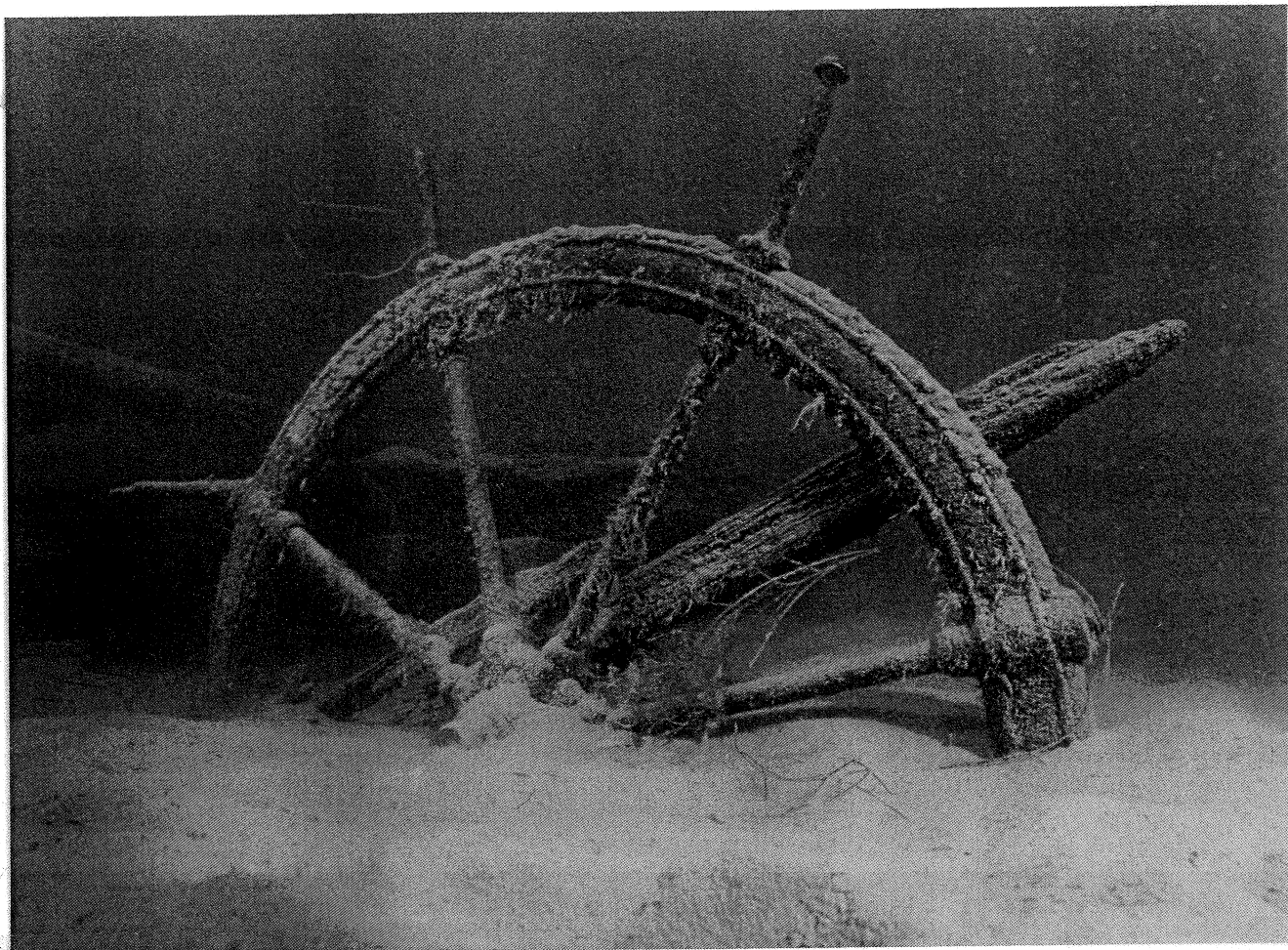


# THE GOSHAWK PROJECT

A Reconnaissance Survey of The Great Lake's Oldest Schooner



THE GOSHAWK WHEEL - Photo by Joe Oliver

Preliminary Draft Edition  
February 1995  
Edited by Valerie Olson

## **BACKGROUND**

In 1990 A&T Recovery, a Chicago search and recovery company, discovered a sunken schooner off of Tawas, Michigan in shallow water. The schooner was somewhat broken up, however everything that was on the ship when she went down was there! Two huge anchors remain at her bow, and the ship's wheel sits upright in the sand partially buried near the stern. Research suggested it is likely the GOSHAWK.

## **PREPARATIONS FOR THE GOSHAWK PROJECT**

The Goshawk project was conceived in the eyes of the commercial divers who located the submerged shipwreck. Although A&T Recovery found her quite by accident, they knew they had located an historic site. During their research which was necessary to confirm that their find was, in fact, the GOSHAWK, they realized that if the location were to spread, as is typically the case with new finds, artifacts would be in jeopardy. Their hope was to see that the shipwreck was properly surveyed and recorded prior to divers visiting the site. They turned to the Underwater Archaeological Society of Chicago (UASC) as they had done years prior when they located the WELLS BURT off Chicago, and asked them to mount a project to survey and preserve the vessel. In addition they also offered the Great Lakes Underwater Photographic Group (GLUWPG) the opportunity to photographically document the wreck for public presentations as they have done successfully many times prior. Their hope: that the two organizations would collaborate on the project.

A&T's offer was left for the two organizations to discuss. The UASC and GLUWPG were familiar with each other and their respective work, but had not yet had the opportunity to work together in such a joint venture project. Both organizations expressed an interest in the challenge.

The GLUWPG had recently visited the site to assess her condition. Presumably they were the first individuals to dive the site since located by A&T Recovery. The vessel, although badly broken up, was apparently complete and unaffected by anything other than the environment. Although both organizations agreed not to let the location become public until after a survey was done, they knew that the site would likely soon be discovered by others. If that occurred, the integrity of the site would be jeopardized. Both organizations discussed the logistics of undertaking such a project including such details as travel, boats, lodging, meals, air fills, photography, equipment etc. They also prepared a preliminary budget of about \$16,000.00 required to accomplish the project goals.

Armed with that information and an anticipated project time frame of one week in July or August of 1992, the team contacted John Halsey, Underwater Archaeologist for the State of Michigan, and Ken Vrana, underwater preserved specialist for Michigan Sea Grant for their thoughts regarding the validity of such a project. Both individuals were thrilled to hear that the GOSHAWK had in fact been discovered and was a virtually intact site. They too felt it was extremely important to conduct a survey of the wreck before it became a popular dive site. John indicated that funding for the project, while potentially available, would likely not be obtainable before the anticipated project date. Grants of that nature require time for application and acceptance and are not typically retroactive. The UASC and GLUWPG decided not to delay the project due to the fragility of the site, but instead attempt to do the project with self funding.

Understanding the teams funding limitations, Ken Vrana put the team in touch with Walt Hoagman, Michigan Sea Grant extension coordinator based in Tawas, for his assistance in locating possible in-kind services to offset the project's expenses. Walt arranged in-kind lodging, boat launching and marina facilities with Chief Moore at the U.S. Coast Guard Station at Tawas Point. This would save the team the largest bulk of expenses. In addition, the Tawas Auxiliary Coast Guard offered the use of a support boat for the duration of the site work. Walt also discussed the project with Bill Decket from the Tawas Volunteer Fire Department and he offered reduced rate air fills and at the off hours required by such a short time frame project. These services alone would reduce the project budget by approximately \$12,500.00

With these in-kind services, the survey team would only be responsible for their transportation to Tawas, food, boat gas, videotape, film and processing. The UASC elected to allocate a portion of their general operating budget to pay for such items as videotape, film and administrative costs to offset the expenses of the individual volunteers.

As the project became more viable, a team had to be assembled. The GLUPG is comprised of Bill Atkins, Lou Pavlovich and Dale Purchase who all chose to be involved with the project. To supplement their team, they invited Mike Ratajczak and Terry Lisle to join in. The UASC comprises a membership of over 75 individuals and put out an open call for participants. Five individuals made a commitment to participate in the project: Valerie Olson, Keith Pearson, Mike Hoffner, Henry Schwenk and Joe Oliver. To add an international component to the team, the UASC and GLUWPG jointly requested Cris Kohl from Canada join the team to bring his research and photographic skills to the project.

With the people in place and the logistics taken care of, the participants scheduled the project for August 13 thru August 17, 1992.

## **PROJECT GOALS AND OBJECTIVES**

Project goals were as follows:

1. To determine if the vessel is, in fact, the GOSHAWK.
2. Preservation of the ship with recreational opportunities made available.
3. Public education.
4. A mutually beneficial joint venture between two states.

Project Objectives were as follows:

1. To prepare a plan view drawing of the vessel to aid in site management.
2. To prepare a data base of all artifacts on the ship to aid in site management.
3. To prepare a report on the survey of the GOSHAWK for educational purposes.
4. To develop a slide show about the GOSHAWK for presentation to interest groups for educational purposes.

## **HISTORY**

Registered at 550 gross tons in 1866, The GOSHAWK was enrolled at Cleveland, Ohio on May 12, 1866. She was built by Ira Lafrinnier and was 180 feet long, 32 feet wide and had a 13 foot draft. A wooden, three masted schooner with official hull number 10224, she belonged to the Blodgett Fleet and was primarily used as a lumber schooner. Mr. Blodgett had an affinity for birds and named this vessel after a bird called the Goosehawk.

Late in her career in 1902, the GOSHAWK was reduced to a tow barge at the West Bay City Shipbuilding Company. After nearly 55 years in service, she foundered in a storm off Tawas Point in Lake Huron on June 16, 1920. She had been in tow with another vessel by the steamer P.J. RALPH and was heading from Port Huron, Michigan for Duluth, Minnesota with a cargo of salt. Fortunately, no lives were lost - the crew escaped in lifeboats.

The GOSHAWK is famous for being the oldest working vessel when she sank.

## **THE SURVEY METHODOLOGY**

A 180 foot long vessel splayed out to over 80 feet at its widest point - nearly 14,400 square feet of wreckage to document and inventory in only three days on the site. Archaeology in the classical definition could not be performed in such a short time frame. The survey of the GOSHAWK would strictly be considered a reconnaissance survey. Found already a year earlier, it was likely the location of the wreck would spread among the diving community and the impact of divers on the site would begin to alter its condition. The goal therefore of this project would be to document the structure to the extent to be able to identify and inventory each artifact particularly those that were susceptible to being moved or removed by divers. In subsequent years, the site can be resurveyed to study diver impact.

On August 13, 1992 the team gathered one by one at the Tawas Coast Guard station which would serve as the base of operation for the next several days. Having dived and preliminarily photographed the wreck a

few weeks prior to the start of the project, members of the GLUWPG oriented the new team members to the site.

The wreck had "relaxed" over the years as she lay on the bottom. The sides had broken at the turn of the bilge and fallen outward which accounted for the eighty foot width. The keelson was intact and fully exposed - the decking had probably broken away during the sinking process. Large pieces of the machinery and equipment remained including the boiler, windless, four anchors, the wheel and portions of the helm. Besides these items, the majority of the wreck site lies flat at an average of three to four feet higher than the sand bottom. There were concentrations of small loose artifacts, mostly near the bow and stern, and other artifacts scattered over the wreckage. Based upon the description of the site and conditions, the reconnaissance survey methods developed by the UASC over the last several years would be appropriate for this site.

The UASC methodology begins by establishing a datum line down the center of the wreckage along the keelson using a 200 foot tape measure. Additional tape measures are then set perpendicular to the datum line starting with 0 at the port side and ending at the starboard side, in order to create smaller manageable sections. Recording simply the measurement at the stern, the measurements on the starboard side and the point at which the tapes cross, the overall size of the site can be determined. Then, individual divers can begin recording, in plan view, the structure and artifacts within each section. Utilizing offset measurement and triangulation from the datum line and perpendicular lines, distinct structure can be plotted with a high degree of accuracy. The success of this methodology involves the use of photographs and video. As actual time on the site can be limited due to schedule, weather and budget, much of the survey must actually be completed back on land. Images of the wreck, when properly documented can play a large part in providing accurate data from the site. When The recording teams can focus their time on defining the big picture, overall sizes, orientation and distribution of artifacts. Photographic images can be used to fill in the details.

The first day scheduled for site work brought with it a strong wind. There was doubt as to whether lake conditions would allow the survey to begin that day, but the team loaded up the boats none the less to check the conditions first hand.

The site is located directly three miles east of the Coast Guard station, but the boat access is located in the bay on the west side of Tawas Point, making the trip to the site over six miles. Conditions were rough but not unworkable, so the team moved forward with plans for the day.

GLUWPG had installed a submerged buoy on the wreck in weeks prior to hasten locating the site and mooring the boats. Dives would be rotational for two reasons. With fewer people on the site at one time, there would be less risk of disturbing the visibility. In addition, visual and photographic data collected could be built upon with each diver reporting the work he had accomplished and the next divers picking up where the previous left off.

Initially the project director and a photographer did an orientation dive to access the site, working conditions and establish the datum line. None of the orientation the night prior prepared them for what they were about to attempt to accomplish. Besides being a huge site, it was a confusing jumble of wood and artifacts, and the visibility was no better than ten feet. Although the UASC's methodology was still viable for this site, the process would have to be fastracked to accomplish the projects goals within the schedule.

As a safe bottom time at 50 feet is only 50 minutes with repetitive dives somewhat shortened, bottom time would be limited to rough sketches outlining the structure. The detail would be filled in on land utilizing the photographs and video documentation. Video and individual photographs would document the balance of the site. With such a large scatter of artifacts, the team decided to employ the use of tags. This would guarantee that each of the loose artifacts were photographed for an inventory. The photographers would install a tag on the object prior to or directly after the shots are taken to alert the other photographers that the object has already been recorded.

Buddy diving, the cardinal rule in diving, was modified somewhat for the conditions of this project. Photographers and recorders typically work best alone when they can concentrate on their task, and there was no time to waist withsuch a large site. However, being alone in the water would not be wise. The team

elected to modify the buddy system by having a pair of divers descend together and follow the baseline to the sections in which they would work. At that point, they would separate in order to work opposite each other in adjoining sections. This would keep them close enough so that they could assist each other if a problem arose and yet allow them the freedom to work at their own pace. After a designated duration, divers would meet at the baseline, follow it to the ascent line and surface together. In addition, the schedule did not allow the luxury of an orientation dive for everyone - the work must begin on the first dive.

With the recording plan complete and individual assignments made, everyone settled in to prepare their dive gear and equipment for the first day. The second team's assignment was to establish the perpendicular lines. They divided the ship into 14 sections, seven on each side, with the sections averaging 30 feet wide. The sections at the bow and stern were made smaller due to the high concentration of artifacts and disorienting structure. The intense work of collecting the data then began. Each recorder was assigned a section in which to work. On a rotational schedule, video and photography began. After shooting the first series of photomosaics, it was determined that due to the immense size of the site mosaics would be limited to the bow and stern where the highest concentration of artifacts was located.

Ken Vrana joined the team mid day. Ken, instrumental in coordinating various aspects of the project, was there to observe the team and assess the site from a management perspective. In addition he was interested in seeing how such a diverse group from such distant surrounds could come together to work as a team.

The 50 foot depth safely allowed only about two dives per day so divers made the best use of their time. The first day ended successfully with five of the 14 sections recorded, and photography well under way.

The second day dawned just as clear as the first, but fortunately, the wind had died down making dive operations much more pleasant. On the second day, six more sections were recorded and video was shot of the entire site. Photomosaics and documentary photography progressed well. In the evening the team filled tanks, had the film processed locally and then gathered to review data. They assembled the sections that had been recorded, pieced together the photo mosaic and found the full picture of the site was beginning to develop.

The third day went equally as well as the first two with the remaining sections being recorded and final photos and video. As promised to the State of Michigan, the team removed all lines and tags at the end of the sitework so as not to deface the wreck for future divers who might visit. On the last evening the team reviewed all the work and concluded that all the necessary data had been collected.

In reviewing the dive logs, it was determined that just over 37 hours was spent collectively by all divers in the water collecting data. Considering the amount of data that was collected, it was a major accomplishment in such short time.

All that remained was to get a good nights rest, pack up, say goodbye to new friends and make the long drive home. Then came the arduous task of assembling all the data in order to prepare this report and create the slide presentation to share with divers and other interested parties.

## **ARTIFACT DATA BASE**

Many dozens of artifacts ranging from tiny objects such as the clapper from the ship's bell to large objects such as the windlass and anchors were scattered on the wreck site. The wreck represents a time capsule that has frozen the moment that the GOSHAWK plunged to the bottom.

With regards to the artifacts, the project goal was to document the quantity, type and arrangement of those artifacts as a record of what was found at the site and an inventory for future management purposes.

The photographic artifact inventory follows and is keyed to a site plan graphically representing the site as she was found. Each of the artifacts has been assigned a number ordered from stern to bow. Numbered tags were installed on each artifact for the purposes of tracking items during the survey, but have not been recorded as such due to their random placement. Only loose objects and specific pieces of equipment were identified as an artifact. None of the ship's structure was inventoried as an artifact, however, is labeled on the site plan.

Photographs are coded with the photographer's initials behind the identity number as follows:

BA - Bill Atkins

JO - Joe Oliver

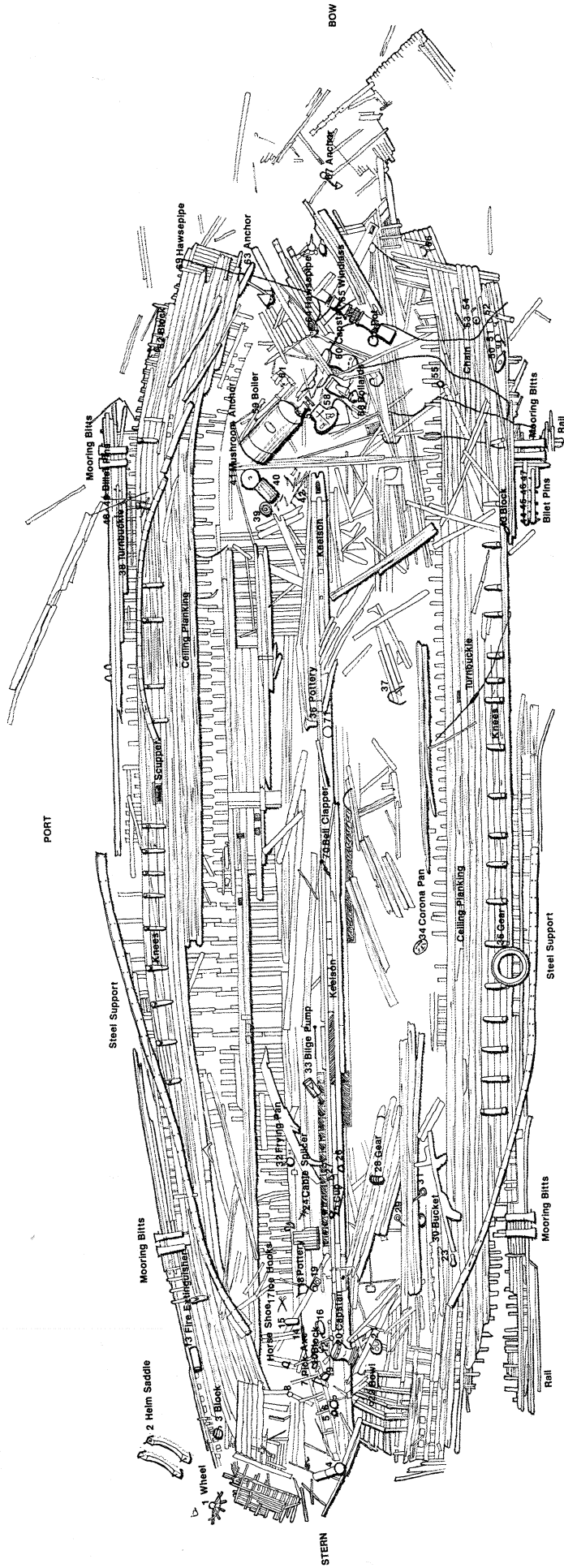
LP - Lou Pavlovich

DP - Dale Purchase

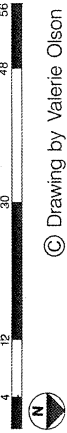
The editor appologises for non-identified photographers.

# The Wreck of the GOSHAWK

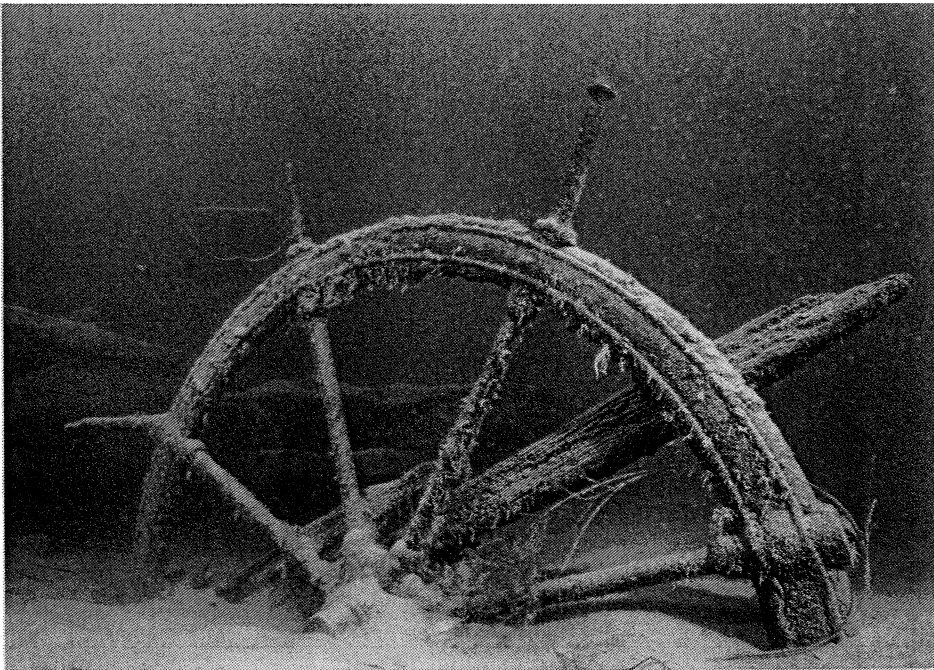
Found by A&T Recovery



**Vessel Type:** Schooner  
**Survey Date:** 8/14,15,16/92  
**Location:** 3 Miles off Tawas Point  
**Depth:** 50'  
**Loran C:** 49055.5 31049.3



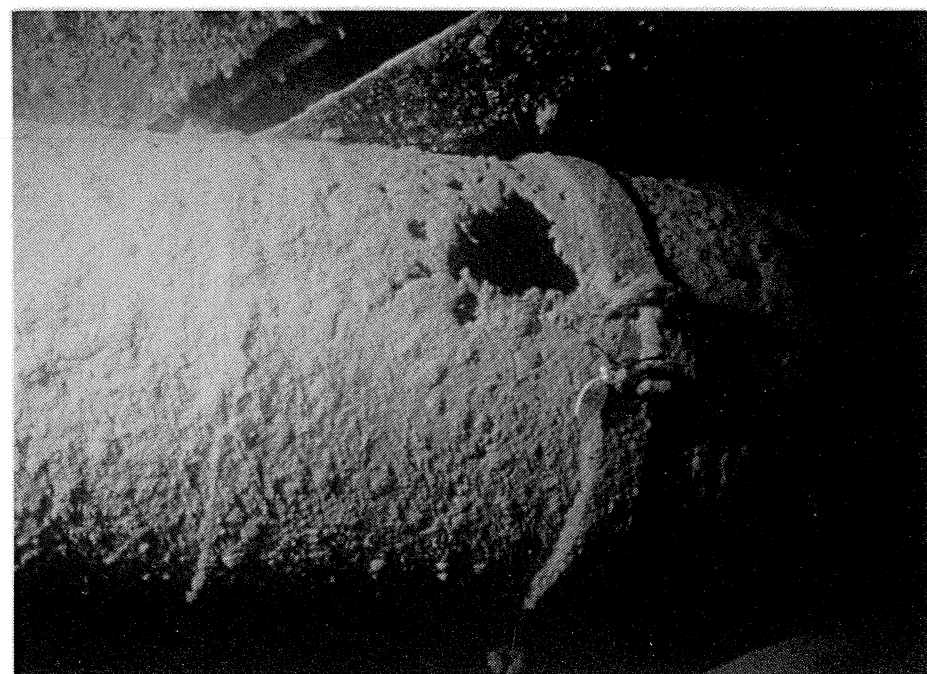
© Drawing by Valerie Olson



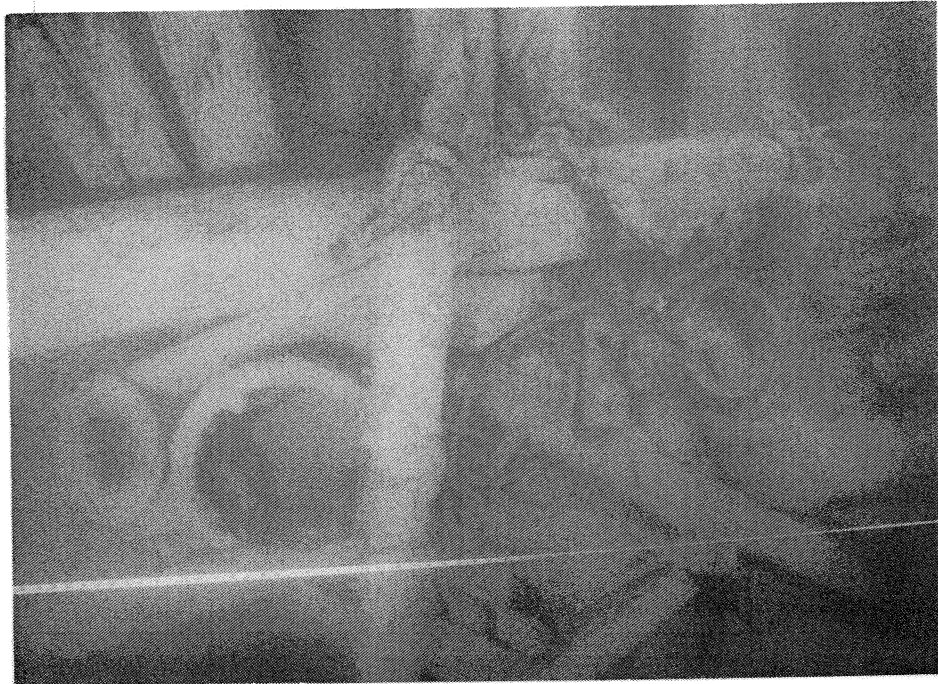
1 JO



3



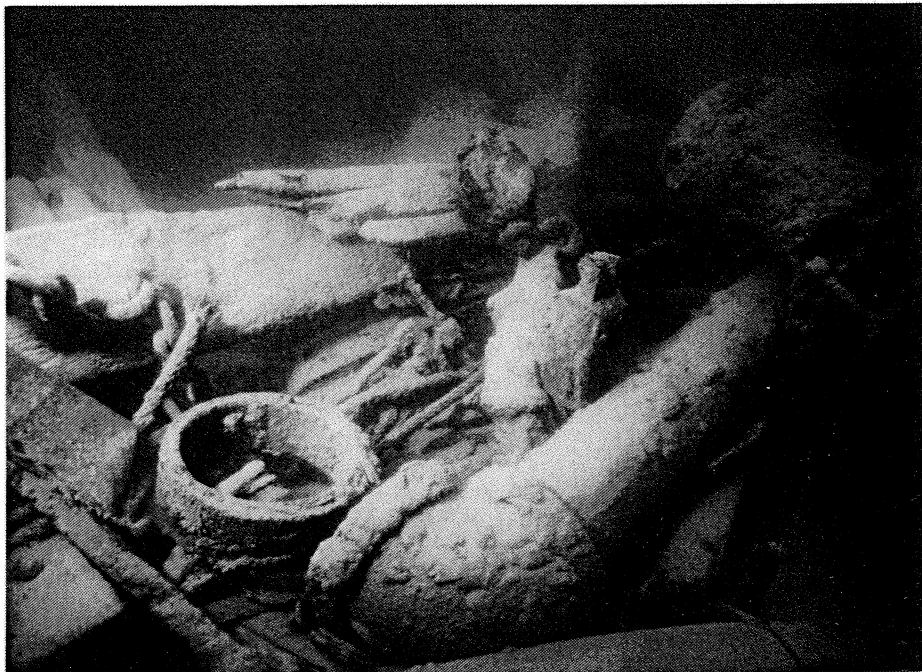
4 BA



5,6,8 JO



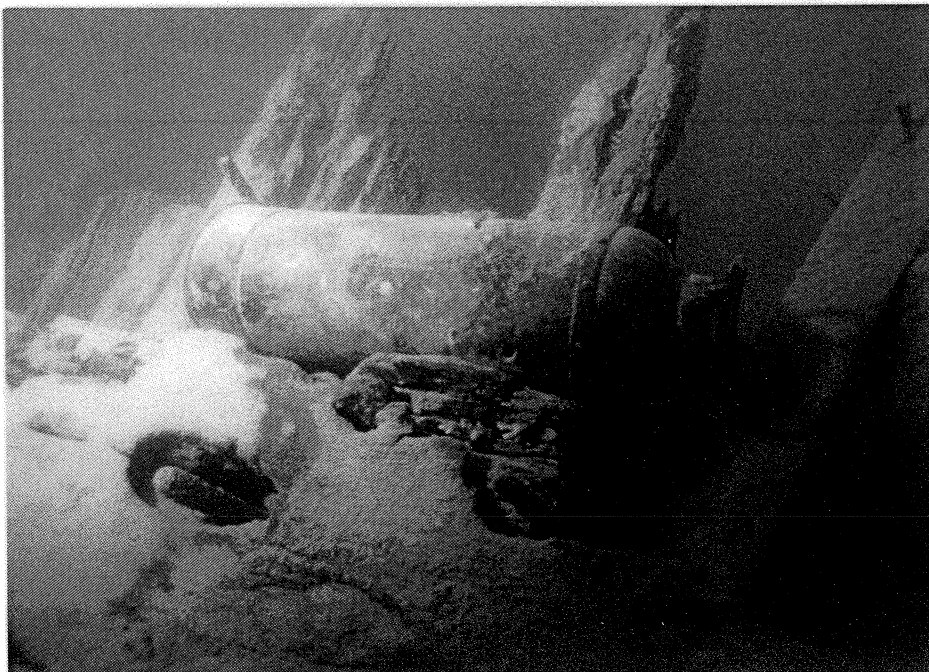
7



8 BA



12



13



14,15 JO



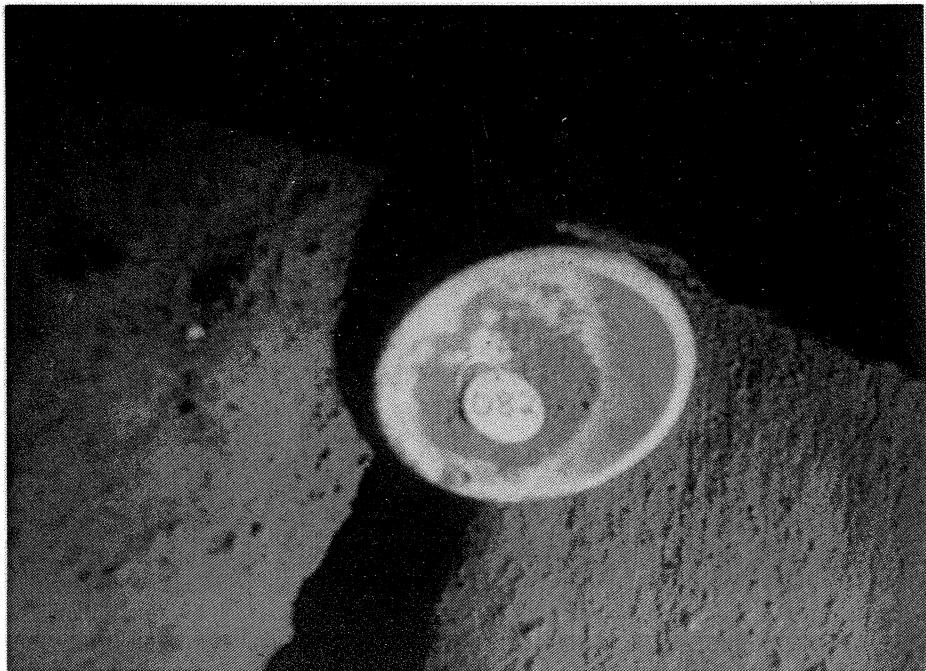
18,19 JO



20



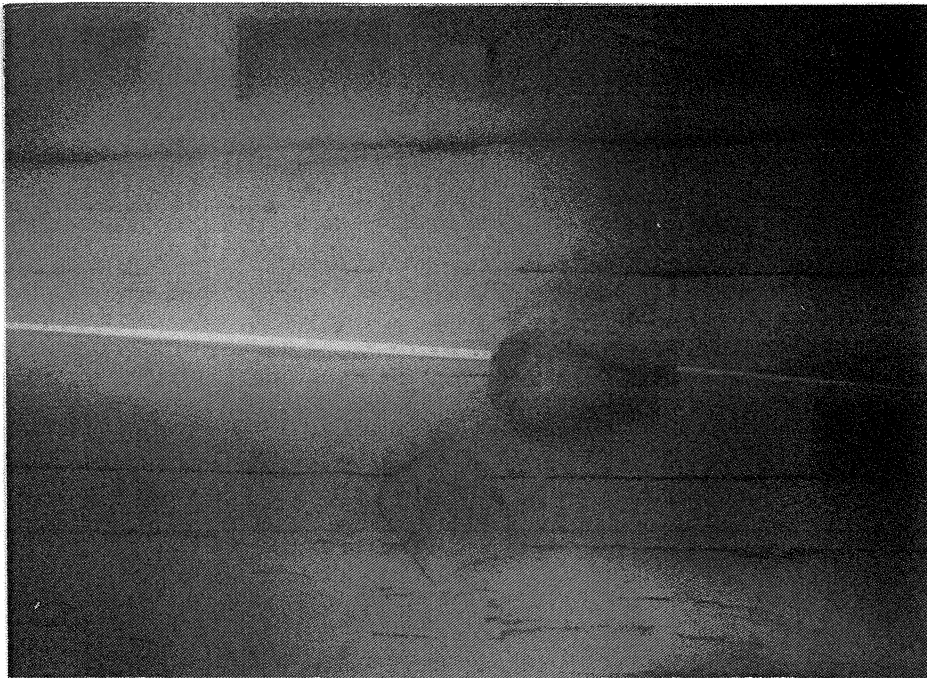
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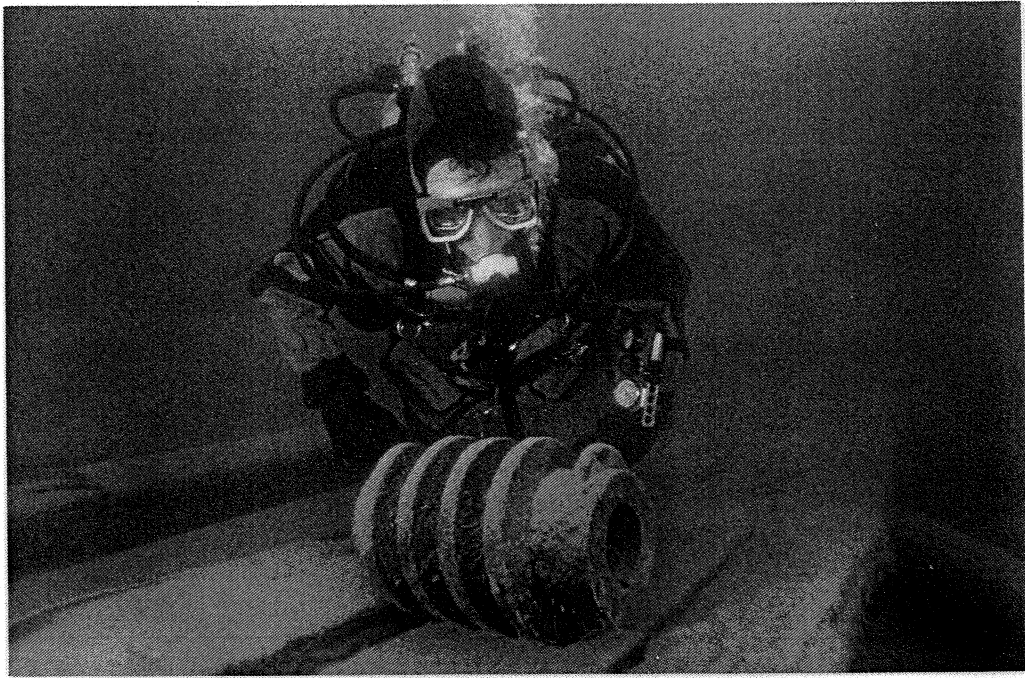
22 BA



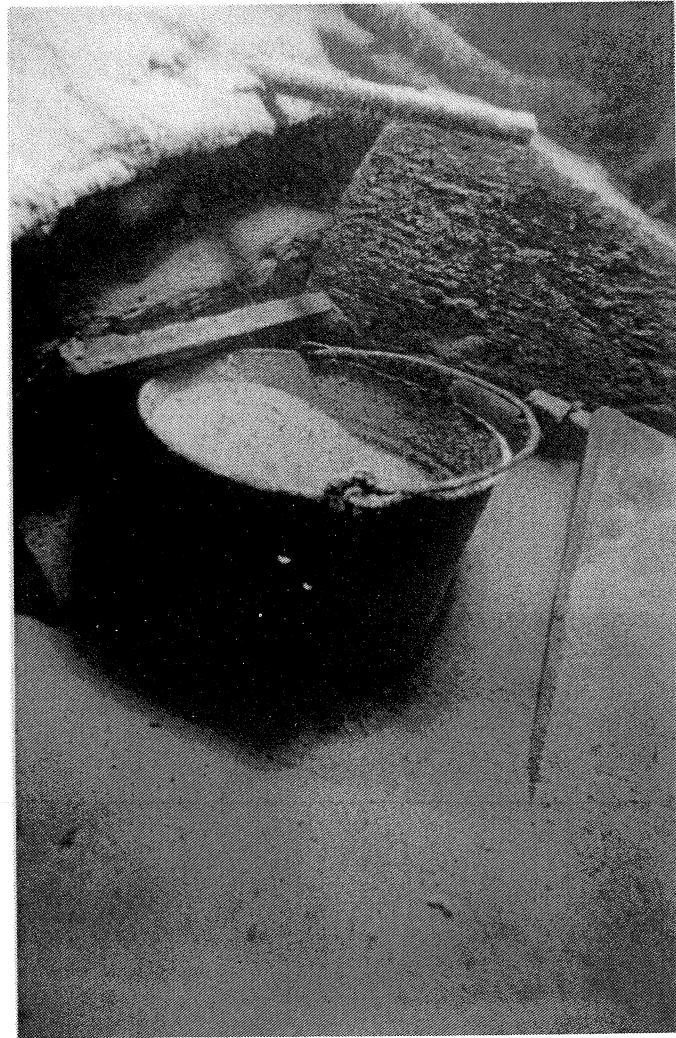
25 BA



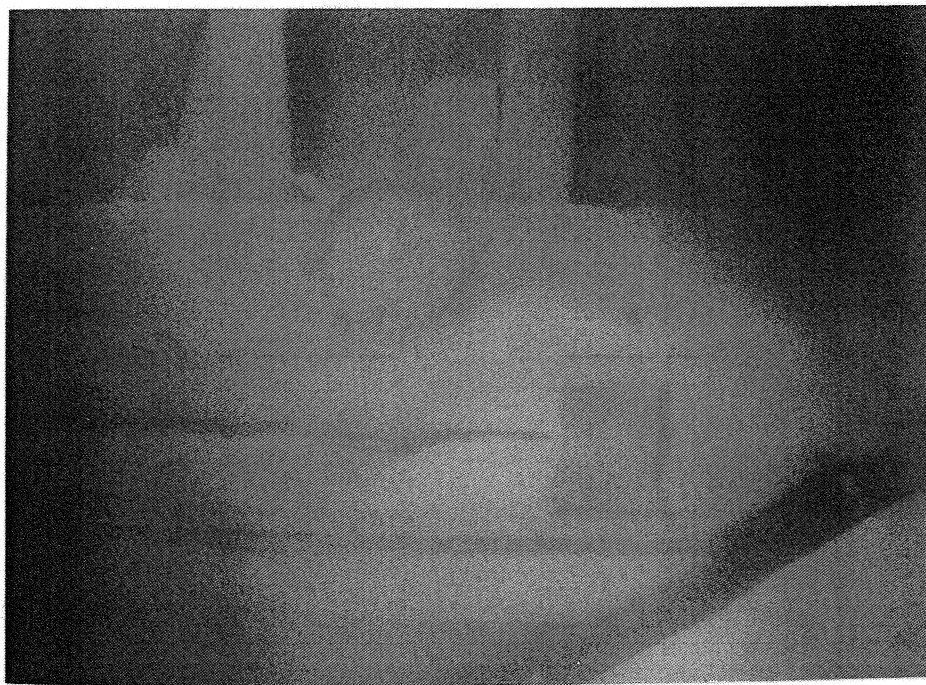
27 JO



28 LP



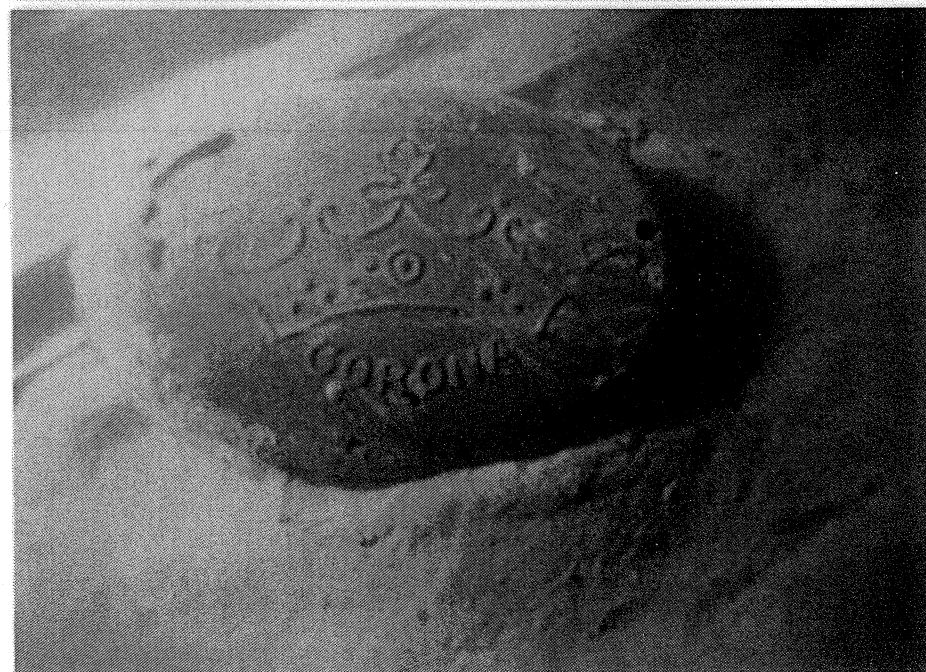
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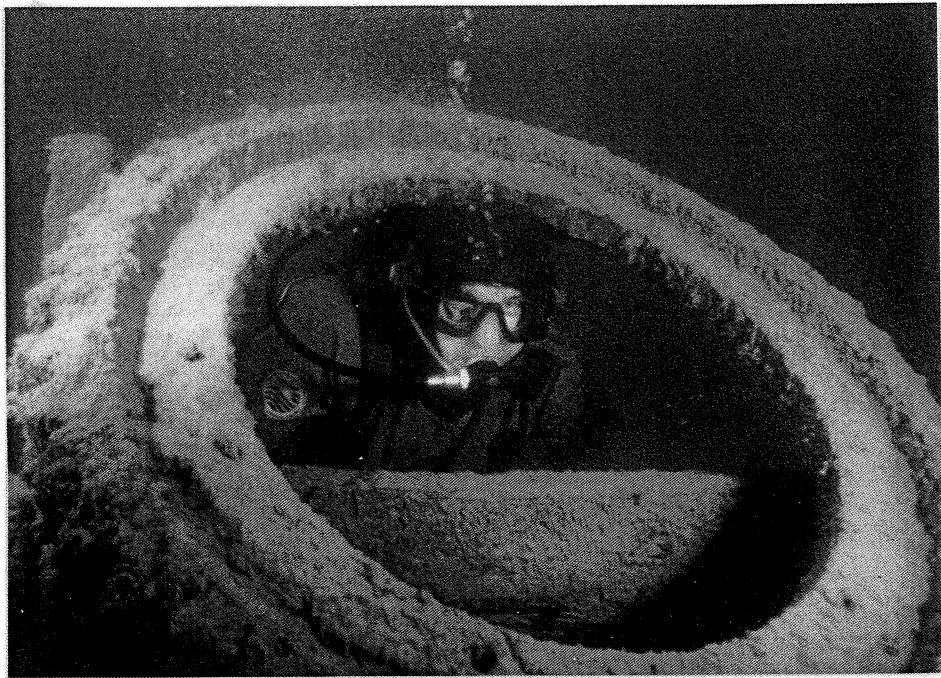
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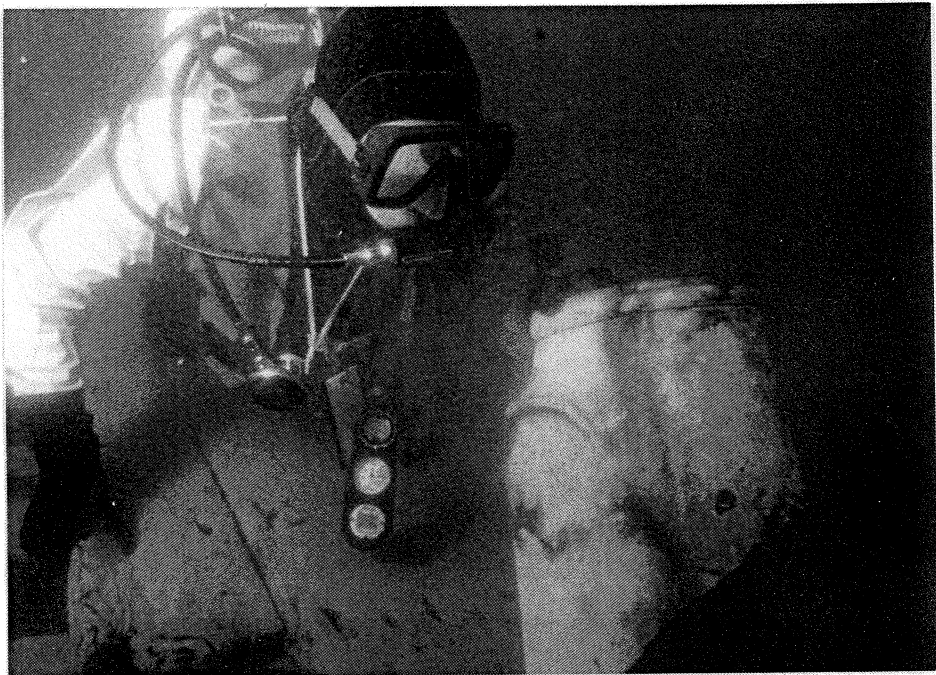
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34



35 DP



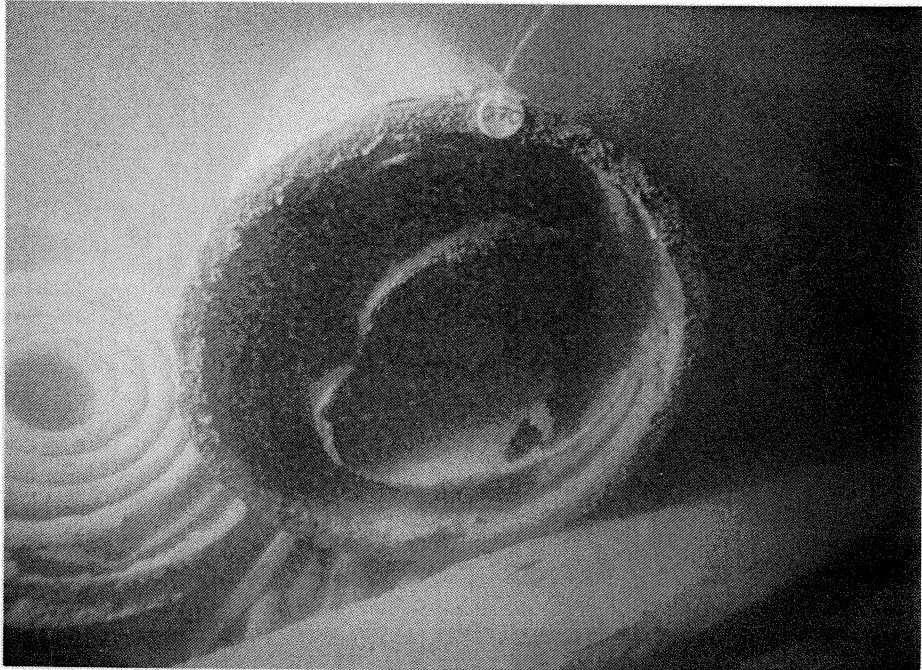
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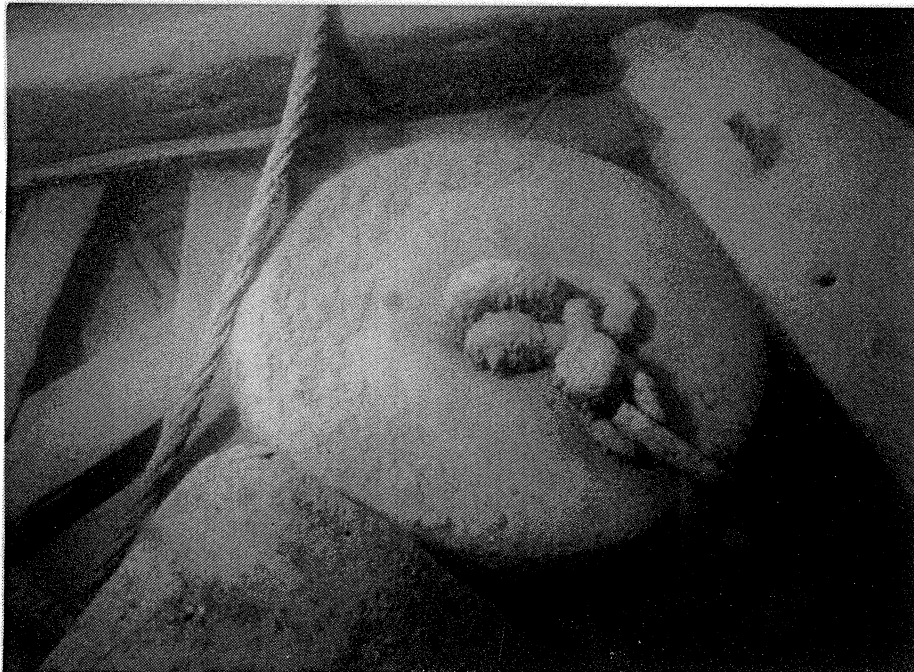
37 BA



38



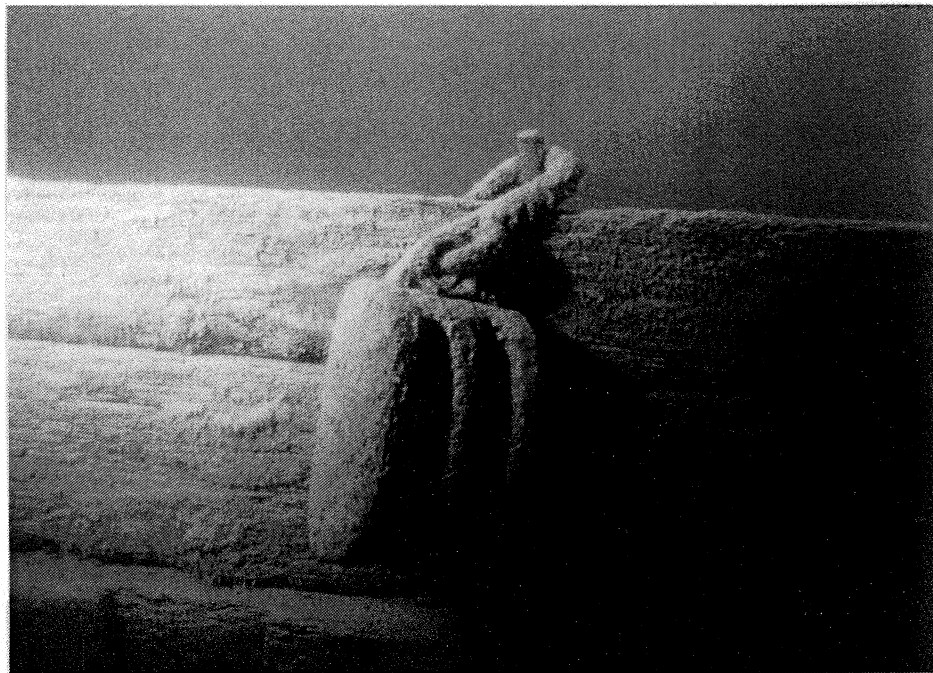
39,40 BA



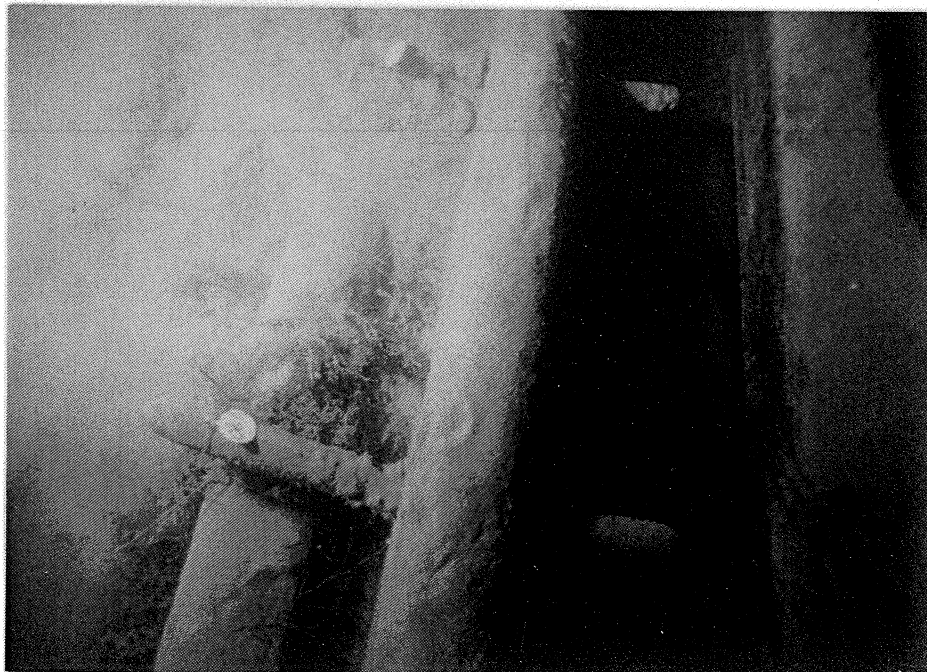
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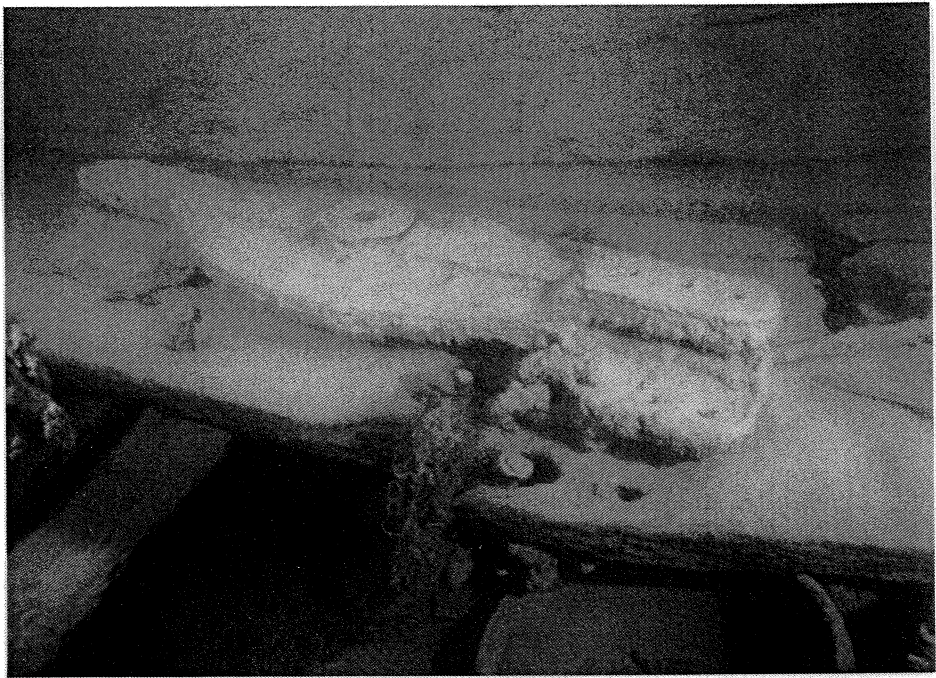
42 BA



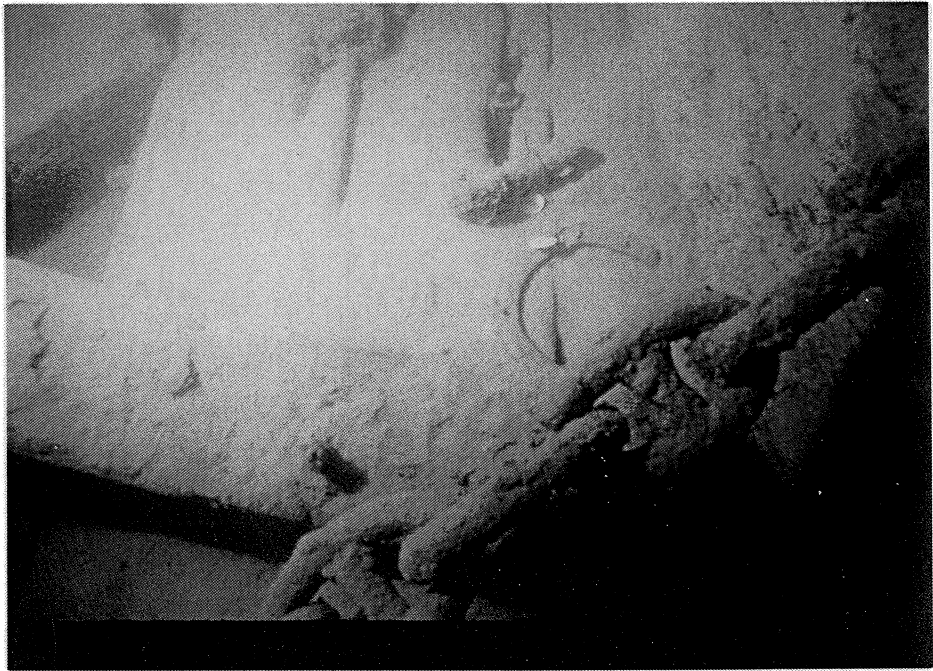
43



46,47 BA



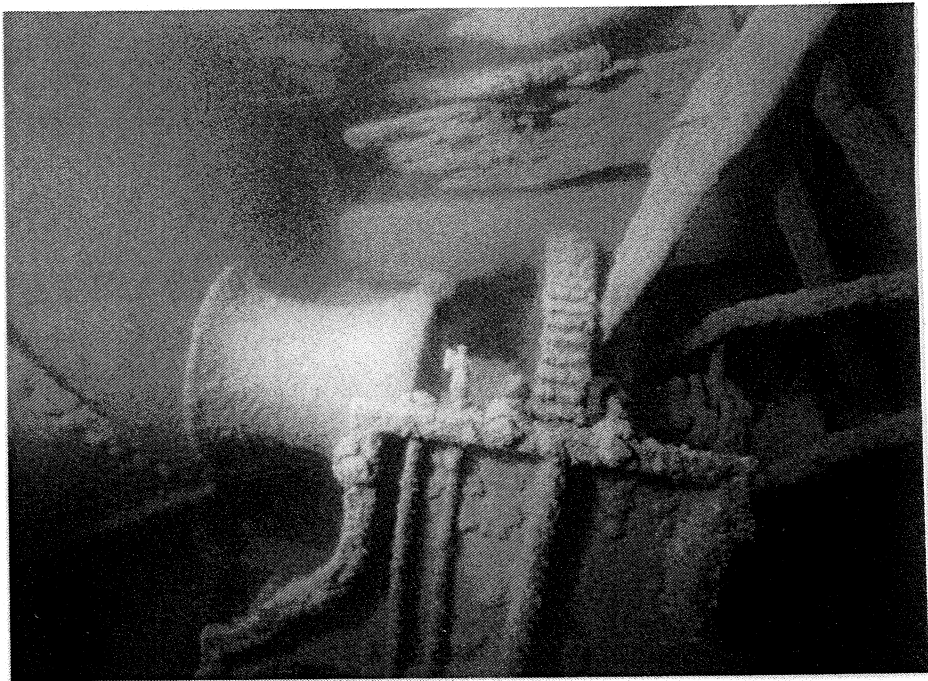
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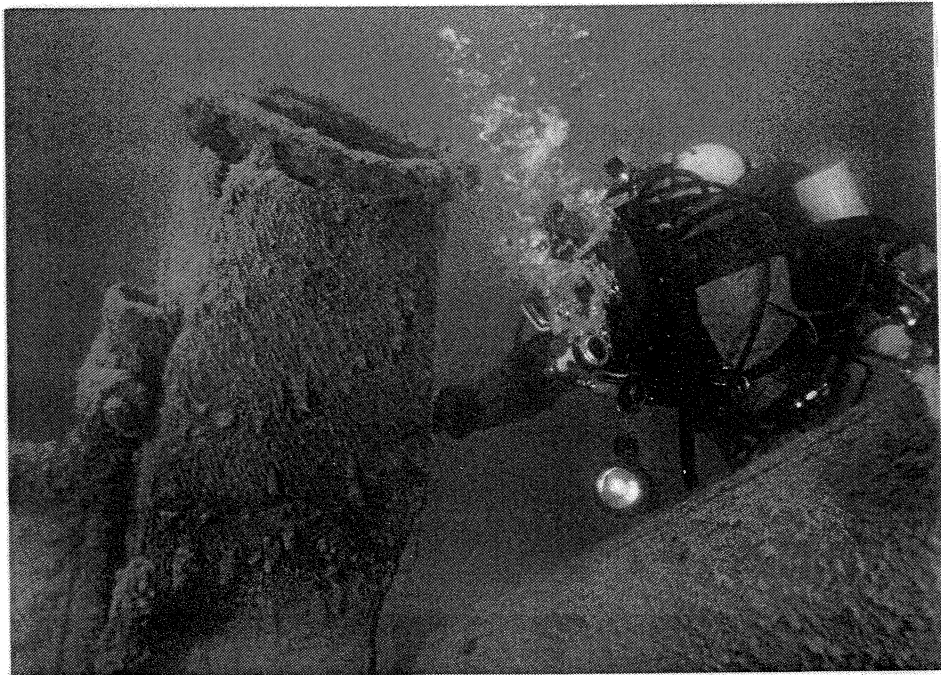
51,52 BA



56 JO



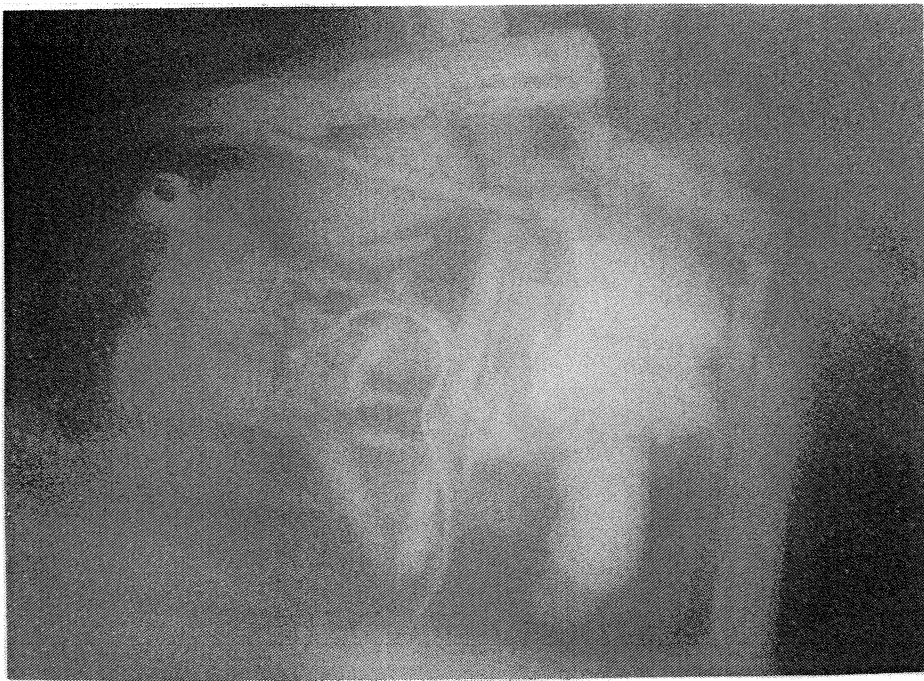
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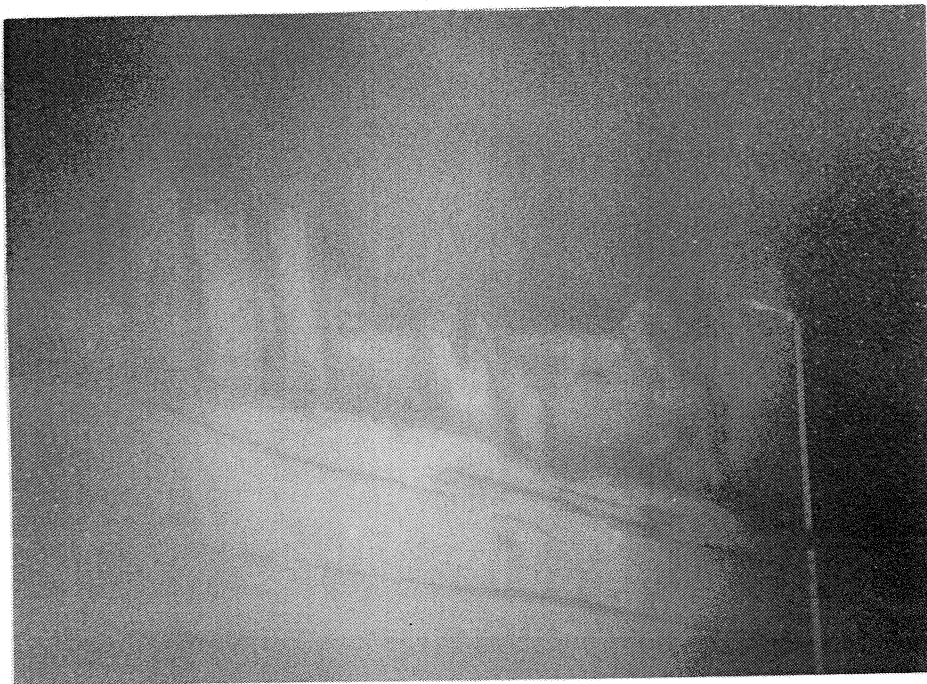
59 LP



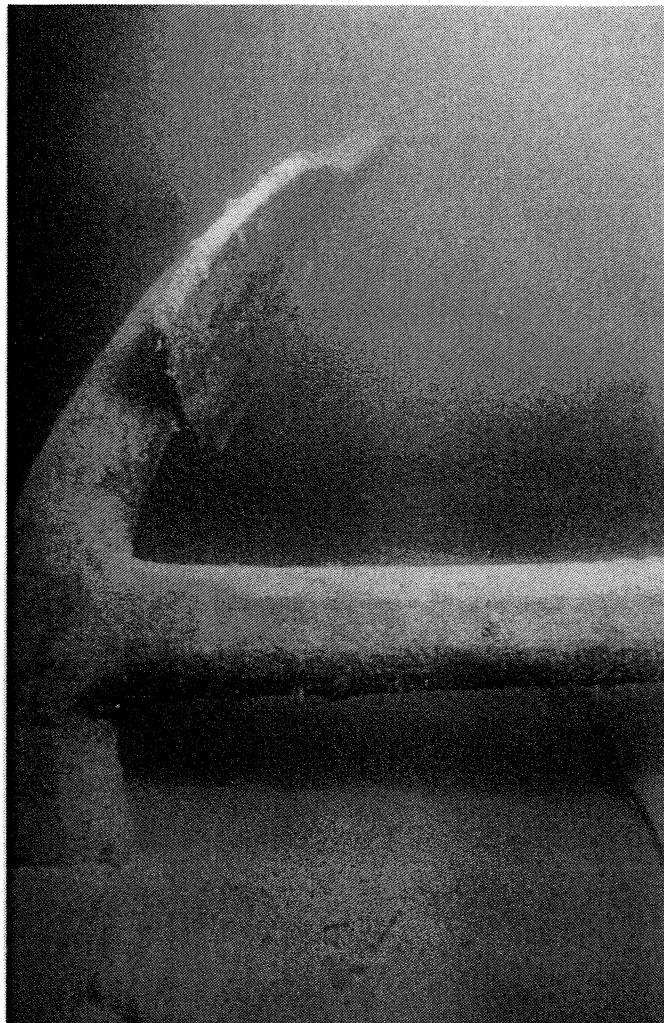
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61 JO



62 JO



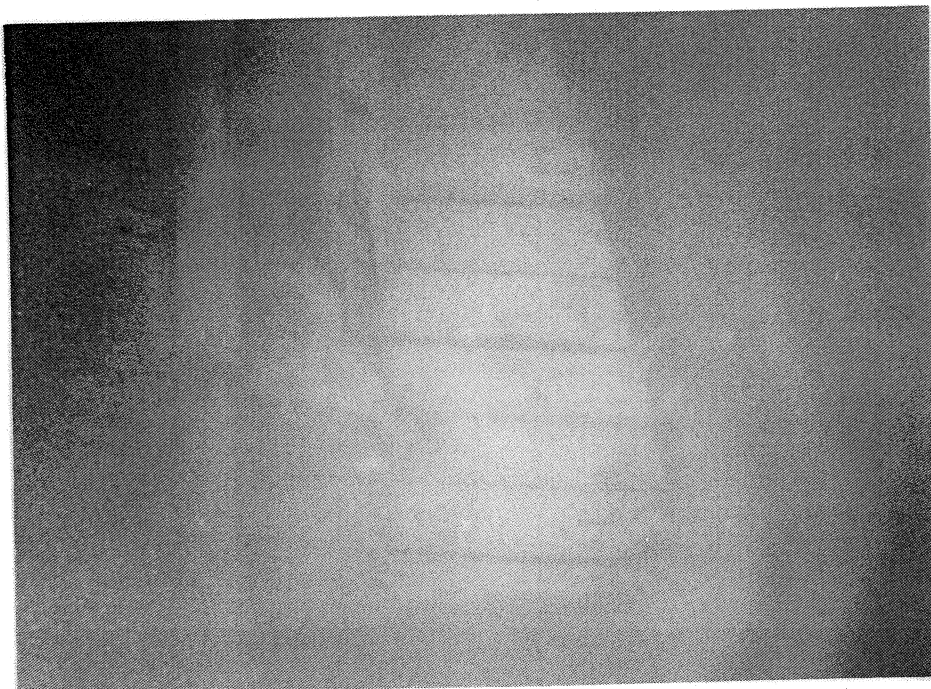
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64 JO



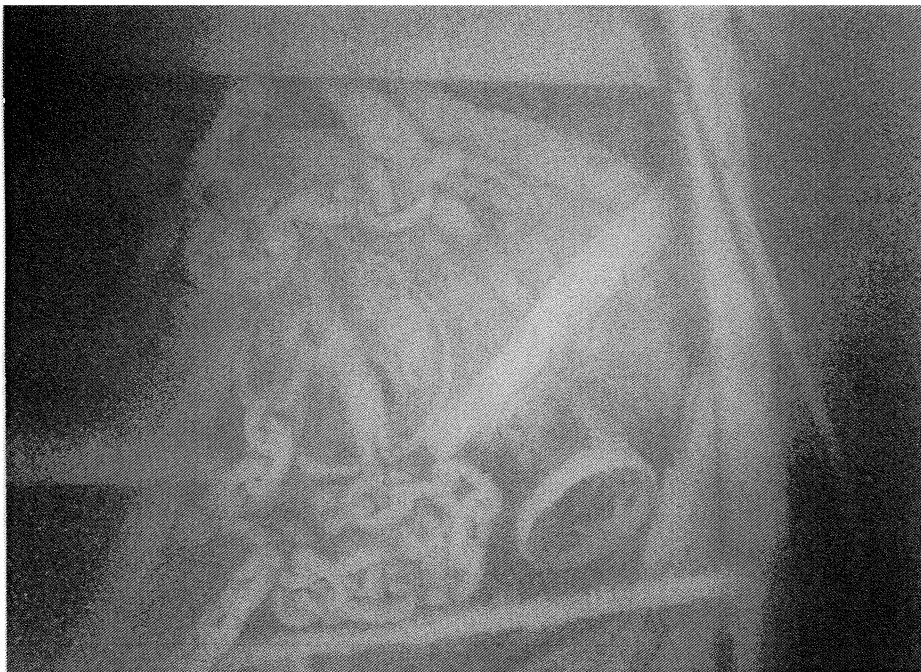
65 JO



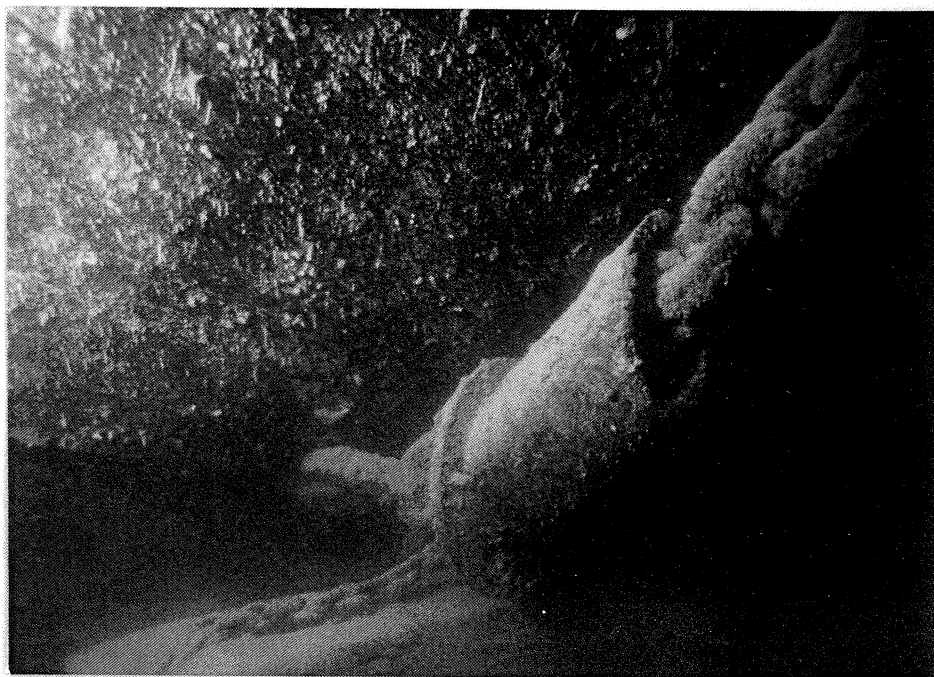
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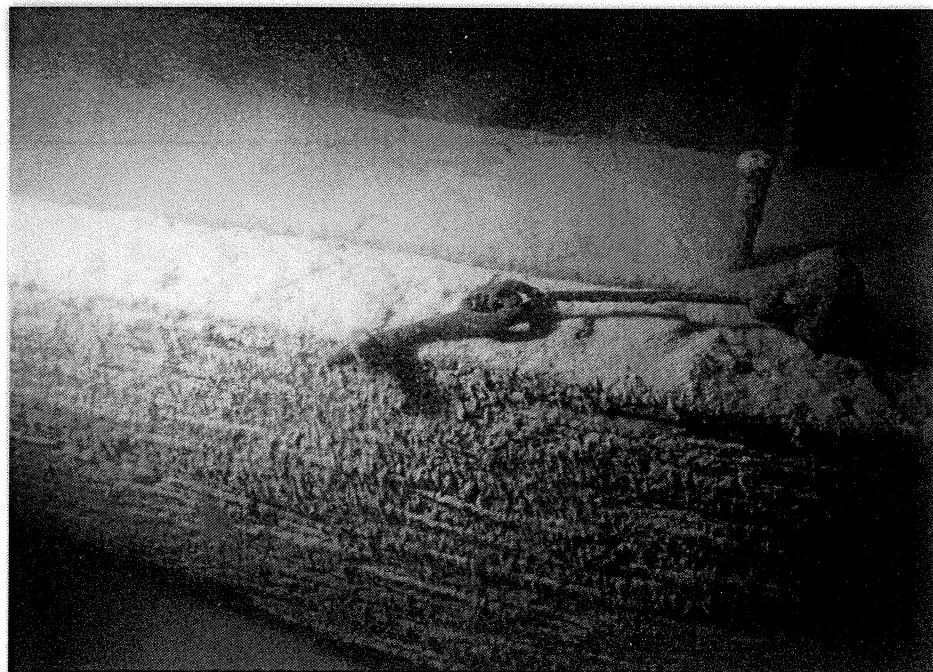
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68 JO



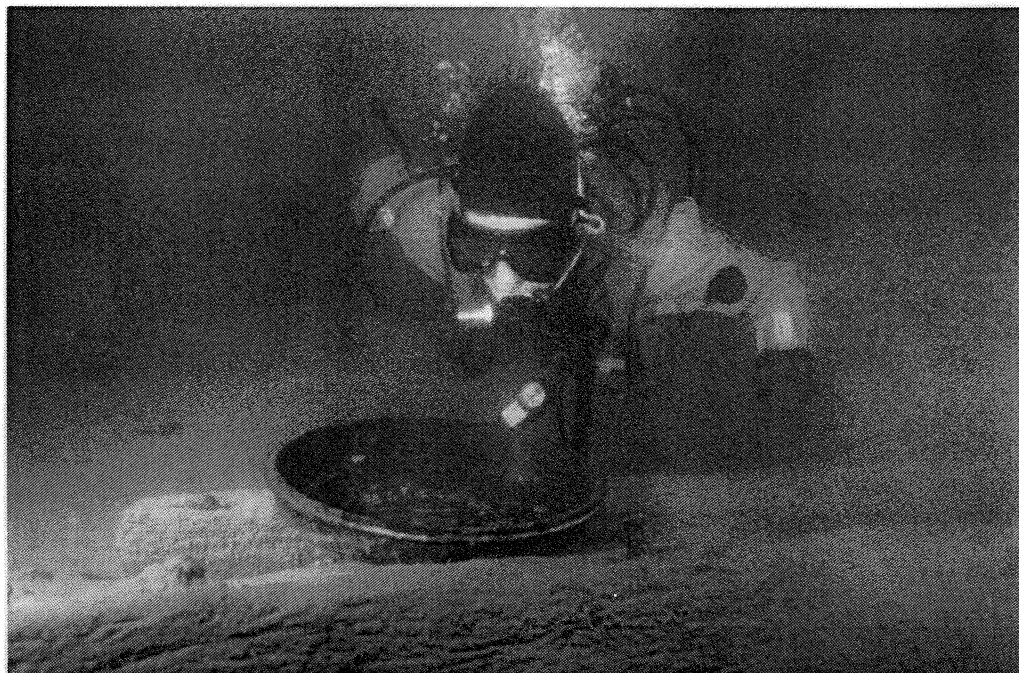
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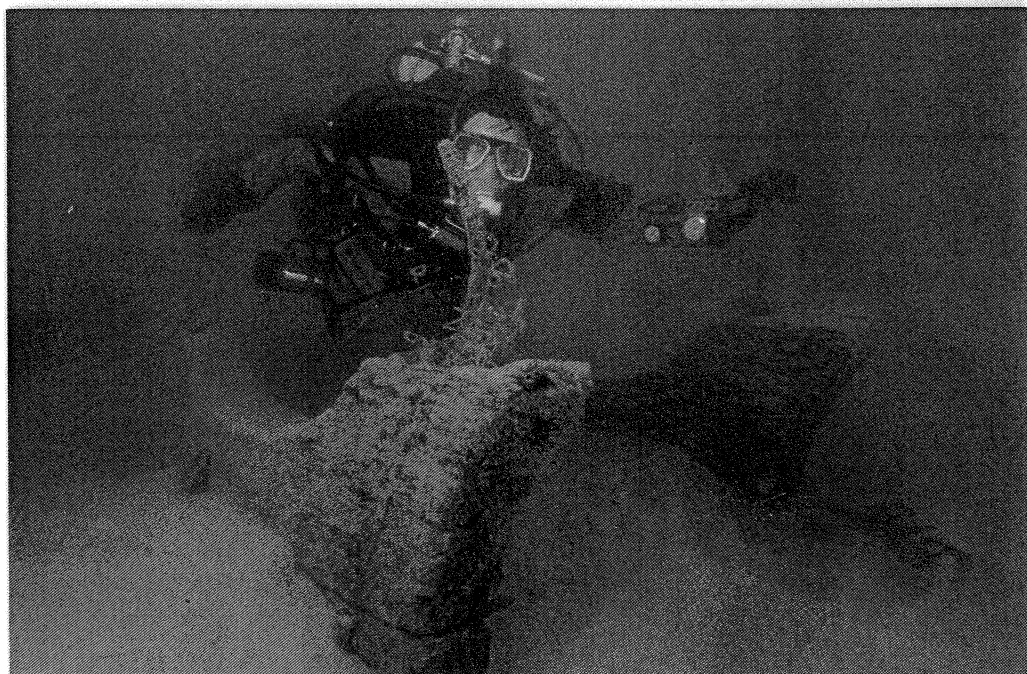
70 BA



71



72 DP



2 LP

## **CONCLUSION**

A reconnaissance survey produced by a volunteer organization as a tool for future management of the site by governmental agencies and the sport diving community- that's what the Goshawk Project represents. The success of this project proves that an underwater survey can be done quickly and for minimal expense. The final tabulation of personnel, time and cost: 12 people, 37 in-water hours and approximately \$2650.00. It can be done!

Only time will tell whether the product of such a survey - this report will be useful as a management tool for those responsible for the site, and as an aid and benefit to the sport diving community who will visit this wreck.

## **THE GOSHAWK PROJECT TEAM**

### **UNDERWATER ARCHAEOLOGICAL SOCIETY OF CHICAGO**

#### **VALERIE OLSON- Project Director**

Instrumental in founding the UASC, Valerie has been the Society's director since 1988. An architectural project manager by profession, Valerie uses her management skills to organize projects, and her drawing and drafting skills to lead the documentation team in collecting data. She has also used her design skills in developing an exhibit for the Chicago Historical Society entitled "Exploring Chicago's Shipwrecks" She was certified in 1976 and holds a rescue diver certification. Valerie has participated in the Alva Bradley Project under Philip Wright, she produced a reconnaissance survey of the GERMANIA under direction of John Gifford's at the University of Miami, she led a Canadian team to survey the JAY GOULD and has surveyed numerous shipwrecks off Chicago including the DAVID DOWS, WELLS BURT and LADY ELGIN.

#### **KEITH PEARSON- Video Photographer**

A commercial diver by profession since graduating from the Commercial diving center in Willmington California, Keith became an active member of the UASC in 1989. Since that time, Keith has been the technical director for the Society. He holds a 50 ton Master Captains license and often conducts boat handling seminars for the UASC. Keith has designed and built two ROV's for his own work. Keith has participated in numerous surveys with the UASC including the WELLS BURT, and LADY ELGIN and has participated in several regional projects including The Alva Bradley Project, under Philip Wright and in 1993 he worked with archaeologist, John Gifford, on a reconnaissance survey of the GERMANIA in Biscayne Bay. Keith is currently developing a Video Mosaic imaging system for use by the UASC.

#### **JOE OLIVER - Underwater Photographer**

#### **HENRY SCHWENK - Recorder**

#### **MIKE HOFFNER - Recorder**

### **GREAT LAKES UNDERWATER PHOTOGRAPHIC GROUP**

#### **BILL ATKINS - Captain and Underwater Photographer**

Bill started diving in 1968 and has been certified by NAUI, PADI and SSI. After more than a decade of accumulating a sizable artifact collection that somewhat overflowed its display area, his wife suggested he try something different. Like going down and not coming up! This and the coincidence that in 1980 the laws in Michigan and his personal diving philosophy changed, caused him to become a photographer. After a few years of dabbling in underwater video and being a model for other photographers, a Nikonis became his constant companion on dives. Bill notes his joy of opening a camera after a dive and not finding any film inside or worse maybe a cup of water, makes him question his own sanity, but like his old friend John Steele once said, "When you dive with a hack saw you dive alone. But when you dive with a camera you take a thousand people with you."

**DALE PURCHASE- Underwater Photographer**

Dale started diving in 1958 at the age of 15. He is an open water scuba instructor with S.S.I. and a cave diving instructor with the National Speleological Society. His favorite type of dives are cave and Great Lake wrecks. He has dived over 120 Great Lake wrecks within the last 30 years . He is a high school educator at Arthur Hill High school in Saginaw, Michigan.

**LOU PAVLOVICH - Underwater Photographer**

Lou, President of the GLUWPG, was certified in January of 1971 during an ice dive in Lake Superior! He bought his first camera in 1972 and laments the "he is still spending tons of money trying to get a recognizable image on film". He is humble as well, because in actuality Lou has won many photo contests. Lou says "he gets seasick a lot but is too retarded to take up a different addiction." He is a certified cave diver, ice diver and wreck diver but he indicates his biggest thrill is sharing adventures of the underwater world through slide shows. He was married in 1976 to Renae, but laments that" he missed a full day of diving!" Lou and Renae have two children, Bear and Meander and he is an educator at Arthur Hill High school in Saginaw Michigan.

**MIKE RATAJCZAK - Captain and Underwater Photographer**

Mike has been diving since 1984 and holds PADI certifications. He is also a certified ice diver. Mike lives and dives off his vessel "Rascal" and often searches for lost ships utilizing high tech search gear.

**TERRY LISLE - Recorder**

**ONTARIO UNDERWATER COUNCIL**

**CRIS KOHL - Underwater Photographer**

Cris hails from Windsor Ontario and now lives in Chatham where he is a high school teacher. After his initial exposure to the underwater world in the Bahamas and the Florida Keys in 1974, he became fascinated with the undersea universe especially shipwrecks and the stories behind them. Cris has both his Dive Master and Master Diver ratings from PADI and has served as President of Kent Divers association in Windsor for three years. In 1985 he began writing and giving slide presentations on the Great Lakes. Cris has authored three books entitled "Dive Southwestern Ontario!", "Shipwreck Tales: The St. Clair River" and "Dive Ontario!" Cris has been the regional Co-Coordinator of the Ontario Underwater Council since 1988.

**ACKNOWLEDGEMENTS**

The members of the Goshawk Project Team would like to express sincere thanks to the following individuals for their generous contributions to the Project

**JOHN HALSEY** - As chief Archaeologist for the State of Michigan, John reviewed the Goshawk Project plan and supported this project from its conception through to completion. Without John's support this project would not have been possible

**KEN VRANA** - As the underwater preserve specialist with Michigan Sea Grant, Ken supported the project from the beginning, established many key contacts for the project, and put in a day of field work on the project. His work was invaluable.

**WALTER HOAGMAN** - Based in Tawas with Michigan Sea Grant cooperative extension Service, Walter coordinated all the local arrangements including housing, air fills, and the Auxiliary Coast Guard participation. Without Walters contacts, this project would not have been financially feasible.

**CHIEF MOORE** and the Crew at the Coast Guard Station - Chief Moore graciously housed the project team at his facility and made accommodations for boat mooring. He and his crew allowed the team use of their "rec dec" along with giving the team their support.

**BILL DEKETT** - Bill heads up the Tawas Volunteer Fire Department and accommodated the team during odd hours by providing air fills at his facility. In addition, he did a flyover in his private airplane and shot aerial photographs of the sitework.

JOHN BENSEN and ROBERT GRIFFON - John and Bob, members of the Auxiliary Coast Guard shuttled divers and equipment to and from the site daily as well as providing an additional project vessel.

TAWAS BAY YACHT CLUB - The staff at the yacht club provided great home cooked meals in early morning and late evening in order to accommodate the project schedule.

And many thanks to Flo Lingle who kept the team supplied with her delicious home baked treats.

## APPENDIXES

**Project Dive Log**

FRIDAY 8/14/92

DIVER	NO. OF DIVE	TASKS AND MINUTES OF EACH DIVE					
		ORIENTATION	LINES/TAGS	PHOTOS	PHOTO MOSAICS	VIDEO	DRAWING
KEITH PEARSON	1 2 3 4		40 60				
VALERIE OLSON	1 2 3		40				53(1s) 38(4s)
HENRY SCHWENK	1 2 3		46				43(1p) 22(2p)
MIKE HOFFNER	1						55 (333p)
JOE OLIVER	1 2 3				39 16 23		
CRIS KOHL	1 2	38		42			
BILL ATKINS	1 2 3	38		42 40			
KEN VRANA	1	55					

Project Dive Log Con't

SATURDAY 8/15/92

		TASKS AND MINUTES OF EACH DIVE					
DIVER	NO. OF DIVE	ORIENTATION	LINES/TAGS	PHOTO	PHOTO MOSAICS	VIDEO	DRAWING
KEITH PEARSON	1 2 3 4					35 30 24 20	
VALERIE OLSON	1 2						35 (5s) 34 (6s)
HENRY SCHWENK	1 2						47 (4p) 50 (6p)
MIKE HOFFNER	1 2						45 (3s) 45 (3p)
JOE OLIVER	1 2 3				36 19 24		
TERRY	1 2	50 45					
MIKE RATAJCZAK	1			15			
CRIS KOHL				30			
BILL ATKINS	1 2 3			19 21 35			

**Project Dive Log**

SUNDAY 8/16/92

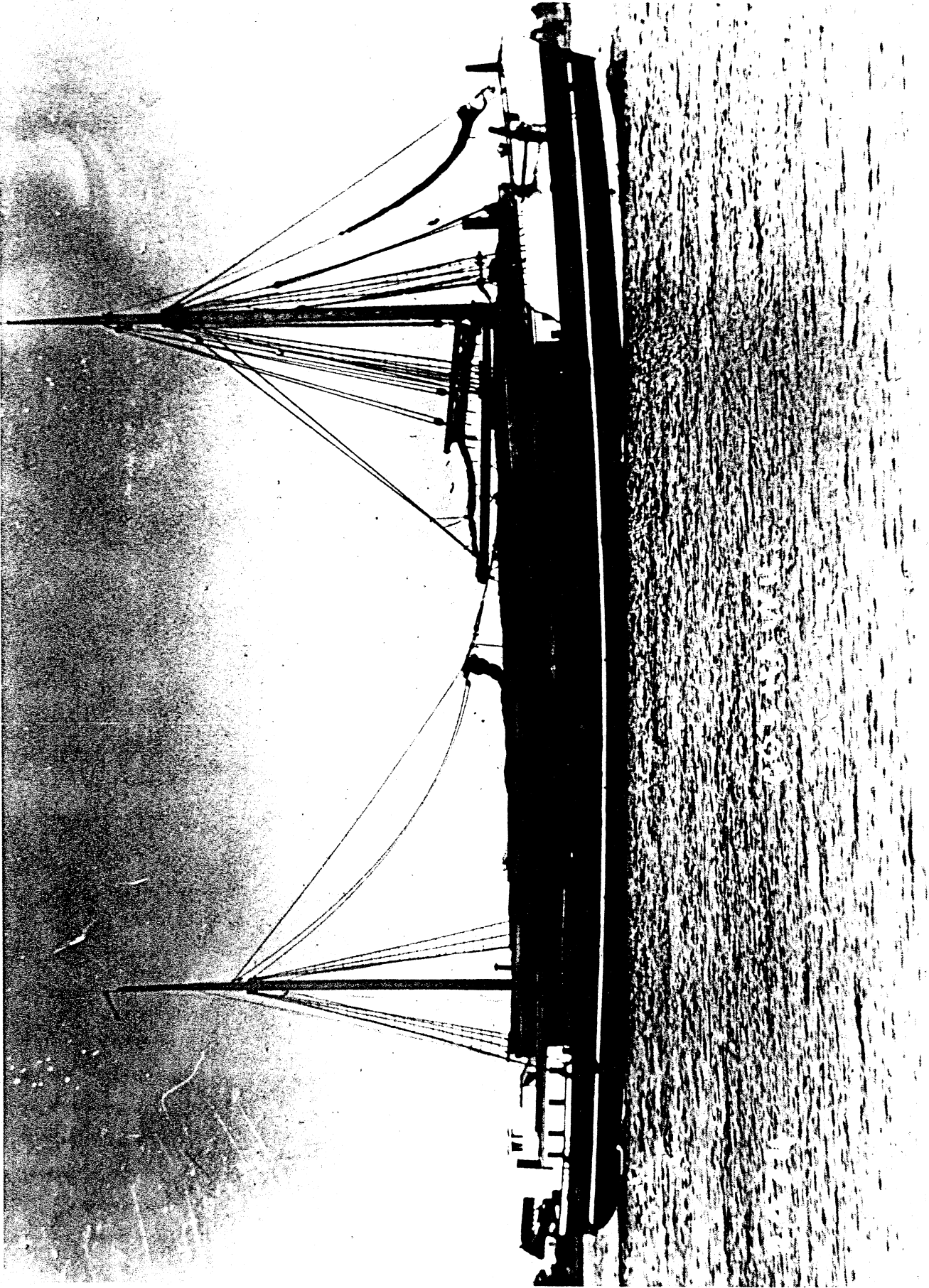
		TASKS AND MINUTES OF EACH DIVE					
DIVER	NO. OF DIVE	ORIENTATION	LINES /TAGS	PHOTO	PHOTOMOSAIC	VIDEO	DRAWING
KEITH PEARSON	1 2 3		20			30 30	
VALERIE OLSON	1 2 3						38(7P) 45(6P) 43 (254P)
HENRY SCHWENK	1 2						42(6P) 55 (1P2P)
MIKE HOFFNER	1 2						50 (3P5P) 50(2S)
JOE OLIVER	1 2 3			45 47	17		
CRIS OLIVER	1 2			26 34			
TERRY	1						
MIKE RATAJCEK	1			30			
BILL ATKINS	1 2			42 44			
TOTAL DIVES	58						
TOTAL MINUTES		226	288	512	174	239	790
TOTAL HOURS	37:09	3:46	4:48	8:32	2:54	3:59	13:10

**Actual Project Budget**

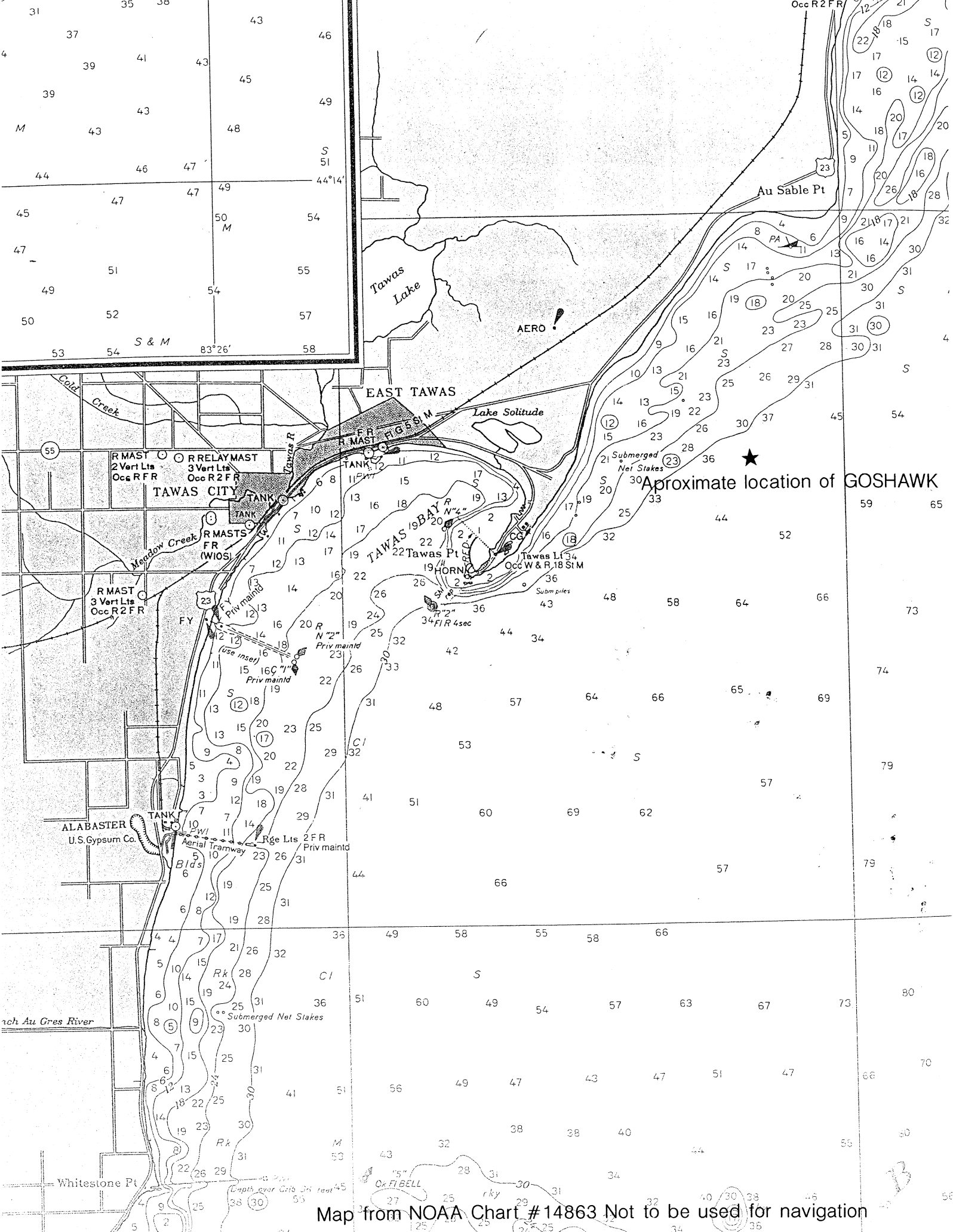
	INKIND	CASH
I. Pre-Site Work		
Consulting-Ken Urana 20hrs.x\$20.00	400	*45
Phone Calls		
II. Site Work		
A. Travel		
5 Chicago People, 3 cars,		
900 Miles 2700 x .12		324
1 Canadian Person 1 Car		
400 Miles x .12		48
3 Michigan People, 2 Cars		
200 Miles x .12		48
B. Food		
10 People, 3 days, \$20 per		600
C. Boats		
3 Captains, 3 boats, 3 days,		
\$100 per	900	
D. Gas	100	100
E. Team Members		
10 people, 5 days, 10 hours,		
10 per hour	5,000	
E. Air Fills	200	50
F. Equipment/Supplies		
Tags		15
Film/Processing	400	*400
Video Tapes		20
G. Lodging 8 people, 4 nights		
\$20 per	640	
III. Post-Site Work		
Consulting-Ken Urana 20hrs x \$20	400	
Report Preparation		500
	<hr/>	<hr/>
	\$7840	\$2650

\*paid for by UASC

All others cash contributions were made by team members



Historic Photo of the GOSHAWK - donated by Gene Buel Photos



★ Approximate location of GOSHAWK

## ON THE GOSHAWK

# *Joint diving team venture studies newly discovered wreck*

TAWAS POINT — A joint venture between an underwater archaeology group from Chicago, Michigan Underwater Preserve Council and others spent the weekend off Tawas Point documenting the shipwreck remains of the 180-foot barge-schooner Goshawk before it becomes a destination for sport divers.

Headed by project director Valerie Olson of Underwater Archaeological Society of Chicago, the group arrived in the Tawas Thursday night and stayed at the U.S. Coast Guard Station.

Purpose of their expedition was multi-faceted and included first substantiating whether a sunken wreck discovered in 1990 by a Chicago search and recovery company in 45 feet of water was indeed the remains of the 180-foot lumber schooner Goshawk which sank in 1920.

Other goals included surveying and inventorying the ship prior to it becoming a public dive site and educating the diving public towards shipwreck preservation.

Goals would be accomplished by preparing a plane view drawing of the site to aid in its management, a data base of all artifacts found on the ship, a slide show about the schooner for presentation to interest groups, a site guide for use by divers for interpretation and recreation, nominating the site for registration of historic places and reporting on the survey of the Goshawk for educational purposes.

Of the 14 team member working at the site Friday through Sunday, two members contacted Monday said it was a success.

Chris Kohl of Chatham, Ontario Canada, a member of Save Our Shipwrecks (SOS) in Canada, who took still photographs, said the group was successful in the photography aspect as well as tagging artifacts. he said the Goshawk was selected for the project because it was so newly discovered and likely had not been pillaged by some unruly sport divers looking for souvenirs.

"The important thing we did was videotape the site because the ship was badly broken up. The end result of our research will be a published article detailing the find. I think it would be a good site for sport divers. Slides from the Goshawk will be exhibited by diver Bill Atkins of Bay City down at a dive show in Lansing at the end of October," said Kohl.

Ken Vrana, St. Johns, added that all the documentation will be important as more sport divers visit the site to determine whether artifacts are being removed or not. The information to be released will also help the general public understand the historical importance of the find. He said Michigan is a leader in establishing underwater preserves for sport divers to locate and dive on wrecks without removing the remains of ships.

According to Michigan law, bottomlands and artifacts found are the property of the Michigan Department of Natural Resources.

## GASHAWK WHEEL

by Joseph Oliver

Under forty feet of yellow-green water, held close in the embrace of Lake Huron clay, I lay watching a mist of silt settling around the upright, half-buried wheel of the schooner GASHAWK, just a few feet away. Except for my breathing and an occasional shiver, I am perfectly still, gazing at the wheel's graceful arches and bony grips. Last warmed by the sun over 80 years ago, untouched ever since, the GASHAWK seems secure. Entombed for eternity. Nevertheless, I am anxious. My presence bodes the arrival, and threat, of others.

As one of the photographers participating in the GASHAWK Survey, a research project conducted jointly by the Underwater Archaeological Society of Chicago, Michigan's Great Lakes Photographic Group, and Ontario's Save Our Shipwrecks, my task during the last two days was to photograph the recently discovered GASHAWK in sections, shooting straight down from about 10 feet above the wreckage, in order to produce a series of photographs that would be assembled into a photomosaic image of the entire wreck. Although the project itself was very interesting, the work was hardly creative and boringly repetitive. After two days of passing over dozens of artifacts, each beckoning for individual photographic attention, I had become quite frustrated.

Finally, late on the second day, I am released from my duties, and drop down the anchor line with fresh film, batteries, and a full tank to swim the length of the wreck, from starboard bow to port stern, heading straight for the ship's wheel, something I had never seen on any of the many wrecks I had been on before this one. "Hurry," I find thoughts compelling me. Timbers keep forming at the limits of visibility about 20 feet ahead. The straight lines and right angles of the splayed and flattened hull give comforting logic to the chaos of wreckage strewn over it. I pass the intersection of two measuring tapes, then remember the resident burbot fish nearby. Tucking chin to chest, I look below and back to where the tapes cross. The whiskered face is still there, as always, but that photo must wait until later. Urgency nags and pushes, exaggerating the pull of water on camera gear, breathing gear, everything that hangs off me. "What's the hurry?" I think, annoyed. With another dive before we pack up, and plenty of air for this one, there's no reason to rush.

Yet legs continue to strain, thrusting body and equipment toward the visibility curtain that keeps its distance, carrot-on-a-stick like, with my constant advance. In retreat, the curtain yields secrets, first as shadows, then shapes. Less clear when looked at directly, my eyes dart side to side. The shapes become objects, and the slight though undeniable threat harbored by an unidentified presence dissipates. I feel a bit silly, once bristled hairs settle, owing to the menace of shadows resolved in becoming wood or metal. Even so, it is quite satisfying, after hundreds of

dives over many years, that the underwater realm still holds enough mystery for me that ancient responses are triggered.

Disoriented despite the last two days, I cross the wreck at too severe an angle, arriving at its port edge, still far from the stern, taking in great lung-fulls of air that are expelled, billowing up toward the surface, with frustrating inefficiency. I look at my guage console, pissed at however many precious breaths this miscalculation will cost. A slight turn counter clockwise and I am headed aft. To my right, the dappled lake bottom readily disappears into infinity. To the left, broken frame timbers, scattered planking, blackened pipes pass by, occasionally marked by implements and tools from an era very different from our own, one which had not yet purged art and whimsey from objects of everyday life. Finally, vaguely familiar patterns signify arrival. I slow my kicking, vent air from my buoyancy compensator and begin a sloping descent. Recollections of this section are corrected and enhanced. Details become clear. Exhaust slows from staccato pulses to a relaxed rhythm. The wreckage ends, and out of dark folds within the haze I suspect, then confirm the ship's wheel, a forearm's length away from the wreck.

With a few kicks, I align my body with the wheel for the shooting angle I want, hover a few seconds, then exhale, dropping languidly through the last six feet to the bottom. A quick, deep inhalation and a spurt from the power inflator just about halts the descent. Chest, elbows, chin and thighs nestle into the ooze. Looking through the camera's viewfinder, I wriggle backward to fine tune

my position. Fingers of silt rise up in response to my disturbance, reaching out toward the wheel in the slight current. I attempt to mentally quicken its settling, and failing that, grudgingly concede the few minutes that must pass before any pictures can be tried.

A little relaxed, I ponder the wheel, and the odd urgency that dogged me here. More than the opportunity to record a rare and beautiful object, it is something related to, but beyond, the wheel's unique or visual qualities. Separated from the confusion of the wreck, there is a feeling of exposure, of isolation about the wheel, that appeals to my photographic sense. Something that both attracts and causes concern. Concern that I must make the picture, before something happens. The realization hits: exposed, isolated, vulnerable. I sigh into my regulator. Fear, pushing and pulling me here. Fear that the wheel would soon vanish! A siren to any diver's attention, the wheel's singularity places it near the top of the hierarchy of desirable artifacts. Vulnerability conspires to doom it from accompanying for much longer the ship it has lied silent with for so long, a ship whose demise may have been caused, and certainly fought, by the wheel's final actions. Our presence, our photos, our words and sketches, bring this forgotten artifact back into society's view. Society will then decide whether to remove the object from lake bottom to display case, protected but devoid of context, or to leave it within its place of full meaning, subject to the imperfect care of nature, degraded at the hands of both malicious and well meaning divers, encrusted by invading zebra mussels.