-expansion type. She was carrying a load of iron ore at the time of her sinking.

The Smith was located on May 24, 2013, one hundred years after she disappeared, by a small team of dedicated shipwreck hunters Kraig Smith, Ken Merryman and Jerry Eliason. It’s the story of the Smith that emphasizes the ship’s tragedy. Captain James “Jimmy” Owen had been plagued by misfortunes throughout the 1913 shipping season, with the Smith being repeatedly delayed in reaching its various destinations.

Scuttlebutt indicated that the ships owners Acme Transit Company made it clear to Owen that he better make this last trip on time, or else. Around 6:30pm on November 9, the Smith loaded its last car of ore. Since the gale seemed to be in a brief lull, the freighter immediately backed away from the dock. As soon as the Smith left the Marquette Harbor, the storm’s lull ended and the fierce wind returned which “unleashed with a ferocity never before seen in navigational history.” Witnesses on shore noted that the deckhands were busy closing the Smith’s 32 telescoping hatch covers each requiring attention with locking the bars, clamps, and tackle. It was several hours of work for the crew. Captain Jimmy Owen was piloting the Smith into one of the worst storms in memory with unsecured cargo hatches.

After twenty minutes, the full force of the gale hit the Smith as huge waves pounded across her deck, drenching deckhands who were still securing the cargo hatches. Instead of turning to starboard for the Soo Locks to the east, the Smith hauled to port, rolling greatly with the waves as she turned left. Witnesses on shore thought that Owen realized his error in leaving the safety of Marquette Harbor and was headed for shelter behind Keweenaw Point to the north. With the impending darkness and blinding snow squalls, the Smith was soon lost from view.

On the sunny cool day of August 8, Don and Kathy Pletsch, Tom Crossman, Jerry Eliason and Fred Stonehouse joined the Boyd crew to further document the Smith. Weather was optimal and the lake calm for marine operations. The Boyd and crew made its way to the shipwreck site and hooked the Smith on the first sweep. The Boyd’s ROV was deployed and high quality underwater video was obtained.

Ertel maneuvered the remote controlled ROV, descending with the anchor line in view, several hundred feet to the bottom of Lake Superior. Crossman assisted with the sonar and video controls. At last the Smith’s hull came into view on the video monitor screens topside in the Boyd’s pilot house. Slowly and cautiously Ertel maneuvered the ROV alongside the hull, moving up above the deck rails. The goal was to head towards the bow. Along the side, high on the hull, the ROV video recorded the golden raised brass lettering of the Smith. Precise ROV piloting kept the ROV unit from entanglement within...
the cables draped around the forward cabin area. The crew huddled together around the ROV’s instrument console with Ertel and Crossman, as real-time live images were sent up the ROV’s tether line to the five monitor screens onboard. Their marine expertise was extremely valuable in identifying equipment and the ROV’s location on the *Smith*.

Outside on the *Boyd’s* stern deck, the ROV’s tether was handed smoothly by Wilde and Elliot. Within its 1,500 foot length, 1.25 inch diameter tether, control signals and video information were relayed through the fiber optic strands topside. The heavy 500 pound tether is coiled on a five foot diameter reel that is manually operated, similar to a giant hose reel. One crew member feeds the tether in/out from the water while one or two crew members turn the big stainless steel hand reel keeping the tether line taught, straight, and secure. An electric stern deck crane lifts the ROV in/out of the water. The launch and retrieval of equipment this day was successful.

After the *Boyd’s* ROV was secured on board, Crossman, a VideoRay expert ROV operator from Duluth, Minnesota, set up his smaller ROV unit. Wilde deployed and fed out the cable. The compact sized ROV maneuvered around the shipwreck. While the crew viewed the VideoRay control screen, the ROV leapt forward, straight inside pilot house of the *Smith*. From outside on the *Boyd’s* stern deck, Wilde could hear through headset communications with Ertel, a collected gasp, silence, and then excited...
chatter, identifying objects and equipment inside the pilot house. The maneuverability of the VideoRay ROV was beneficial and complimented the GLSHS’s onboard ROV. It’s good to have backup “eyes in the water” if any problems would occur sending equipment to extreme depths.

Kathy Pletsch is the great grandniece of Captain James Owen, and was able to accompany the GLSHS in 2015. GLSHS was delighted that Kathy and Don could join the expedition again in August 2016. It was a very personal experience for Kathy and she shared her insight. “For most people their main interest is in the ship itself, but for some, including me, the crew is the more important story. The picture of the coffee pot tugged at my heartstrings. Such a mundane every day item but one that every member of the crew would have touched. So yes, as the descendant of Captain James Owen, I would agree that these photos are valuable and should be shared as they give us more information about the ship and its demise and also tell the story of the crew.” said Kathy Pletsch.

After a long and successful day on Lake Superior, the crew arrived back at Presque Isle Harbor in Marquette at 6pm. With so many talented people working together, including the Pletschs, Crossman, Eliason and Stonehouse, the Shipwreck Society accomplished its goals on this expedition to document the Smith. We look forward to future collaborations!

The following morning on August 9th at 8:55am the Boyd departed Presque Isle Harbor on the north side of Marquette in route for Copper Harbor, located at the tip of the Keweenaw Peninsula. The weather was nice and lake conditions favorable for travel. The Boyd arrived at 4:30 pm in Copper Harbor at the DNR State dock. The Boyd made fast at the modern docks and took on diesel fuel, topping off her two fuel tanks.

The Boyd departed Copper Harbor the next morning to start a sonar grid search off Keweenaw Peninsula for the two missing French minesweepers. Inkerman was named after a famous battle of the Crimean War in 1854; and Cerisoles was named after the Battle of Cerisoles, in Italy, in 1544. Tragically, 76 French sailors and two Canadian pilots were lost when these minesweepers (also called trawlers) foundered in November of 1918. They are the last warships to disappear on the Great Lakes. This incident represents the greatest loss of life in any Lake Superior shipwreck disaster.

secured to the stern deck on the RV David Boyd, the Phantom S4 ROV is prepared for marine operations while docked at the Presque Island Harbor in Marquette. PHOTO COURTESY S. WILDE, GLSHS
departed Copper Harbor and arrived safely at Marquette at 3:30 pm. Early the following morning, the Boyd departed Marquette arriving at Whitefish Point State Harbor at 7 pm that evening.

The sonar operations were successful during the two days on Lake Superior off the tip of the Keweenaw. The Great Lakes Shipwreck Historical Society is excited to plan a future expedition next season. Weather may be optimal in July, based on forecasts and recommendations.

Built at the Canada Car and Foundry Company in Thunder Bay, Ontario, the vessels were 140 feet long, and displaced 630 tons. Their steel-framed wooden hulls were divided into four water-tight compartments. Each ship was fitted with twin screws and a single funnel, with a top speed of twelve knots. Two 100mm deck guns (4 inch diameter barrels), with a shooting range of about 20 kilometers or about 12.5 miles, were located forward and aft.

In November of 1918, three minesweepers Inkerman, Cerisoles, and Sebastopol left the northern shore of Lake Superior, headed for the Atlantic Ocean via the Great Lakes and the St. Lawrence River. Two veteran Canadian captains, Capt. R. Wilson and WJ. Murphy accompanied the ships as they steamed into Lake Superior. They encountered a blizzard with recorded winds of 50 mph and waves 30 feet high. All three ships lost sight of each other through the snow and waves. The storm pounded the Sebastopol for two days but the vessel managed to reach Sault Ste. Marie, Michigan at the eastern end of Lake Superior. The Inkerman and Cerisoles were nowhere to be found.

Finding the two minesweepers today would conclude the story of the warships. The weather was breezy and overcast, and within parameters to start searching. Two legs or segments of the initial grid were recorded. As the weather deteriorated by late morning, the Boyd’s crew reeled in the 5 foot torpedo shaped sonar unit and secured it in the custom cradle on the stern. The sonar unit is deployed and retrieved using the Boyd’s electric deck wench fitted with a .5 inch steel cable. The crew arrived back to Copper Harbor at 12:15pm.

The following day weather was not conducive for sonar operations. It was just too windy for optimal search conditions. Pulling sonar requires a slow speed and fairly calm surface conditions to obtain the best sonar feed-back from the unit to computer equipment on board the Boyd.

On August 12, 2016 the Boyd departed Copper Harbor and continued searching the mapped grid pattern for the two French minesweepers. Based on weather conditions, the crew decided to end sonar searching and return to Whitefish Point the next day. Then on August 13 at 8am the Boyd departed Copper Harbor and arrived safely at Marquette at 3:30 pm. Early the following morning, the Boyd departed Marquette arriving at Whitefish Point State Harbor at 7 pm that evening.

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Six miles off the eastern tip of Keweenaw Peninsula, the Boyd passes Manitou Island. In 1859, the U.S. Lighthouse Board petitioned Congress to construct three iron-pile light towers at Manitou Island, Whitefish Point, and DeTour Point; these three new lights were illuminated in 1862. DeTour’s iron-pile tower was dismantled in 1929, but Manitou Island stands today as Whitefish Point’s twin. PHOLO COURTESY SARAH WILDE, GLSHS
HONORARY BOARD MEMBERS

Gordon Lightfoot
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STAFF

Bruce Lynn
EXECUTIVE DIRECTOR

Sean Ley
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Sarah Wilde
OPERATIONS MANAGER

Amy Casselman
OFFICE ADMINISTRATOR

Darryl Ertel
DIRECTOR, MARINE OPERATIONS

PLANNED GIVING

There are many charitable planned giving options available to you. You can make a planned gift to the Shipwreck Society by naming it as a beneficiary of your last will and testament, life insurance policy, retirement plan, or charitable trust. Some of the planning strategies may have a Tax Benefit to you or others. Please contact Sean Ley, Development Officer, at 800-635-1742.

BUSINESS MEMBERS

of the Great Lakes Shipwreck Historical Society

These Business Members of the Great Lakes Shipwreck Historical Society directly support publication of the Shipwreck Journal which is mailed to all members of the Society. They will be listed in each newsletter. The cost of a Business Membership is $100 per year. For membership information, please call the Society office at 1-800-635-1742.

Ann Ivory Studios, Farmington Hills, MI
Association for Great Lakes Maritime History
Central Savings Bank, Sault Ste. Marie, MI
Cloverland Electric Cooperative, Dafer, MI
County Emmet Celtic Shop, Petoskey, MI
DeTour Reef Light Preservation Society
Erickson Appliance Center, Sault Ste Marie, MI
EUP Regional Planning & Development Commission
Freighter’s View on the Bay, Paradise, MI
Gates Veterinary Hospital, Rochester, NY
Great Lakes Lightkeepers Association
Interlake Steamship Co., Cleveland, OH
Lake Superior Magazine, Duluth, MN
Lake Superior State University
Lewinski & Brewster, Sault Ste. Marie, MI
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Mayar Technologies, Inc., Chandler, AZ
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Passage Boat Works, DeTour, MI
Sanders & Czopski, Architects, Marquette, MI
Sault Area Chamber of Commerce
Sault Ste. Marie Tribe of Chippewa Indians
Sault Ste. Marie Convention & Visitors Bureau
Science Diving and Environmental Company, Ann Arbor, MI
Seasons of Mackinaw, Mackinaw City, MI
TenEyck Distributors, Idaho Falls, ID
William McLeod, Edward D. Jones, Sault Ste. Marie, MI
Winter Septic Service, Paradise, MI
Wisconsin Energy Corp. Foundation, Milwaukee, WI
Wisconsin Lighthouse District, Oregon, WI

Great Lakes Shipwreck Museum

MISSION STATEMENT

The Mission of the Great Lakes Shipwreck Historical Society is to:
- Preserve lights and stations which warned mariners of the dangers inherent,
- Honor those who were aboard and who bravely attempted rescue and
- Discover, document and interpret vessels which instead took the deep.

Great Lakes Shipwreck Museum

VISITOR INFORMATION

MUSEUM LOCATION: 18335 N. Whitefish Point Road, Paradise, MI. Take Highway M-123 to Paradise, then go 11 miles north on Whitefish Point Road. The road is 2-lane blacktop. The museum is located at the end of the Whitefish Point Road.

MUSEUM HOURS: Open May 1–Oct. 31, 10 am to 6 pm every day, last ticket sold at 5 pm. Admission is free to Crews Quarters Overnight Program guests and GLSHS members. For information on the overnight program, please call toll-free 1-888-492-3747.

ADMISSION PRICES, 2016
- Adults: $13.00
- Children 6–17: $9.00
- Children 5 and under: Free
- Family, 2 adults & 2 or more children: $40.00
- Family, 1 adult & 2 or more children: $30.00

GROUP VISIT PRICES, 2016 (Groups of 12 or more)
- Adults: $9.00
- Children 6–17: $6.50
- Children 5 and under: Free

Please call 800-635-1742 to schedule all Group Visits.

Shipwreck Society Administrative Offices: Are located in the historic Weather Bureau Building, Soo Locks Park. Exhibits and store open 10 am to 4 pm daily in the summer; admission is free.

Great Lakes Shipwreck Historical Society
400 W. Portage Avenue
Sault Sainte Marie, MI 49783

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Shipwreck Coast Museum Store............ 888-492-3747
Crews Quarters Overnight Program....... (May-Oct) 888-492-3747

(Feb-Apr) 800-635-1742

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