

July 1, 1993
LCMR Final Status Report
Recreation 52

I. Preservation of Historic Shipwrecks, Lake Superior -

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A. M.L. 91 Ch 254, art 1 Sec. 14 Subd. 3 (h)
Appropriation: \$ 100,000.
Balance: \$ 0.

Preservation of Historic Shipwrecks, Lake Superior: \$80,000 is to the Minnesota Historical Society to investigate the historic significance of shipwrecks on the North Shore of Lake Superior in accordance with priorities for placement on the National Register of Historic Places; to conduct a survey of the underwater and shoreline resources in the vicinity of Split Rock Lighthouse; and to develop preservation plans to implement the federal Abandoned Shipwrecks Act and provide for public education.

\$20,000 is to the commissioner of natural resources to develop facilities at Split Rock Lighthouse State Park for diver access.

B. Compatible Data: (not applicable)

C. Match Requirement: (not applicable)

II. Narrative

Minnesota's North Shore of Lake Superior contains over 50 shipwrecks, many of which may be historically significant. To implement the recently passed federal Abandoned Shipwrecks Act, to preserve Minnesota's important historical resources, and to properly assess recreational potentials, it is necessary to

adequately document and evaluate submerged wrecks as part of a coordinated preservation program which must be developed.

III. Objectives

A. Field Survey and Documentation

A.1 Narrative: The objectives of this phase are to compile through field examination detailed documentation of wrecks evaluated as priority sites by the 1990-91 survey, to locate important wrecks with currently unknown locations, and to complete forms for the nomination of significant wrecks to the National Register of Historic Places. Survey may include shoreline areas that contain abandoned vessels.

A.2 Procedures: Archival research and underwater archaeological survey methods including visual inspection, magnetometer scanning, and radar scanning will be used to attempt to locate wrecks whose exact locations are currently unknown. Similar methods will be used to evaluate discovered wrecks. Wrecks meeting the proper criteria will be nominated for inclusion on the National Register of Historic Places.

A.3 Budget

	<u>LCMR Funds</u>	<u>Matching Funds</u>
a. Amount budgeted:	\$40,000	N/A
b. Balance:	\$ 0	

A.4 Timeline Products/Tasks July91 Jan92 June92 Jan93 June93

Archival Research/Field Survey				
National Register Nominations				

A.5 Status: In May 1992 field survey was completed on four vessels: USS Essex, Hesper, George Spencer, and Amboy. National Register nominations were produced for all four vessels. The Essex (1874-1931) was a 185' wooden gunboat which was burned and sunk in shallow water near Duluth. Essex is especially interesting as it was one of the last vessels built by Donald McKay, the master builder of clipper ships. Essex ended her distinguished career as a receiving ship for the U.S. Naval Reserve in Duluth. While only a 50 foot section of the bottom of the hull remains, Essex has statewide significance because

she is the only naval vessel sunk in Minnesota waters. The shipwreck is nationally significant for her association with Donald McKay. It may be the only remaining McKay-designed vessel in United States waters.

The Hesper (1890-1905) was a 250' wooden steamer which sank in 35' - 50' of water in Silver Bay harbor. Although accessible to sport divers only by boat, the well-preserved remains of the Hesper are a popular recreational diving site. The revised DNR plans for a diver access station at Silver Bay (see Section D) may greatly increase recreational use of the Hesper.

The Amboy (1874-1905) was a wooden schooner which sank during the Mataafa Storm south of Taconite Harbor. The survey of the Amboy produced an unexpected discovery when it became apparent there were two vessels present not just one. Detailed archaeological evaluation suggested that the remains of the George Spencer (1884-1905), the vessel that had been towing the Amboy, were also present at the site. The remains of the Spencer consist of a 141-foot section of the base of the hull lying in 3 to 20 feet of water. The remains of the Amboy are in much worse shape and consist only of a 74 foot section of keelson lying on the shoreline.

The survey team of the above four vessels also produced a detailed drawing of the Madeira which will be used to enhance sport diver enjoyment of the wreck. Reduced, plasticized copies of the drawing should ultimately be made available to divers.

In 1992 surveys of four other vessels were also completed. The log rafting tug Niagara was built in 1872 and sank off Knife Island in 1904. The steamer Lafayette was built in 1900 and ran aground south of Castle Danger in the Mataafa Storm of 1905. The schooner Elgin was built in 1874 and sank in Grand Marais harbor in 1906. The steamer Liberty was built in 1889 and burned in Grand Marais harbor in 1919.

Survey on the Niagara located a large section of the bow and a section of the side in 80 to 100 feet of water. Survey on the Lafayette found no large pieces of the vessel, only a wide scatter of small debris. No trace of the Elgin was found, but a segment of the bow and the rudder of the Liberty were documented in Grand Marais harbor. Based on the surveys, only the Niagara will be nominated to the National Register. A draft nomination was completed for the Liberty, but because of integrity problems, the nomination will not be presented to the

State Review Board at this time. Sport diver accounts of the wreck of the Lafayette suggested that several large sections of the vessel still existed, but the survey found otherwise. The Lafayette was determined to not be eligible for the National Register because of its fragmentary condition.

A.6 Benefits: Wrecks must be evaluated for eligibility to the National Register of Historic Places as part of the implementation of the Abandoned Shipwrecks Act. Preservation of those determined eligible is encouraged by provisions of the Act and by other federal regulations. Preservation is important if these resources are to be available for recreational diving, historical study, and interpretation.

B. Preservation Plan and Public Education

B.1 Narrative: A preservation plan must be developed in order to implement the recently passed Abandoned Shipwrecks Act, including analysis of threats and recommendations for protection. This plan will be developed in consultation with interested organizations, agencies, and individuals, including DNR and diver groups. Tools for public education are necessary to increase awareness for and value of shipwrecks as historical resources.

B.2 Procedures: The management implications of the Abandoned Shipwrecks Act along with the state's comprehensive plan for historic preservation will be carefully evaluated. Organizations, agencies, and individuals will be consulted to gain their input and assess their needs. The public education component will focus on producing an attractive brochure and a high quality video on Minnesota's Lake Superior Shipwrecks that will be available for public meetings, schools, and educational television.

B.3 Budget

	<u>LCMR Funds</u>	<u>Matching Funds</u>
a. Amount budgeted:	\$20,000	N/A
b. Balance:	0	

B.4 Timeline Products/Tasks

	<u>July91</u>	<u>Jan92</u>	<u>June92</u>	<u>Jan93</u>	<u>June93</u>
Research and Initial Draft				
Final Report, Brochure, and Video				

B.5 Status: A proposed management plan was prepared to help direct future efforts to inventory, protect, and interpret Minnesota's Lake Superior shipwrecks. The focus of the management plan is on shipwrecks, but it includes some consideration for the full range of underwater cultural resources. The plan examines topics such as current laws, funding strategies, threats to underwater cultural resources, strategies for maintaining an active management program, and educational options. Survey forms were distributed to Minnesota sport divers to gain their input into the draft management plan. The plan will be distributed for comment in the near future and will then be revised.

Educational materials produced include a 20 minute slide-show and a brochure/poster. Several camera ready 8 1/2 x 11 double-sided shipwreck charts suitable for plasticizing were also produced. The slide show illustrates historic contexts, vessel types, and underwater archaeological methods. (A slide show rather than a video was completed due to the high costs of video production.) The brochure briefly summarizes the accomplishments of the Minnesota Lake Superior shipwreck project, has a map showing known shipwreck locations, and includes a plea for public stewardship of wrecks. The educational materials are aimed at sport divers, schools, and members of the general public.

B.6 Benefits: An implementation plan for the federal Abandoned Shipwrecks Act will benefit the state by providing explanations and implications of the act's provisions. Integration with the statewide plan for historic preservation being developed by the State Historic Preservation Office will also result. The brochure and video will be available to teach Minnesotans about shipwrecks and hopefully increase public stewardship.

C. Intensive Survey of Split Rock Area

C.1 Narrative: The Department of Natural Resources 1988 report "An Underwater State Park Feasibility Study" recommended an intensive survey to identify historic features on land and underwater areas being used by divers at Split Rock. These resources include wrecks, a fishing village site, and landing areas thought to have been used by fur traders. The survey will provide an inventory and map of features on land and below the water. A brochure will be produced on the historic resources of the Split Rock area.

C.2 Procedures: Standard archival research and archaeological survey methods will be employed. Underwater features not previously evaluated will be assessed for their eligibility for the National Register of Historic Places. The final report will describe the historic resources of the Split Rock area and provide a detailed map of their location. The report will also include management recommendations based on appropriate state and federal statutes, the state's comprehensive plan for historic preservation, and the Department of Natural Resources plans and needs. The brochure would be an attractive guide to the vicinity historic resources and stress the need for stewardship of these resources especially by the recreational diving community.

C.3 Budget

	<u>LCMR Funds</u>	<u>Matching Funds</u>
a. Amount budgeted	\$20,000	N/A
b. Balance:	\$ 0	

C.4 Timeline Products/Tasks July91 Jan92 June92 Jan93 June93

Archival Research/Field Survey
Final Report

C.5 Status: In July 1992 a survey of a 15-mile stretch of coastline near Split Rock Lighthouse was conducted to evaluate the underwater and shoreline resources. The survey area was between East Beaver Bay and Castle Danger. The purpose of the shoreline survey was to locate old or abandoned watercraft. Three vessels of interest were located: the fishing tugs Nor Shor and Nels J. and the small boat Tern. Intensive underwater surveys were conducted at the base of Split Rock Lighthouse, at Split Rock Point, at Little Two Harbors, at the mouth of the Gooseberry River, and the mouth of the Split Rock River. With the exception of Little Two Harbors and the wreck of the Madeira, cultural resources were relatively scarce.

C.6 Benefits: It is important that this survey be completed before the state park provides facilities to encourage diver use of the area so that the existence and status of valuable resources are known. Appropriate measures can then be designed to preserve and interpret the resources. The brochure would be available at the Diver Facility, at Split Rock Lighthouse, and at other locations within the state park.

D. Construction of Diver Facilities at Split Rock

D.1 Narrative: There is a need to develop facilities in Split Rock Light House State Park that improve access for divers who are interested in recreational opportunities to explore natural and cultural features in Lake Superior. The project elements include changing facilities for divers, on-land interpretive information, a platform near the shore for organizing equipment, and buoys above the Madeira shipwreck. The development plan will consider possible adverse affects to historic resources.

D.2 Procedures: Park staff will meet with divers to plan facilities that facilitate diver use without unduly impacting the scenic, cultural, and natural resources of the site. The DNR Bureau of Engineering will design the facilities, and the regional Engineer will supervise the construction.

D.3 Budget:

	<u>LCMR Funds</u>	<u>Matching Funds</u>
a. Amount budgeted:	\$20,000	N/A
b. Balance:	\$ 0	

D.4 Timeline Products/Tasks July91 Jan92 June92 Jan93 June93

Design				
Construction				

D.5 Status: State Park and Trails & Waterways staff met with diver groups. Divers requested that the access site be moved from Split Rock Lighthouse State Park to Silver Bay access. The 93 legislative session amended existing legislation as follows: The \$20,000 appropriated by Laws of Minnesota 1991, Chapter 254, Article 1, Section 14, Subdivision 3(h) for diver access at Split Rock Lighthouse State Park shall be used for diver access at other areas along the north shore of Lake Superior.

D.6 Benefits: It will be more convenient for divers to explore the Madeira wreck and Little Two Harbors Bay. Divers and other park visitors will gain a better understanding of Lake Superior, shipwrecks, and historic preservation.

IV. Evaluation

For the FY92-93 biennium the intensive research into the shipwrecks of Lake Superior will build upon earlier LCMR sponsored research to provide: 1) additions to a comprehensive database of shipwrecks in Minnesota waters, 2) an evaluation of these shipwrecks with respect to the National Register of Historic Places and the state's comprehensive plan for historic preservation, 3) a management plan addressing the implementation needs of the Abandoned Shipwrecks Act, 4) a better understanding of the historic resources of the Split Rock area, and 5) a site development plan for a diver access facility near Split Rock Lighthouse State Park.

Evaluation of the project's success can be judged by the location and evaluation the shipwrecks, the nomination of a number of wrecks to the National Register of Historic Places, the integration of the management and preservation mandates of the Abandoned Shipwrecks Acts with state policies, plans, and procedures involving preservation and recreation, and the promotion of recreational diving opportunities.

V. Context

A. While considerable research has been done into shipwrecks in Lake Superior, no comprehensive, easily accessible data base exists detailing locations, histories, and current states of preservation. Many wrecks are being damaged by sport divers or ship anchors and are in need of significance assessment and protection. Using National Register of Historic Places procedures, wrecks can be properly inventoried and evaluated, and plans can be made for their preservation and interpretation. The implications of the recently enacted Abandoned Shipwrecks Act need to be better understood in order to assess Minnesota's responsibilities. In a state with so much surface water, sport diving opportunities should be expanded and the diving community should explicitly be made aware of historic resources and historic preservation needs.

B. The shipwreck inventory will augment the existing inventory of historic sites in Minnesota maintained by the State Historic Preservation Office. National Register nominations will utilize research produced by earlier LCMR funded activities and supplement the ongoing state historic preservation planning process.

C. The State Historic Preservation Office is responsible for producing a comprehensive plan for preserving Minnesota's historic resources. A draft document is now available defining a number of statewide historic contexts for Pre-contact, Contact, and Post- contact periods. The Lake Superior shipwrecks survey is being integrated with this plan. LCMR funding in the previous biennium has helped define contexts and property types for shipwrecks in Lake Superior, will result in the completion of several National Register nomination forms, and has helped inventory and evaluate a number of wrecks. Future needs include the exploration for unlocated wrecks, refining protection strategies, and the expanding recreational opportunities.

D. Preservation of Historic Shipwrecks in Lake Superior - \$74,000

E. 1992-93 Budget System Program Title and Budget: not available at this time.

VI. Qualifications

1. Program Manager

Donn Coddington
Assistant Director and Division Manager
Historic Sites and Field Programs
Minnesota Historical Society

Mr. Coddington has been associated with the Minnesota Historical Society for over 22 years. He has directed the activities of the Historic Sites and Field Programs for over 15 years. He is also the Associate State Historic Preservation Officer for Minnesota.

Scott Anfinson will assist Mr. Coddington with the management of the program. Dr. Anfinson has been an archaeologist for the Minnesota Historical Society for 15 years. He has a PhD in Anthropology from the University of Minnesota and is a certified SCUBA diver. His current title is National Register Archaeologist.

John Strohkirch will manage Objective D for the Department of Natural Resources. Mr. Strohkirch is the Development and Acquisition Manager for the DNR Division of Parks and Recreation. He has held this position for the past 6 years and

has managed the park development program involving over 500 construction and resource management projects. Mr. Strohkirch is also the current program manager for the LCMR funded American Youth Hostel Program.

2. Major Cooperators

Due to applicable procurement requirements, major cooperators cannot be named at present. Requests for Proposals will be completed for obtaining proposals from qualified consultants at the beginning of the project. Cooperators must meet the professional qualifications requirements of the Secretary of Interiors Standards and Guidelines for Historic Preservation and will be carefully evaluated by the Minnesota Historical Society.

VII. Reporting Requirements

Semi-annual status reports will be submitted no later than January 1, 1992, July 1, 1992, January 1, 1993, and a final status report by June 30, 1993.

July 1, 1993
LCMR Final Status Report
Recreation 52

Preservation of Historic Shipwrecks, Lake Superior -- ABSTRACT

A. M.L. 91 Ch 254, art 1 Sec. 14 Subd. 3 (h)

Appropriation: \$ 100,000.

Balance: \$ 0.

Statement of Objectives: The objectives of the Minnesota Historical Society's State Historic Preservation Office (SHPO) portion of the most recent phase of the LCMR-funded Lake Superior shipwrecks project were to survey the shipwrecks with known locations that were not surveyed during the first phase of the project, to nominate selected shipwrecks to the National Register of Historic Places, to develop a strategy to protect and interpret the shipwrecks, and to provide materials for public education.

The objectives of the DNR portion of the LCMR funded Lake Superior shipwrecks project were to provide an access for divers in diving on the shipwrecks.

Overall Project Results: The project objectives were carried out through a series of contracts between the SHPO and private contractors possessing expertise in maritime history and archaeology. The contracts were open to public bidding and contracts were awarded to applicants presenting the most qualified staff, comprehensive research designs, and most appropriate budgets. The surveys resulted in the completion of five National Register nomination forms, three survey reports, research files, wreck drawings, video tapes, color slides, and black and white photographs. A draft management plan and educational materials were also produced. The educational materials include a brochure and a 20-minute slide show. Survey forms were sent to thousands of Minnesota sport divers to obtain their input into the draft management plan.

The DNR held a series of meetings with interested diver groups. These meetings indicated that an access at Split Rock Lighthouse State Park did not meet the objectives of the project. Legislation was initiated during the 1993 legislative session to revise the project to allow for the development of a diver access in Two Harbors or Silver Bay. DNR has entered into a contract with the city of Silver Bay to construct the diver access.

Project Results Use and Dissemination: Copies of the reports, research files, and National Register nominations are on file at the SHPO Office at the Minnesota Historical Society (MHS). Since the beginning of the LCMR-funded Lake Superior Shipwreck Study, a member of the SHPO staff has presented a summary of the project each year to sport divers attending the Gales of November Conference in Duluth-Superior. The slide show should be presented at the 1993 conference. The brochure will be distributed to sport divers and the general public at MHS sites particularly the Split Rock Interpretive Center. The Draft Management Plan will be distributed to appropriate state agencies and members of the public for comment. The SHPO plans to work with the MHS Press to publish the results of the Lake Superior Shipwrecks Study.