

"Preserving Michigan's
submerged history
for now and forever"

The Explorer



MICHIGAN SHIPWRECK RESEARCH ASSOCIATES

Dec. 2006 Vol 7

Holiday Greetings

Greetings MSRA Members,

As we near the end of another year, we think back on the success we've had and the blessings we've enjoyed. 2006 was indeed another eventful year for MSRA:

- We had the opportunity to present at four major shipwreck conferences: Ghostships Festival in Milwaukee, Our World Underwater in Chicago, Beneath the Seas in NJ, and Bay Area Divers in Ohio.
- Valerie van Heest was named to the Women Divers Hall of Fame in March.
- Ralph Wilbanks, Harry Pecorelli and Steve Howard of NUMA arrived in May and spent 30 days with us searching for Flight 2501.
- Dave Trotter worked with us in July, leading to the discovery of the historically significant *Hennepin* and an unidentified schooner.
- Our new friends Ron & Heather Potter led us to a modern barge wreck that we now call *Potter's Barge*.
- We spent the late summer scuba diving and documenting these discoveries.
- We were honored to present alongside the Deep Sea Detectives/Shadow Divers (Chatterton & Kohler) in Sandusky, Ohio.
- We presented to hundreds of other people at 10 additional library and historical society meetings.

Whew, that's a full year! And we could not do any of it without you, our members and supporters.

As you know, MSRA is funded solely by contributions from members and income from our annual "Evening Beneath The Inland Seas" event. Please let us know if you'd like to make a year-end contribution, buy a membership as a gift, or contribute in other ways. We need you as a member of our team!

And now, as the gales of November turn into the storms of December, let's curl up by the fireplace with a good book and enjoy some quiet winter evenings — dreaming of ships gone missing...

Craig Rich

The Search is On! - Find the Andaste



By all accounts the semi-whaleback Andaste was an ugly ship. This strange looking, slope-sided ship was 266 feet long when launched into the Cuyahoga River as hull #16 at the Cleveland Ship Building Company docks in 1892. The steel hulled ship had a beam of 38 feet and a cargo capacity of 3000 tons. The ship was built for the Lake Superior Iron Company and sported the latest triple expansion steam engine with a 36 stroke which supplied 900 horsepower at 90 revolutions. Scotch boilers, eleven feet in diameter and twelve feet in length — each with two furnaces — produced a working steam pressure of 160 pounds per square inch.

The Andaste was a sister ship to the Choctaw, also owned by the Lake Superior firm. Both plied the Great Lakes with loads of coal, pig iron and iron ore until 1898 when the company went bankrupt. The ships were then sold to the Cleveland Cliffs Iron Company.

The Choctaw was lost in 1916 when she was rammed and sunk by the Canadian steamer Wacondah in Lake Huron. She lies in 275 feet of water.

The Andaste lived on - but with modifications. She was delivered to Great Lakes Engineering Company in the winter of 1920-21 to be

shortened by 24 feet to a new length of 242 feet. This was to allow her to enter the Welland Canal and the St. Lawrence River increasing her potential ports of call. But alas, the Andaste was financially unsound & seem destined for the wreckers yard.

In 1925 she was sold to the Cliffs-L. D. Smith Steamship Company. Manager Leatham D. Smith had designed a self-unloading system which would prolong the lives of older ships by allowing them to unload anywhere, without the need for expensive dockside equipment. The ship was adapted and large derricks and other structures were added to her decks, making the iron boat even more top heavy.



The Andaste

In 1928, the Andaste was chartered to the Construction Materials Company of Chicago supplying their south Chicago docks with sand, gravel and other material as needed. Her captain was Albert L. Anderson of Sturgeon Bay, WI.

On the afternoon of Monday, September 9, 1929 the Andaste was docked at Ferrysburg, Michigan, up the river from Grand Haven, taking on a load of gravel. She passed the Grand Haven harbor piers at 9:03 PM, heading west southwest across the southern end of Lake Michigan toward Chicago. Not many paid attention, since she made this journey four times a week. She was due in South Chicago

Con't Page 2

Page 1

The Andaste Crew

Captain Albert L. Anderson, 64

John Anderson, Deckhand

James Bayless, Benton Harbor, MI

A. Bluechelt, Grand Haven, MI

Charles Brown, First mate
Grand Haven, MI

Thomas Godas, Fireman

Clifford Gould, Engineer
Lincoln, NE

Max Green, Deckhand

Orville Johnson, South Dakota

William Joslin, Fireman
Grand Haven, MI

Frank Kaspersen Cook/Watchman
Grand Haven, MI

Claude J. Kibby, Chief Engineer
Benton Harbor, MI

William Lorenz, Grand Rapids, MI

Harry F. Lutes, Benton Harbor, MI

Joseph McCadde, 2nd Mate
Cleveland, OH

Fred Nienhuis, Crane Operator
Ferrysburg, MI

George Rathcliff, Fireman

H. Raymond

Henry Schuitema, Grand Rapids

Darwin Smith, South Dakota

Theodore Torgeson, Wheelsman
Owen, WI

George Watt, 2nd Cook
Grand Haven, MI

Harold Whittaker

Ralph Wiley, Assistant Engineer
Benton Harbor, MI

Earl Zietlow, 14 on his first voyage

The Search is On for the Andaste, Con't from page 1



Tuesday morning. At about ten PM, a stiff wind arose, later becoming a full gale. The Andaste was noted to be late on Tuesday but no alarm was raised until Wednesday since the old ship was often tardy. With no radio, there was no way to ascertain the fate of the ship. After two days, however, it was feared the ship was lost.

Wreckage began to drift ashore along the Lake Michigan beaches from Grand Haven to Castle Park, south of Holland. George Getz, owner of the Getz Farm north of Holland discovered an oar and other pieces of wreckage. At Castle Park, the first body was recovered. Others washed ashore at Jenison park, and Grand Haven. The bodies of 14 of the 25 crew members ultimately floated to shore, 11 of them wearing life jackets.

The Van Zantwick Funeral Home in Grand Haven handled the arrangement for the 16 victims whose bodies eventually washed up on the shores of Lake Michigan.

A full inquest was held in Holland resulting in the statement that the ship was in good condition and there was no "laxity" on the part of those in charge. The jury made three far reaching recommendations as a result of the trial:

1. That all ships be equipped with wireless (radio)
2. That a central marine office be located where delays are reported

3. That proper search and rescue facilities be maintained on all of the Great Lakes.

So where is the Andaste? Captain George Van Hall, who took accurate current readings on the day following the sinking and whose tug Bertha G. had discovered the first wreckage, testified it was his opinion the Andaste sank 25 or 30 miles out in the lake. John Swift, a cottage owner between Holland and Grand Haven told jurors at the inquest that he was awakened by



a terrible storm at 1:00 AM and saw lights from a ship, apparently close to shore. The lights remained until about 4:00 AM. Newspaper reports of the time speculated she may have sunk in about 60 fathoms (360 feet) off Port Sheldon, north of Holland.

Perhaps MSRA will be fortunate in making another discovery in 2007. Perhaps the Andaste will finally return home to port! ●

The Hunt Continues for Flight 2501

Patience and persistence are two qualities that have been attributed to Clive Cussler, author and shipwreck hunter, who has in some instances devoted over a decade to the search for lost vessels. The Board of MSRA works to follow in the footsteps of this great and dedicated man and adopted those two qualities as well. It took the MSRA team three years to finally locate the wreck of the MICHIGAN, and with five seasons under our belts, we have not yet given up the dream to one day locate the final resting place of the CHICORA. And like MSRA's persistence to attempt to find those vessels, neither MSRA nor Clive Cussler has given up the hope of locating the wreckage of Northwest Flight 2501. After three seasons of searching, the NUMA/MSRA team has covered 45 square miles of bottomlands, and located every rock, tree, clay ridge and even a few vessels, however the DC-4 remains illusive.

The search will resume in May 2007 and the team is hopeful that with new information gathered in 2006, the possibility of a discovery is closer than ever. ●



Membership

\$25 Annual Individual Membership

Includes one free admission to May "Mysteries and Histories" event, daily search emails and MSRA newsletters.

\$50 Annual Family Membership

Includes two free admissions to May "Mysteries and Histories" event, daily search emails and MSRA newsletters.

\$100 Sustaining Membership

Includes two free admissions to May "Mysteries and Histories" event, daily search emails and MSRA newsletters, plus a complimentary documentary in video or DVD format.

\$250 Benefactor

Includes two free admissions to May "Mysteries and Histories" event each year, daily search emails and MSRA newsletters, plus two complimentary documentaries in video or DVD format.

\$500 Individual Sponsor

Includes the above plus the opportunity for you to join the MSRA search crew on a side scan expedition for one day during the June 2007 "Wreck Quest".

\$1,000 Patron/Lifetime Member

Includes the above plus opportunity for you and a friend to join the MSRA search crew on a side scan expedition for one day during the June 2007 "Wreck Quest".

\$5,000 Corporate Sponsor

Includes the above plus opportunity for you and a friend to join the MSRA search crew on a side scan expedition for one day during the June 2007 "Wreck Quest", AND corporate advertising in MSRA web site, newsletters and other publications for two years.

Memberships and Donations can now be made on line using Paypal at the MSRA web site www.michiganshipwrecks.org or your check can be mailed to MSRA 1134 Goodwood Ct. Holland, MI 49424

We hope that as the year comes to an end, you will consider increasing your level of membership, or make a year end donation. Your funding will be directed towards the documentation of the Hennepin and the search for the Andaste. MSRA could not continue to operate without the support of our members.

First Annual MSRA Year End Wrap-up Party

It certainly was time for an event such as this! MSRA has been a membership organization for a few years now, and except at the annual event in May each year, there are few opportunities to meet as a group. This was a great opportunity to put faces with names, introduce members to members, and have those get-to-know-you conversations.



Bob Underhill talks "tech" and shares his underwater adventures.

The MSRA board all attended the event with the exception of Geoff Reynolds, who had prior commitments. (Jan Miller, his wife Theresa and their two boys snuck out before the camera could capture them.) We were happy to have so many members join us for the gathering which allowed us to all get better acquainted.



Craig Rich watches underwater video of the HENNEPIN with Chuck and Shirley Cooper



Jennifer Richardson and the smallest shipwreck hunter, Mason, spend some quiet time together.

Many thanks to everyone for the wonderful assortment of food. No one went home hungry -- that's for sure, especially after the



Ross Richardson, Jack Cote and Mathew Daley ponder the decomposition of the conveyor belt on the HENNEPIN.

desserts prepared by Vickie Rich!! Hopefully everyone got a chance to watch some of the video of dives on the Hennepin before the footage is edited for the documentary MSRA is now producing.

We were happy to have people congregate in our "shipwreck room" where we proudly display historic photos of all the shipwrecks that MSRA has discovered over the years including one, (which is not



really a shipwreck), the Northwest DC-4 that we hope to discover this year. If MSRA continues on with its current rate of success, we will need to expand the shipwreck paraphernalia into other parts of the house!

It's always fun to talk with the technical divers who have spent the time up close and personal

Con't Page 4
Joy Cote shares the story of the wreck of the DELAWARE that occurred right in front of the location of their present home.

MSRA Board of Directors

*Valerie Olson van Heest
Craig Rich
Ross Richardson
Jack van Heest
Geoffrey Reynolds
Jan Miller*



Associates

Brendon Bailod
Historian/Writer

Jed Jaworski
Maritime Historian

Dr. David Schwab
Oceanographer-GLERL

Arthur Allen
Oceanographer-U.S. Coast Guard

Kenneth Pott
Maritime Archaeologist

Dr. Guy Meadows
University of Michigan

Michigan Shipwreck Research Associates, is a Michigan non-profit corporation, whose mission is to Preserve Michigan's submerged maritime history. To that end, the organization's work includes research, exploration, documentation and education regarding historic shipwrecks within Michigan waters, with an initial emphasis on the area off West Michigan. MSRA works in cooperation with State Agencies. As a Holland-based volunteer-driven organization, MSRA relies on memberships, fundraising events and grants to continue its work.

A Great Time was had by all at the MSRA Year End Party



The Zoss's and Jim Scholz watch video of the HENNEPIN.

new members to MSRA, attended and it was great to get to know them a little better.

We certainly cannot count on each year offering the same lively discussions as a year in which MSRA locates three previously undiscovered vessels, but we hope to make the MSRA Wrap Up Party and annual event. If we experience a "lean" year, we will just have to spend the time strategizing where we might find for the next one. If you did not make it to this years' event, we hope that you will be here for the next one!

*"Chris and I really enjoyed meeting several new people and hearing about their involvement in MSRA."
-Mari Martin*



Mathew Daley, history prof at Grand Valley, shares his wealth of knowledge about unloaders

with the wrecks. Bob Underhill and his wife Jan and Jeff Voss and his wife Tamara shared stories of their dive adventures. Without them, MSRA would not have the excellent documentary film of these historic wreck sites. MSRA's other technical diver, Todd White, was not in attendance as he and his wife were on vacation doing some warm water diving. Todd's good friends, Stan and Jan Buell, recent



Ross Richardson and Jack Cote discuss the loss of the SeaMar III, which MSRA hopes one day to find.

Christmas Greeting to all! ●



Tamara and tech diver Jeff Voss talk about their recent dive trip to a cave in Florida.

Christmas Gift Ideas

MSRA logo items are now available on the Internet! Caps, shirts, mouse pads, coffee mugs, tote bags and other accessories make great holiday gifts and your purchase helps fund our annual wreck quest. Just visit www.cafepress.com/MSRA.

You also may order any of our shipwreck documentaries directly from the MSRA web page using your PayPal account. Visit www.michiganshipwrecks.org and click on the "MSRA STORE" button on the menu.

Mark Your Calendars

**May 5, 2007
Knickerbocker Theatre
86 East Eighth St. 7:00**

Please join MSRA and the Joint Archives of Holland as we present *Mysteries and Histories, An Evening Beneath The Inland Seas*, MSRA's 9th annual event.

The Evening will feature programs on the discovery of the HENNEPIN, David Trotter will discuss his latest discoveries and Ralph Wilbanks will be back to share with us another story of his work with Clive Cussler. Details will follow in the new year.



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