

**News and Views of the Underwater Archaeological Society of Chicago**

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Website: <http://www.chicagosite.org/uasc/htm>

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Summer, 2002

# Ship Departs Wisconsin To Sink Off Chicago

by **Joe Oliver** (© 2002 Joe Oliver)

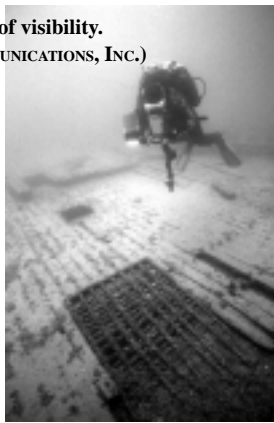
Let's admit our dirty little secret, fellow divers; every now and then, when we're out on the lake and we see one of those big, old freighters go by, don't we wish, not all the time but perhaps every once in a while, that one of those suckers would just up and sink? Sure we do! No reason to feel bad; a certain amount of deviancy is to be expected when one has been deprived - for long periods of time - of that which one considers essential to the enjoyment of life. Lord knows, it's been a long dry season for fresh shipwrecks here in Chicago. The last sizeable ship to have the decency to accidentally slip beneath the waves within sight of the Windy City was the *Tacoma* back in 1929. Yup, the good old days of regular maritime mayhem are gone forever. With the progression from the bilge pump to Marconi to LORAN to GPS, all we can do is dream.

Graciously catering to such dreams, DUI Drysuits and PADI Project AWARE have provided the initial funds to sink a major commercial vessel, the first such occurrence in Chicago regional waters since the sinking of the tug *Edward E. Gillen* off Milwaukee in 1981. However, fans of traditional shipwreck tragedy will be sorely disappointed: baring any acts of God, the steamship *Straits of Mackinac* (pronounced Mack-in-awe), a 74-year-old, 196' car ferry, will hit the bottom of the lake without malice, storm, or loss of life, in a strictly intentional process. If you have been keeping up with the spate of intentional sinkings of ships around the world as artificial reefs, *Continued on page 2, "Ship Departs"...*

## *NOW is the Time to Dive the Shipwrecks off Chicago!*



Joyce Hayward explores the *Rotarian* in 40+ feet of visibility.  
(UNDERWATER PHOTOS BY CRIS KOHL © SEAWOLF COMMUNICATIONS, INC.)



Next, the *Wells Burt* offers 55' of visibility!

The visibility in Lake Michigan has rarely been better than it has been during the past two weeks. On Tuesday, June 18, 2002, **Don Doherty**, UASC President, took fellow UASC Executive Member **Cris Kohl** and his guests, **Joyce Hayward** of Bellevue, OH, and **Gary Gentile** of Philadelphia, for some excellent diving on the wrecks of the *Rotarian* and the *Wells Burt*. Contact **Don Doherty** or **Scott Reimer** for UASC diving!

**Support the UASC and its activities while deriving benefit for your own business. Become a Wreck Checker newsletter advertiser! Contact Cris Kohl, Newsletter Editor, at (630) 293-4020**

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***UASC 2002 Meeting Schedule***

Meetings take place the last Wednesday of every month (unless listed otherwise below), beginning at 6:45 p.m. at the Shedd Aquarium. Enter through the Education side door, located on the north side of the building, facing Monroe Harbor. There is no meeting in December.

- July 31**
- August 28**
- September 25**
- October 30**
- November 27**

## Two Recent Shows

### Ghost Ships Festival, Milwaukee: March 16, 2002

On Saturday, March 16, 2002, at the third annual Ghost Ships Festival in Milwaukee, WI, UASC volunteers manned the booth while other members Bob Gadbois, Roger Brown and Larry Boucha worked as AV Technicians. Larry Boucha, Bob Gadbois, and Cris Kohl were presenters. Reported attendance was 518 people. **THANKS to all who helped!**



UASC President Don Doherty (left) and Member Extraordinaire Keith Pearson man the booth at Milwaukee's Ghost Ships. (PHOTO BY CRIS KOHL)

## Two Recent Meetings

### April Speaker: Chief Warrant Officer

### Gerald Griner, U.S. Coast Guard

Our special guest at the April 24, 2002, meeting of UASC was Chief Warrant Officer (CWO) **Gerald Griner**, U.S. Coast Guard, who updated us on changes regarding the Coast Guard's role and operations along Chicago's lakefront since the Sept. 11th attacks.

**Our heartfelt THANKS for a very interesting talk!**



UASC Vice President Chet Childs (left) thanks Chief Warrant Officer Gerald Griner for speaking at our meeting. (PHOTO BY CRIS KOHL)

## Our World--Underwater, Chicago, April 26-28, 2002

The 32nd annual Our World--Underwater Show (10,000+ visitors) saw many UASC members working the booth, in AV (Bob Gadbois, Roger Brown, Larry Boucha), and presenting: Larry & Nancy Boucha, Bob Gadbois and Joan Forsberg & Cris Kohl.

**THANKS to all who helped!**



UASC Past President and Archivist Jim Jarecki (left) and enthusiastic members Gene Hasiak and Karin Sinniger gave away 300 UASC newsletters at our booth at OWU. (PHOTO BY CRIS KOHL)

## May Speakers: John & Cindy Soderstrom

On Wednesday, May 29, 2002, our members enjoyed immensely the excellent underwater photography of **John & Cindy Soderstrom**, who both work for Chicago's Helix (photography) Company, as they toured us around the wrecks of Truk Lagoon.

**We THANK them sincerely for speaking at our meeting!**



John and Cindy Soderstrom and their AV equipment set up for their presentation on diving Truk Lagoon. (PHOTO BY CRIS KOHL)

...*"Ship Departs"* continued from page 1.

you are pretty clued in to what the *Straits of Mackinac* project is all about. The Tim Early Foundation, dedicated to the support of Midwest diving activities for educational and scientific purposes, is coordinating funding, governing agencies, volunteers, services and logistics to sink the *Straits of Mackinac* as an artificial aquatic habitat. The ship will also serve as a scientific, cultural, and recreational resource, accessible to thousands of divers from Illinois, Wisconsin, Michigan and other states.

The *Straits of Mackinac* represents a rare floating example of an early 20th century, coal-fired Great Lakes commercial steam vessel. Since it was built in 1928 until completion of the Mackinac Bridge in 1957, the *Mackinac* served as a car ferry between Michigan's upper and lower peninsulas. For 34 years after retirement as a passenger/freight vessel in 1968, the *Mackinac* has languished, moored in Kewaunee, WI, since 1994. A Wisconsin dive organization, Neptune's Nimrods, completed a great deal of the preparations required to sink the *Mackinac* as a Wisconsin dive site. Unable to complete the project, the *Mackinac* was made available to the Tim Early Foundation for \$1.00, in order that an effective project be initiated, with the vessel saved and listed on the National Register of Historic Sites.

The Tim Early Foundation is a 501(c)(3) not-for-profit corporation, created in 2001 at the annual Our World Underwater consumer dive & travel exposition in Chicago. It is named in honor of Tim Early, a visionary scuba instructor, aquatic scientist and environmental promoter who dedicated his life to bringing the wonders of the underwater world to thousands of children and adults in the Chicago and northwest Indiana region. By placing an historically significant Great Lakes steamship off Chicago as an artificial reef and dive site for dive recreation, training, historical education, and scientific study, the Tim Early Foundation honors its namesake's spirit, and supports its mission for the study and furtherance of the Great Lakes aquatic environment.

Chicago is one of the Great Lake's major dive destinations: its many shipwrecks are a reason why Illinois historically ranks in the "Top Ten" states for numbers of certified divers. Despite this fact, Chicago's waters contain no vessel of the *Mackinac*'s type or intactness at "recreational" depths: most shallow wrecks were dynamited because they presented navigational hazards. The *Mackinac* will be placed at a depth where it can remain intact yet still be accessible to all divers. Similar intentional sinkings have been successfully completed in Chicago over the past few years (the *Holly Barge* and the *Tym Barge*), proving the support by and benefits to Chicago divers. However, in physical size, vessel type, and historical significance, the *Mackinac* is a much bigger project. This new, large, unique and intact shipwreck off Chicago's lakefront will greatly upgrade the city's quality of diving as well as its image as a dive destination city. The *Straits of Mackinac* will also be dedicated to scientific inquiry regarding establishment and interaction of native and non-native species, etc.

A car ferry may not seem like an exotic dive site, but a dockside visit to the *Mackinac* reveals her appeal to shipwreck explorers. She has a graceful hull profile, with a sharp vertical bow and deeply under-curved fantail in a style typical of

*"Ship Departs"* continued on page 4...



## Calendar of Events

June 29 & 30, 2002 (Sat. & Sun.)--Three diveboats are available for **UASC** use this weekend to do some **survey work** on Lake Michigan sites. For more info, contact UASC President **Don Doherty** at (708) 636-3619, e-mail: [dkdoherty@mindspring.com](mailto:dkdoherty@mindspring.com), or UASC Dive Coordinator **Scott Reimer** at (847) 788-0417, e-mail: [streimer@interaccess.com](mailto:streimer@interaccess.com). More dates will be scheduled for July and August, although no newsletter will be published during that time, so don't be afraid to let your fingers do the walking!

Don't forget to catch a concert this summer from longtime UASC supporter and talented Great Lakes troubador, **Lee Murdock**. His busy schedule is taking him all around the Great Lakes all summer long. Check it out at [www.leemurdock.com](http://www.leemurdock.com). His 11th CD, "Songs from the Sweetwater Seas," is fantastic! His popular **Christmas Ship Concerts** are scheduled for November 30, 2002, in Chicago, and December 7, 2002, in Stoughton, WI.

July 1-October 31, 2002--**Titanic, The New Exhibition** comes to Chicago. Due to the popularity of the earlier show in 2000, this new exhibit will return to the Museum of Science and Industry.

July 6-7 (Sat. and Sun.)--**Great Lakes Shipwreck Museum**, Whitefish Point, Michigan. Tom & Chris Kastle and Cris Kohl. Telephone 1-877-SHIPWRECK.

July 14, 2002 (Sun.)--**Haigh Memorial Dive**. Haigh Quarry in Kankakee, IL, will host the first Jim Haigh Memorial Dive, honoring the memory of the late owner-operator. All proceeds go to Divers Alert Network (D.A.N.) Contact Tina Haigh at (815) 939-7797.

July 21, 2002 (Sun.)--Annual **Maritime Festival, Harbor Beach, MI**. Presentations by Dennis Hale, Jim & Pat Stayer and Cris Kohl. Call (810) 359-8660 for information.

September 2, 2002 (Mon.) Labor Day--Tentative date for the **scuttling** of the large steamer, **Straits of Mackinac**, off Chicago. See feature story in this newsletter and call any UASC exec for info.

September 20-29, 2002 (Friday to Sunday, total 10 days)--**Marine Heritage Festival**, Goderich, Ontario, CANADA. Museum Display of "The Great Storm of 1913," Marine Fine Arts Gallery, Maritime Models and Artifacts, Film Festival, Multi-media Presentations, Dive Charters to the wreck of the **Wexford** (a victim of the Great Storm of 1913). Huron County Museum: (519) 524-2686. [www.shipwreckwexford.ca](http://www.shipwreckwexford.ca)

September 28 (Sat.)--**Wisconsin Marine Historical Society** Open House, Milwaukee Public Library, exhibits and activities.

October 22-25, 2002 (Tues. to Fri.)--The 26th Annual **DEMA** (Diving Equipment and Marketing Association) Show in Las Vegas, for Diving Industry Professionals. More than 1,200 booths have already been sold. Go to [www.dema.org](http://www.dema.org) for more information.

November 2, 2002 (Sat.)--The 7th annual "**Shipwrecks Remembered**" Show, McMorran Auditorium, Port Huron, MI. NEW: A full afternoon of presentations/workshops, plus evening presentations and exhibits. Call (810) 359-8660 for further information.

November 9, 2002 (Sat.)-- The 15th annual "**Gales of November**" Show, Duluth, MN. All-day speakers, exhibit hall, tour research vessels, keynote address at evening dinner.... Contact Mary George, (218) 727-2497, [info@LSMMA.com](mailto:info@LSMMA.com), web: [www.LSMMA.com](http://www.LSMMA.com)

November 16, 2002 (Sat.)--The 20th Annual "**Shipwrecks and Scuba**" Banquet and Show, Holiday Inn, Sandusky, OH. Booths, exhibits and presentations. Tentative presenters include Daniel Lenihan, Jim & Pat Stayer with Mirek Standowicz (first person to dive to the wreck of the **Carl D. Bradley** in 380 feet of water in Lake Michigan) and Joan Forsberg & Cris Kohl. Call Joyce Hayward at (419) 483-3074 for further information.

## Oops?? The *Chicora* Controversy!



*Chicora*. (MILWAUKEE P. LIBRARY)



*H.C. Akeley*. (RALPH ROBERTS COLLECTION)

In May, 2001, the long-sought wreck of the *Chicora* was finally located in 289 feet of Lake Michigan water off Saugatuck, MI. Computer analysis of wind direction, wave action, etc. on that date in January, 1895, when the steamer disappeared with all hands, was attributed with the successful discovery. Remote-operated videocameras seemed to reinforce that this was, indeed, the long-lost mystery ship, *Chicora*.

In early June, 2002, the first technical divers to explore this wreck surfaced with startling information. The vessel's layout appears to be wrong for the *Chicora*, and an engine gauge has Ferrysburg, MI, as its origin. The *Chicora* was built entirely in Detroit.

Suspicion is now heavy that this wreck is that of the wooden steamer, *H.C. Akeley*, built at Grand Haven, MI, (near Ferrysburg). She founded in a storm on November 13, 1883, with the loss of 6 of the 24 people on board. Will the quest for the *Chicora* begin anew?

(I thank researcher **Brendon Bailod**, and technical diver **Chuck Larsen** of Holland, MI, who visited the site, for information about this wreck.)



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- Dive Travel
- American Airlines Miles
- Great Lakes Wreck Diving

# FBI puts scuba dive shops, schools on terrorism alert

By Karen Branden  
Photo: Robert Schmitt

**SAH DIVERS**—The FBI has issued a nationwide warning of danger that relies on the diving instruction based on information that "certain terrorist organizations have sought to develop an offensive scuba diver capability."

Dive shops in some regions are being contacted for the name list of instructors that has been issued at night schools in the name of the Dept. of Justice, when the articles discovered that they had trained the 41 persons who have been the last commercial jobs on that day.

"While there is no evidence of operational planning to attack the United States or its interests, the United States is a body of information regarding the danger to obtain such capability," the warning said in a recent bulletin.

The FBI is warning an individual that placed their primary focus on the U.S. coast from its headquarters in Chicago, according to Paul Brinkman, an FBI spokesman in Washington.

"While not suggesting any operational activities, but given interest in assisting in efforts to obtain a better view," he said.

The warning was made on the Internet, the subject of criticism that it failed to report to state law enforcement. It, however, is still in the opinion and policy form containing information after the fact to government officials.

Major and the Professional Association of Diving Instructors, which controls the majority of the nation's divers, said they are providing the FBI with the names of all instructors certified to teach dive within the United States during the past three years. It had would be made an individual's address records. The FBI is also seeking the names of all students who may have been trained and then dropped out.

John Brinkman, an FBI spokesman in Chicago, said the bureau is looking to see if any names correspond with the FBI's list of potential or known terrorists. He said Wednesday, in a terrorist assessment that

was made.  
The FBI has said that it will focus more on prevention-oriented investigations, and says that the dive shops were not to be used for training for students who would participate in terrorist activities.  
"I would like to see more of that would be made," said Bruce Hays, chief executive officer of Ocean Diver, Inc., which has training shops around the world, including one in San Diego and another from where the 11 divers involved in the 9/11 attacks lived.

Patrick Brinkman, a longtime scuba diver from the Chicago area who runs the British Isles, said, with shops in each

*"I never thought about mining underwater, but as soon as I read about [the FBI warning], I started thinking about the Lake Michigan water intake and I thought, 'Holy smokes!'"*

—A Chicago area scuba shop owner

year suburban (Aisle and Central Park), and he considered the police call.

"I never thought about mining underwater, but as soon as I read about the FBI warning, I started thinking about the Lake Michigan water intake and I thought, 'Holy smokes!'" said Brinkman, who had been contacted about the investigation by an international diving association but not by the FBI. "A diver could think it and really live on."

But David Hays, a former member of the Navy's elite SEAL team from San Diego, said, "I don't see a single diver being brought in through military to do a lot of damage. You can just carry on with your

life and others said they believed there was potential to do greater damage with tanks by

way of example, they cited the terrorist attack two years ago in Yemen against the USS Cole as well as the incident last month in Indonesia in which a cargo plane from a hijacker was hijacked off Interstate Highway 95.  
Hays diving is relatively new to learn, and instructors are not recognized as an industry standard, given that, in addition, certification is not required in many states, and certification varied around the world in the U.S.

"I don't know a lot of them. I don't know how many. And it's not difficult," said Bruce Hays, a member instructor at Adventure in Scuba, Palmdale, Calif.

Still, some scuba experts acknowledged that the equipment now available in recreational diving made the sport a potential route for terrorism. For instance, recreational divers have been known to use divers' lightweight jackets that contain oxygen and heated air from the diver. The tanks, which are much lighter than traditional tanks, allow divers to stay underwater longer and they transport the tanks to the beach in a backpack.  
Through such a device by the military, the divers are relatively new to recreational divers, who use them to be able to get closer to targets on land.

Dive shops also have access to scuba diver propulsion vehicles, three-hunter-gunner vehicles, which should be used in length, and several other types of more than 100 mph per hour.

Karen said investigators have asked questions about Middle Eastern men, some having returned to the United States, and some vehicles. Most of the propulsion vehicles he believes could have been used by Osama bin Laden, he said, which was shown in one of the last years.

Before the FBI warning, he said, "I've never seen around me."

"But now that I'm thinking about it, I think, 'Wow, they could really do that!'"

... "Ship Departs" continued from page 2.

early 20th century vessels. The ship used to have a second deck and cabins that allowed a capacity of 90 cars and 400 passengers. These above deck upper-works are almost wholly gone, which at first makes the ship seem rather plain. However, there is a small cabin structure amidship on the 48' wide deck, directly above the engine room. Peer inside to view something very rare for a ship that was still operating in the nuclear age, one year before man landed on the moon: the top of the coal-fired, triple expansion steam engine. Enter the doorway and go a few feet aft, then descend an open stairway into the engineering shop of the expansive engine compartment. Looking forward up at the engine from the deck of the shop, the 1100 horsepower power plant inspires awe and understanding: massive and impressively tall, its open architecture reveals the location and sequence of forces. At the top of the engine: expansion of steam pushes downward on pistons. Just below, linear force relays down through slender piston rods. At the bottom, rods connect to the crankshaft, transitioning linear into rotational force. There, the mass of crankshaft counterweights create momentum, smoothing and perpetuating the flow of rotational energy into the prop-shaft. The shaft transfers energy along its length from the engine, inside the ship, to where it was ultimately needed: outside the hull into the 10' diameter propeller. There the prop's inclined planes push water continuously backward, resulting in the ship's forward motion.

Proceed along the engine on either side toward the front of the ship, and enter through a bulkhead doorway into the compartment containing the ship's twin boilers. Continue forward, squeezing along a narrow passageway formed by the outside of the boilers and the inner walls of the coal bunkers, to arrive at the compartment's forward end, where the space opens up to where stokers shoveled coal into the forebox doors.

Returning to the large open space aft of the engine, the section to either side is open, containing the shop to port and electrical facilities starboard. In the center of the aft bulkhead that terminates this compartment, a short stairway leads up to a hatchway into a hallway, along which are doors into crews' quarters, storage rooms and the galley.

While the spaces and passageways are a bit tight - typical of any ship - preparation of the *Mackinac* as a dive site entails removal of encumbering items and the cutting of many holes to allow better access and light throughout the vessel. Plans also include treatment of surfaces to repel zebra mussels, and the scientific study of its effectiveness. The presence of the large, graceful hull, the engine, the interesting spaces and the preparations will add up to make the *Mackinac* a great dive, unlike anything else off Chicago.

Towed by the Selvick Company from Kewaunee to Chicago on June 24-25 (a 24-hour trip) to be moored offshore at the Calumet River, the *Mackinac* will undergo two months of preparation prior to its scheduled sinking event this Labor Day. While the intentional nature of the *Mackinac*'s

Concluded on page 5...

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**Thar She Blows!**



**Bob Gadbois**, whose large contributions to UASC have taken the form of historical research, underwater videography, video presentations, Executive Board work, and more, received a milestone birthday surprise at the May meeting, thanks to **Scott Reimer** and **Jim Jarecki**. Happy Birthday, Bob! We can forgive you for all that hot air and the smoke from so many candles almost setting off the Shedd Aquarium's fire alarm! (PHOTO BY CRIS KOHL)

# POTPOURRI

(that means "all jumbled up")

UASC member **Karin Sinniger** has provided us with much interesting information: a sport diver rescue class to be held Aug. 9-11, 2002, at Pearl Lake, WI, run by Lifeguard Systems of New York who teach police and firefighters (cost: \$325); there will be an Aviation Archaeology Field School conducted in Los Angeles in Oct., 2002; there is an 11-part video series, 1 hour each, from the Maritime Archaeological and History Society, Washington, DC, on the topics of 1. Intro Pt. I, 2. Intro Pt. II, 3. Archival Research, 4. Ship Architecture, 5. Position Fixing & Search Methods, 6. Surveying, Recording & Mapping, 7. Photography & Videography, 8. Conservation, 9. Law & Ethics, 10. Project Planning & Reports, 11. Field School Tasks & Procedures. (Sound GREAT!) They also run an annual 10-week class on marine archaeology. Contact Karin at kbsinniger@yahoo.com.

\* \* \* \* \*

**Stan Stock**, longtime shipwreck locator (he found, for example, the *W.P. Thew* and the car ferries, *Curran* and *McPhail*, all in Lake Huron), called from Michigan a couple of weeks ago. He has been doing sidescanning with **Thaddeus Bedford** (who bought **John Steele's** boat and sidescan sonar unit in 1997 when John retired from shipwreck hunting after four decades). They located a wreck in about 275 feet of water off Frankfort, MI, which they feel is likely the *C.E. Redfern*, a 190-foot-long bulk freight motor ship originally built as a schooner in 1890. She foundered in a severe gale on Sept. 19, 1937. They plan to positively identify the wreck using trimix this summer.

\* \* \* \* \*

**Joyce Hayward's** presentation at Our World--Underwater in Chicago in April, 2002, was entitled "Huron Holiday," about some magnificent shipwreck diving in Lake Huron. She converted her presentation into print in the Summer, 2002, issue of *IMMERSED* Magazine.



UASC member **Cris Kohl's** presentation at Our World--Underwater was entitled "Great Lakes, Great Wrecks," and his article of the



same title appears in the June, 2002, issue of *Skin Diver* Magazine. **Congratulations to both of them for promoting the Great Lakes!**

\* \* \* \* \*

In late May, 2002, it was reported that **Robert Ballard**, who had found the wreck of the *Titanic* in 1985, had now located the remains of President **John F. Kennedy's PT 109** boat in the Solomon Islands of the Pacific. The National Geographic Special will air in Nov.

\* \* \* \* \*

People attending the May meeting of UASC received special treats: **Liz Jurkacek** distributed information about a couple of mystery shipwrecks recently located in the Gulf of Mexico, while **Cris Kohl** handed out copies of Great Lakes newspaper articles about the sinking of the *David A. Wells* off Chicago, one of our survey projects for this summer. **THANKS to both!** And **THANKS** also to UASC President **Don Doherty** for always having those handy "Meeting Agenda" copies for everyone! *See you in the water!*

\* \* \* \* \*

...*"Ship Departs"* concluded from page 4 sinking may disappoint a few shipwreck "purists" as a scuttling-sans-tragedy, they'd be wise to keep any disgruntlement to themselves, reflecting on the inevitability that someday society will wake up to the fact that they are the only misfits who are allowed to revel openly in the misfortunes of others ("Shipwreck festivals?" What about "train wreck festivals?" Never happen. "Plane wreck festivals?" No, no, nooo. How the heck to we get away with it anyway?). The *Mackinac*, a vessel once considered the flagship of Michigan's car ferry fleet, remembered fondly by thousands of vacationing families who made the over-water trip between Michigan's Lower and Upper Peninsulas, will be welcome by divers in Chicago and throughout the Midwest as an exciting and appropriate new exhibit to Chicago's underwater maritime museum.

For information on how to contribute funds or participate in this project, call the Tim Early Foundation at (708) 226-1614. (Copyright 2002 Joe Oliver. Thanks to Neptune Nimrods, Dave Wetherald, Cris Kohl and Jim Jarecki for information and photographs--no room! Sorry!)

**EDITOR'S NOTE:** This newsletter was about to go to press when UASC Past-President, **Joe Oliver**, telephoned that he had this article about the *Straits of Mackinac* ready. He faxed it to me & I quickly yanked items & inserted it. Thanks, Joe! **ALSO PLEASE NOTE:** I do not want to see the Chicago origins of the *Straits of Mackinac* scuttling story get lost: In Feb., 2002, UASC member **Hank Fiene**, a Chicago scuba charterboat operator, told me (**Cris Kohl**) that he was searching for a ship to scuttle off Chicago. When **Todd Maurina**, an Executive Board member of the Neptune Nimrods Dive Club in Green Bay, called me on March 15, 2002, he told me that he thought there would be an old ship up there available for Hank. I told Hank and he called Todd about it. Just then, a major problem arose for the Wisconsin club: the marina at Kewaunee was sold, and the owner of another old ship, the 1928 *Straits of Mackinac*, gave the Neptune Nimrods 30 days to remove it or it would be scrapped. The club had been cleaning up and preparing this ship for 2 years already to scuttle off Wisconsin's Lake Michigan shoreline. Lacking M & M (Money and Manpower) to finish the job fast, Todd told Hank about their plight. Hank contacted UASC member **Sam Frank** (he of scuttling experience), who set the ball rolling with the Our World Underwater Retail Association and the Tim Early Foundation for funding. Stay tuned for developments.

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Members cannot participate in dive activities if membership is not current.

UASC Wreck Checker

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MISSION STATEMENT — The Underwater Archaeological Society of Chicago (UASC) is a volunteer, not-for-profit organization dedicated to the study and preservation of Illinois' shipwrecks and other underwater cultural resources.

The UASC conducts shipwreck site surveys which employ field drawings, underwater photography and videotape. Field survey work is augmented by academic historical research. The Society attempts to preserve sites by

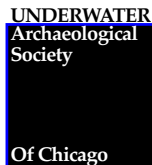
studying the effects of natural and biological forces as well as the impact of human activity on shipwrecks. It advocates responsible use of submerged cultural resources.

Membership is open to everyone. The Society presents the opportunity to meet, work together, and socialize with others who share similar avocational interests. It allows members to apply their diving or other skills to group projects that produce site maps, published surveys, technical drawings, and

educational programs.

The UASC shares the results of its work with the community through publications, museum exhibits, and presentations to all interested public and private groups.

Through its work, the Society hopes to add to the body of archaeological data available to local historians and maritime enthusiasts of future generations. It also seeks to enhance the enjoyment and value of local sport diving.



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