

"Preserving Michigan's
Maritime History"

The Explorer



MICHIGAN SHIPWRECK RESEARCH ASSOCIATES

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Letter From the Board

Dear MSRA Members,

With another great Michigan summer coming to a close, we need to pause long enough to look back on this year as well as ahead to 2008.

While the 2007 search season left us empty handed, we covered a tremendous amount of bottomland and eliminated a lot of potential territory for future search seasons. And we have to remember, the discoveries over the past two years have been unprecedented!

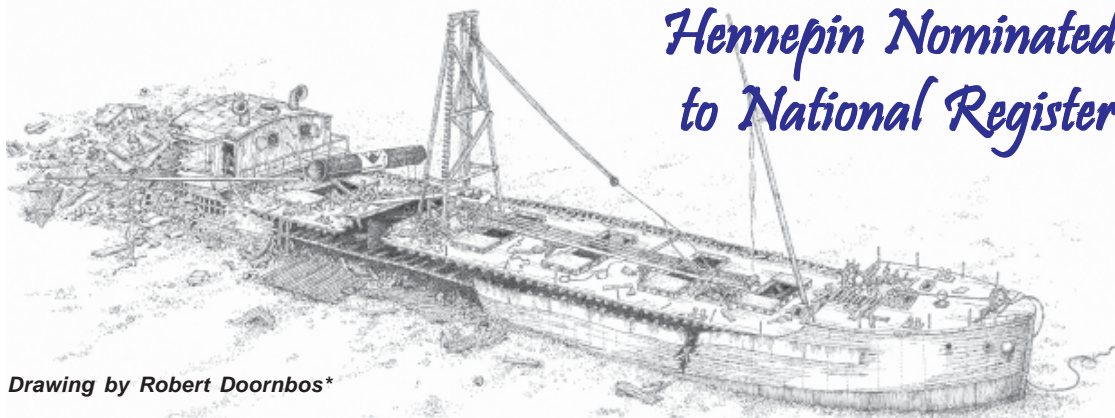
The articles in this newsletter detail the two different search efforts that took place this year in case you weren't following the daily emails that all of our members received during the search.

Although we found the *Hennepin* over a year ago, our work has not ended. MSRA's Valerie van Heest has been active in applying for a receiving a planning grant to work with Kenneth Pott at the Heritage Museum in St. Joseph to add a "Hennepin" element to a major maritime exhibit planned for 2008. This planning grant may lead to a much larger grant specifically to fund the exhibit. In addition the *Hennepin* is very close to being named to the National Register of Historic Places—a singular honor for a shipwreck! More on that in this newsletter.

Although grant dollars are nice, the Michigan Humanities Council grant can not be used for MSRA search and documentation work. MSRA's resources have been depleted and we are going into the fall and winter months with our bank account is at its lowest point in a long time. Frankly, we could use your help with a year-end gift. Would you consider contributing to the cause above your annual dues?

Please remember that MSRA is a member-supported organization. It's board members take no monetary rewards. In fact, we dip into our own pockets regularly to continue doing this work to discover and document historic shipwrecks in Lake Michigan. If it weren't for people like you—people who love the maritime traditions and the lore of the lakes as we do—this work would not be getting done.

Craig Rich
Director, MSRA



Drawing by Robert Doornbos*

Hennepin Nominated to National Register

MSRA, in collaboration with maritime historian William Lafferty nominated the *Hennepin*, discovered by MSRA last year, to the National Register of Historic Places in early August. This was step one of a three step process to achieve listing.

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

National Register properties are distinguished by having been documented and evaluated according to uniform standards. These criteria recognize the accomplishments of all peoples who have contributed to the history and heritage of the United States and are designed to help state and local governments, Federal agencies, and others identify important historic and archeological properties worthy of preservation and of consideration in planning and development decisions.

Submitting the nomination was recommended by MSRA associate Jed Jaworski who soon after the discovery spoke of the ship's significance. The nomination forms were completed by Valerie van Heest in collaboration with William Lafferty who contributed his research on the *Hennepin*. The submittal was sent to Michigan Historic State Historic Preservation Officer (SHPO) and scheduled for review with their board on September 14, 2007. The review was the second step of the process. Valerie attended the review board meeting in Lansing to present the "case" for the *Hennepin*. The State review board, composed of professionals in the fields of American history, architectural history, architecture, prehistoric and historic archeology, and other related disciplines unanimously approved the application, which will now be forwarded by the SHPO to the National Park Service who administers the program. Historic sites are formally nominated to the National Register by the State in which the property is located.

Step three takes place on a federal level and should not exceed 45 days. During the National Register's evaluation of nomination documentation, an opportunity for public comment is provided by the publication of pending nominations in the Federal Register.

Based upon this schedule, MSRA should receive notice that the site has been formally listed by the end of November. There is no reason to believe the site will not be accepted, and so, MSRA members will hopefully be able to celebrate the listing at the year end party slated for December 7th. (see pg 3)

MSRA is currently discussing the placement of an official state historic marker on the property of the Michigan Maritime Museum in South Haven, an appropriate place considering its mission as well as proximity to the wreck of the *Hennepin*. The team would also like to place a marker on the wreck site to share its unique significance with sport divers who will eventually begin to visit the site.

The listing is just one of the many efforts that MSRA makes to preserve and promote Michigan's maritime history.

*** To obtain a 16 x 20 print suitable for framing of the gorgeous drawing of the *Hennepin* wreck site, order on line at www.valerievanheest.com/shipwreckart**

MSRA Assists NOAA in Instrument Recovery

Well, we didn't find the 240 foot Andaste this summer, but we did find 20 feet of rope laying on the bottom of the lake! Go figure!
- Jack van Heest



Don't forget to read the exciting new adventure book about David Trotter and the exploits of his team of shipwreck hunters (MSRA is included). You can purchase a copy on-line at: www.shipwreck1.com or at bookstores everywhere.

location of debris found after the accident. MSRA finally had the chance to return the many favors when Mr. Schwab asked for assistance in locating an instrument package used to measure currents (pictured below) that they placed in 15 feet of water in Lake Michigan off North Beach, just north of Grand Haven in the spring of 2006. They tried to retrieve the unit themselves earlier this summer but it had been covered by shifting sands and presumed lost.

Craig Rich, Ross Richardson and Jack and Valerie van Heest carried out a detailed search plan and located a portion of a line leading down into the sand marking the location of the device on August 26, 2007. They buoyed the location, noted the GPS coordinates, and communicated the information to Dr. David Schwab in Ann Arbor, Michigan. Retrieval of the unit by MSRA was impossible as all that appeared above the sand was about 20 feet of line. The unit had obviously become buried under many feet of shifted sand.

Using a dredging company, NOAA successfully recovered the instrument

package, along with its valuable information two weeks later. According to Schwab, "The aluminum tripod was pretty much destroyed in the recovery process, but the unit and the one battery pack are intact. We have salvaged a very valuable piece of instrumentation. We were able to extract the recorded data from the instrument and we now have a continuous record of currents and waves at that location from April 20 - July 20, 2006. This record will help us improve our computer models of currents in the Grand Haven area. We really appreciate the efforts of MSRA."



MSRA Submits Grant Application



The Heritage Museum, St. Joseph

Having just completed a planning grant project funded by the Michigan Humanities Council, and entitled "The *Hennepin*—Revolutionizing the Bulk Cargo Transportation Industry", MSRA is seeking funding to implement a collaborative project between MSRA, the Heritage Museum and Cultural Center and Western Michigan University from the Humanities Council "Michigan People Michigan Places...Our Stories, Our Lives" grant program. The planning project resulted in the decision to pursue the development of an exhibit entitled "The Rise of the Self-Unloaders" which will address past and present commercial shipping technologies through the discovery and example of the *Hennepin* – and the related value of shipwreck sites and the "maritime landscape" contained within the Southwest Michigan Bottomland Preserve. The discovery of the *Hennepin* launched an historical investigation into the life of the wooden freighter, which determined that the *Hennepin* is perhaps the most technologically significant vessel to have ever been built on and sailed the Great Lakes. It represents the world's first self-unloading vessel and the paradigm for the modern self-unloaders, which currently account for 80% of the shipping industry in Michigan. The uniqueness and significance of this vessel offers tremendous opportunities to nurture and promote the rich maritime heritage of the State of Michigan, a state whose coastal cities developed largely due their geographical proximity to navigable waterways offering convenience in transporting raw materials to other parts of the Midwest.

If funded, the exhibit will run concurrent to an exhibit already in development called "Working Waterfronts" which will examine the past, present and future of St. Joseph/Benton Harbor's maritime landscape, defined as space animated by the interface between land and water, people and water. It will show waterfront changes and transformations with an emphasis on decision making and preservation efforts – and will provide a forum for the discussion of future plans for the waterfront and what should be preserved. Both related exhibits, will be on display for two years beginning in April 2008. MSRA will hear if the grant has been awarded by November 15th, and will then have one year to complete its work

MSRA Affiliate William Lafferty Wins Award

Just a little over a year ago soon after the discovery of the *Hennepin*, MSRA and William Lafferty had only heard of each other in passing maritime circles. Today Lafferty is an Associate Director of MSRA. The partnership began while researching the *Hennepin*.



William Lafferty receives the Barkhausen Award for his original research on the Hennepin on Sept. 8, 2007 in Mackinaw City at the AGLMH conference.

In September 2006 Valerie van Heest came across his name on-line in reference to self-unloading technology. She phoned him to tell him of the discovery and attempt to conform MSRA's belief that the *Hennepin* may well represent the first self-unloader. The rest is, as they say, history.

Lafferty, being the consummate maritime professional, had indeed heard about the discovery of the wreck. Historic records insist that a ship, the Wyondotte built in 1906, was the world's first self-unloader, but Lafferty was well aware of the *Hennepin*'s conversion to a self-unloader in 1902. It became Lafferty's challenge to prove, beyond a shadow of a doubt, that the *Hennepin* should be recognized not only as the Great Lakes, but as the world's first vessel able to unload itself. And indeed he did just that!

Lafferty spent the fall and winter of 2006-07 developing his research on unloading technology and compiled it into a paper to share with MSRA (much of Lafferty's research was included in the documentary film "she Died a Hard Death" presented last year at MSRA's May program). His research was so thorough and definitive, that he submitted the paper to the Association of Great Lakes Maritime History for the Barkhausen award given annually for original research. On September 8th during the AGLMH conference held in Mackinaw City this year, at which van Heest and Lafferty delivered a presentation on the *Hennepin*, Lafferty was presented with the prestigious award. Out of many submissions, Lafferty won this important recognition.

As such an acclaimed researcher, some may find it hard to believe that maritime history is not Bill's profession. In "real" life, Lafferty is Associate Professor for the department of Theater Arts at Wright State University in Dayton, Ohio. Having previously taught at Purdue and Iowa State University, William

Lafferty joined the department's motion pictures area in 1981 and was department chair from 1987 to 1993. Lafferty has given numerous papers on the film and broadcasting industries before organizations ranging from the Society for the History of Technology to the Society for Cinema Studies. His articles have appeared in *American Cinematographer*, *Camera Obscura*, *Cinema Journal*, and *SMPTE Journal*. He has contributed chapters to several anthologies, including *Columbia Pictures Television: The Studio and the Creative Process*, and *Hollywood in the Age of Television*. His research has twice won awards from the Broadcast Education Association. Lafferty received his Ph.D. from Northwestern University in Evanston, Illinois.

Bill has done extensive research on the *Andaste*, the vessel that MSRA searched for this year. The *Andaste* is also similarly significant like the *Hennepin* in that it represents a development in self-unloading technology. Its unloading system, patented by Leathem D. Smith in Wisconsin, involved a revolutionary "tunnel scraper system". The discovery of the *Andaste* would allow MSRA to explore and document this alternate technology of which the only physical remain lies still lost on the bottom of Lake Michigan. MSRA was able to extract Bill from his library this past June to serve as crew during the 2007 shipwreck Quest. But as David Trotter put it "The sea Gods were not with us this year." The *Andaste* remained illusive, but it is certain that 2008 will find Lafferty back on board and hunting even harder for the *Andaste*.

Van Heest's visit Museum Ship

While in Mackinaw City, the van Heest's visited the new museum ship docked there. The 290 feet long icebreaker Mackinaw (WAGB 83) was built in Toledo, Ohio and commissioned December 30, 1944. It was joined by the new Coast Guard Cutter Mackinaw (WLBB 30) in October 2005 and decommissioned June 10, 2006. Later that month, the final Coast Guard Crew, under the command of Commander Joseph C. McGuinness, sailed the Mighty Mac to its namesake, Mackinaw City, where it has been moored at the former dock of the railroad ferry Chief Wawatam. The crew removed much of the electronic equipment and computers, leaving shells to look much the same. At the end of June, WAGB 83 was turned over to Icebreaker Mackinaw Maritime Museum.

Why is this significant to MSRA? The WAGB83 was one of four Coast Guard vessels used in the search for Northwest Flight 2501 in June 1950. It was an interesting experience for the van Heests to walk the decks where the crew sadly realized that they would not be able to fulfil their entire mission of SEARCH and RESCUE. As everyone knows, there were no survivors.



IceBreaker Mackinaw Maritime Museum

Hold the Date

Please hold Friday Dec 7th open for the MSRA end of year wrap up party! An invitation with details will follow.

2007 Search - All about Gasoline!

Despite NOT finding the *Andaste* during the 2007 Shipwreck Quest, it was one of the most successful years in terms of area covered. But that meant the search was all about gasoline.

The ten-day period chosen for the search this year in June offered unbelievable weather: Ten solid days of the flattest, calmest weather we have ever seen. In years past it was common to be able to work only six or seven out of ten days, but not this year. At the end of the first week, we were all praying for a windy day so that we could have some time to rest up, but that was not to be.

This year also marked the first time we were working so far off shore -- 25 to 30 miles off shore, in fact. Our search area for the *Andaste* involved searching along what we believe was its course line the evening of Sept. 9, 1929 when it failed to show up in Chicago with its load of stone. The search vessel *Chinese Takeout* holds 80 gallons of gas, but to make it out to the site, run a minimum of seven to eight hours and make it back to port required carrying eight auxiliary five-gallon cans of gas. As you can see on the pump, a typical day required about \$225.00 in gas to do the job.

Due to the incredible weather and despite the long run times to the search area, MSRA was able to cover a total of 65 square miles which was close to double the amount of territory covered in a typical year in the past. While there was disappointment by members of the team who worked the search including side scan expert David Trotter, boat pilot Jack van Heest, and crew, Craig Rich, Valerie van Heest, Ross Richardson, Jeff Vos, Bob Underhill, Todd White, Bill Lafferty (seen with David Trotter at left) and MSRA supporter Dick Sligh, we certainly now know where the *Andaste* is NOT located. We think we have that pesky wreck cornered now and hope that if we have even half way decent weather next year, we should be able to nab her! And possibly nab another National Register candidate in the process.

Thankfully, MSRA was not responsible for funding the gasoline for the Flight 2501 search which took place during the month of May. As MSRA members know, that search did not turn up the plane either, but with only about 20 miles left to the search area, we feel hopeful that next year will result in the long awaited discovery which will hopefully provide closure for so many families awaiting word of what befell their loved ones. Many thanks to Clive Cussler who will be sending his search team, headed up by Ralph Wilbanks, back to South Haven to continue the pursuit in 2008.

MSRA Needs your Help!

2007 was a great year for search coverage, but consequently a bad year for finances. MSRA's account was depleted, despite extra cash contributions for all members of the board. We have been subsisting for the balance of the year by taking in some funds for presentations and DVD sales to cover our very low administrative costs. There is a concern among the Board that even if we have record attendance at the 10th annual Evening Beneath the Inland Seas in May 2008, there will not be enough funds to take on a search in 2008.

We hope that you might consider an extra donation towards the 2008 search. These funds be directed entirely towards the search, which will require approximately \$6000.00 for ten days. Remember, anyone who contributes \$500.00 or more will have the opportunity to join the search crew on the lake. Checks are welcome, but you can also make a donation on-line using a credit card through PayPal at michiganshipwrecks.org/ payment

YOU CAN HELP PRESERVE MICHIGAN'S MARITIME HISTORY!



MSRA Board of Directors

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

MSRA Board Member Profile

Back in Newsletter Volume 4, we began profiling MSRA board members. This issue will offer a look at Craig Rich, a founding Board member of MSRA.

He joined the Southwest Michigan Underwater Preserve organization in the mid 1990s and, along with Valerie and Jack van Heest and Jan Miller, left that organization to form Michigan Shipwreck Research Associates in 2001.

Craig is 52 and has been a diver for over half of his life--35-years in fact. He is now holds a master diver rating which began at the youthful age of 17 after taking lessons through the local YMCA at the West Ottawa pool in 1971.



He is a regular speaker before local and regional groups and historical societies on the topics of diving and shipwrecks, and also is the web master for MSRA's informative web page. Craig is a regular guest on local radio talk shows up and down the Lake Michigan coast. He often prepares MSRA's news releases and acts as group spokesman on many occasions.

Craig and his father started radio station WZND in Zeeland, Michigan in 1971 and ran the radio station as a family business until 1987. At WZND, Craig worked as the morning deejay, news director and program director.

Craig began researching shipwrecks in the late 1980s and began diving shipwrecks in 1988 with local diver Doug Welsch. Since then he has completed nearly 500 dives – mostly on Great lakes shipwrecks.

Craig has provided professional narration and voice work for video productions, as well as radio and TV commercials as well as a number of MSRA's documentaries.



Associates

William Lafferty, PhD
 Director of Research

Arthur Allen
 Oceanographer, U.S. Coast Guard

Brendon Baillo
 Historian/Writer

Jed Jaworski
 Maritime Historian

Dr. Guy Meadows
 University of Michigan

Kenneth Pott
 Maritime Archaeologist

Dr. David Schwab
 Oceanographer, GLERL

Michigan Shipwreck Research Associates, is a Michigan nonprofit 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.



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 Holland, Michigan 49424
www.michiganshipwrecks.org

MSRA identifies Mystery Schooner

MSRA technical divers, Jeff Vos, Todd White and Bob Underhill have been working with MSRA's board to determine the identity of the schooner located last year in a small area of bottomlands not covered due to an equipment mishap during prior annual shipwreck searches. It was certainly a surprise to learn there was a shipwreck hiding in that small sliver and equally surprising that it has been so difficult to identify. MSRA's Ross Richardson had done much research on schooners possibly lost in the waters off West Michigan, (detailed in Volume 4 of this newsletter), but the characteristics and sizes of each schooner were so similar that it has made the identification very difficult.



Without giving away the answer, which will be revealed at MSRA 10th annual program in May 2008, (date to be announced soon) we can say that the documentary will revisit the logging industry so critical to West Michigan's economy during the latter half of the 19th century. In what has become signature for MSRA documentaries, there will be reenactments using some archival historical footage that will bring the story alive.