



SHIPWRECK JOURNAL

Journal of the Great Lakes Shipwreck Historical Society

**Special Color
issue!**

Fall / Winter 2009 / 2010 • Volume 28, No. 1 / 2

Featured in this Issue:



2009 Annual
Appeal a
Tremendous
Success



Memorial
Opportunities
at Whitefish
Point



Boatswain
Tony Glaza
and the
City of Bangor



Whitefish Point
Light Tower
Phase I
Completed



Planned
Giving



Annual
Meeting
Friday,
April 16



Computer-merged paintings of steamer *John B. Cowle*
"Above and Below" by artists Robert McGreevy and Ken Marschall.
Cowle was lost to collision in 1909 off Whitefish Point.

Leave a Lasting Impression

Preparing now for the future, through thoughtful disbursements designed to benefit not only your heirs, but your favorite non-profits and charities as well, requires careful planning. The effort is worthwhile, as the benefits to all can be enormous.

Our members and supporters can assure the future for the Shipwreck Society, so that its good work in exploration, historical documentation, and museum projects continues, all for the purpose of preserving and educating about our maritime history.

There are many effective methods of giving which would further the mission of the Society. These methods offer donors a wide spectrum of tools for our consideration. Examples include:

Immediate Giving

Donations can be made today. The Shipwreck Society gratefully accepts gifts of cash, securities, real estate, personal property (gifts in kind), sponsorship of events, programs or projects. The Shipwreck Society is a 501 c (3) organization, meaning all gifts are tax deductible as provided by law.

Deferred Giving

The Shipwreck Society also accepts deferred gifts, such as:

Bequests are one of the most flexible and popular methods of charitable gift planning. You can create a bequest through your will or Living Trust directly to the Shipwreck Society.

Life Income Plans allow you to make a substantial gift while still providing for

your personal financial needs or support of others. These plans are irrevocable gifts of cash, securities, or other property, and in return, you receive payments for life or for a specified term. When the plan ends the principal will be passed on to the Society as instructed.

Appreciated Securities or Real Estate are excellent ways of funding these gifts by reducing capital gains tax. The most popular life income plans are **Gift Annuities, Pooled Income Trusts, and Charitable Remainder Trusts.**

Special gift planning programs enable you to tailor your plans to meet a variety of personal and philanthropic goals. Whether you wish to pass on assets to heirs with minimum tax consequence, find a way to use your real estate for charitable purposes while retaining personal life income use, or to benefit multiple charities without the expense and demands of a private foundation, there are plans for you. Some of the most popular gifting programs are **Charitable Lead Trusts, gifts of Real Estate, Retained Life Estate, or Donor Advised Funds.**

Restricted assets are restricted by some outside agency or person. These can be used as part of your gifting strategy and can have long term tax benefits. Two of the most popular programs are **Life Insurance and Retirement Assets.**

There are numerous options. Future articles will focus on some specifics of these options, however, if you have questions on gifting strategies that may look interested, please call the Shipwreck Society at 1-800-635-1742.

William McLeod, Vice-President of the Board
Sean Ley, Development Officer
Great Lakes Shipwreck Historical Society

Three of our 2009 Annual Appeal donors wished to make their year-end gift in honor of someone who is special to them. This courteous gesture is available at any time for gifting by any member of the Shipwreck Society. For more information, simply call the Society office at 800-635-1742.

Honorees

Mary Avery
Myrn and Wayne Holbrook
Paul Finney

Donors

Megan Ayres
Donna and Stephen Holbrook
Doris Wilson

2009 Annual Appeal a Tremendous Success and Achievement

JIM SPURR, PRESIDENT

I am delighted to thank so many and report only good news for the Shipwreck Society. For at least the third year in a row and in a year full of so many challenges, we are delighted that the members and friends of the Shipwreck Society recognized the importance of our work and mission and gave so generously to our cause. We made the goal of \$20,000 and even exceeded it ever so slightly in the closing days of the year.

The achievement is impressive. It was a tough year for so many. It would have been easy to let someone else step up and give. But in 2009, we had more donors than ever before and a much lower percentage coming from our largest donations. This is excellent because the Annual Appeal should be comprised of more modest gifts from many of us, rather than larger gifts from a few. It makes the Annual Appeal sustainable over time and invests our members who give with a sense of pride, ownership and accomplishment.

For those who gave, we ask only that you continue; with gifts which do not exhaust or burden, but simply recognize, on a yearly basis, the manner in which the Shipwreck Society in some small way enriches your lives and accomplishes good work.

For those of you who have not yet given, consider that your modest gifts will be well spent upon special projects, with the generosity spread between so many of your fellow members, each bearing their own modest share.

The Shipwreck Annual Appeal is unique. Most such drives go to subsidize operations that otherwise do not balance earned income from expenses. Ours begins with responsible management and a sustainable business model. The money given goes to special projects, which are particularly rewarding for all of us in fulfilling our mission.

Next year, our goal will be higher. Not so to increase the burden, but to spread the opportunity between many others. When you see our letter or receive our calls, let's think and talk about what a great organization we have in the Shipwreck Society!

Shipwreck Museum Opens Saturday, May 1

Crews Quarters Overnight Program Opens Thursday, April 1

The Great Lakes Shipwreck Museum will open for the 2010 season on Saturday, May 1. Shipwreck Society members are always entitled to free admission.

Perhaps the most visible change for all to see this coming summer will be the restored upper portions of the Whitefish Point Light Tower, which was just completed by Mihm Enterprises in early November. The colors of the tower remain the same, but one can easily see the visual improvement made by replacing the old, heavily oxidized plexiglas of the lantern room with clear glass, as was originally specified for this historic lighthouse. The light really looks great and we invite everyone to come to Whitefish Point to see it!

Admission prices and group tour prices for 2010 will remain exactly the same as in 2009. And, as far as we know at this writing, we will be blessed with the same dedicated staff and volunteers as well.



The Crews Quarters Overnight Program will be available beginning on Thursday, April 1. Those wishing to spend an evening at Whitefish Point may see the museum before its official opening day, as a full tour is included in this program. Cost is \$150.00 per night; choose between five beautifully appointed private rooms, each with a queen bed and private bath. First-time visitors receive a complimentary one-year membership in the Shipwreck Society; current members will receive a one year membership renewal. There are no extra lodging taxes. Please, no more than 2 people per room. A portion of your donation is tax deductible.

The Crews Quarters now features a completely barrier-free access room on the first floor, and a barrier-free access lift at the entry door. We thank the Disabled Traveler's

Companion web site www.tdtcompanion.com/MI/StateParks/WhitefishPoint.aspx for its endorsement of the Crews Quarters and the accompanying photographs.

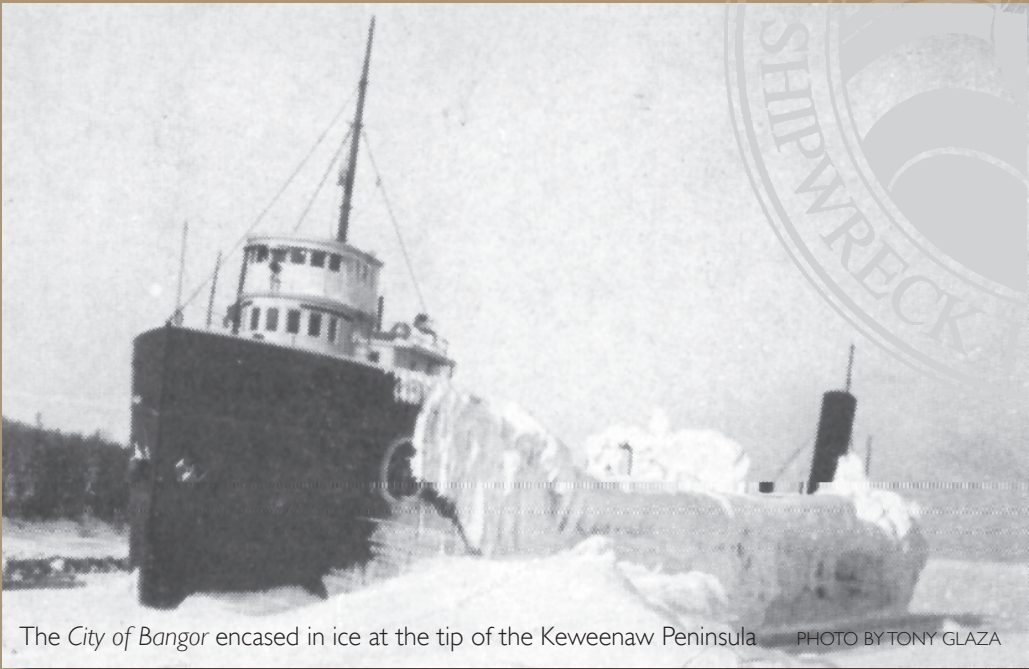


One of five well-appointed bedrooms in the Crews Quarters.

To make a reservation for the overnight program, simply visit www.shipwreckmuseum.com and click on "Overnight Program" or call us toll-free at 800-635-1742.



"The Crews Quarters now features a barrier-free kitchen, living room, library, bedroom, bath on the first floor with a barrier-free access lift at the rear of the building."



The *City of Bangor* encased in ice at the tip of the Keweenaw Peninsula PHOTO BY TONY GLAZA

Faithful readers of *Shipwreck Journal* will recall that the preceding issue included the dramatic story of Surfman Anthony. F. Glaza and his role in rescuing the crew of the *L.C. Waldo* from the Big Blow of 1913. Glaza received a Gold Lifesaving Medal for his heroism along with the rest of the crew of the Eagle Harbor Lifesaving Station in Michigan's Keweenaw Peninsula. Surfman Glaza's family recently donated an historic collection of images that he took during his time as a Lifesaver/U.S. Coast Guardman to the Shipwreck Society.

Not all lifesavers were fortunate enough to participate in a dramatic rescue at sea and survive. Yet Tony Glaza, thirteen years after the 1913 storm, was still very much in the Lifesaving Service, which by 1915 had become the U.S. Coast Guard. By 1926 he had been named Boatswain, (also known as Chief, or Keeper), of the Eagle Harbor Station.

A late November storm had caused much excitement around Keweenaw Point. In the early afternoon of December 2, Glaza was on the lake in the station's motor lifeboat, headed for Copper Harbor with 22 shipwreck survivors—rescued seamen from the *Thomas Maythem* that had run aground in the terrible blizzard at Keweenaw Point. Just as Glaza rounded the point with his precious cargo, he was astonished to see the big Great Lakes steamer *City of Bangor* stranded broadside to the rocky shore, four miles to the west.

It took him about 2 ½ hours to reach the *City of Bangor*, encased in ice, cold, and abandoned. Realizing that the entire crew had likely made their way to shore, he continued on his course to Copper Harbor. Soon, they sighted the *City of Bangor's* crew struggling along the beach! Glaza maneuvered his boat as close to shore as possible in the heavy seas and yelled to them to wait till he came back, and to build a fire and stay put.

Three hours later Glaza had returned with a small skiff that he could use to get into the beach, as the big Motor Lifeboat drew too much water. Three men at a time, Glaza brought them aboard the Motor Lifeboat and delivered them safely to Copper Harbor. Yet, due to the weather and no winter road from



Boatswain Tony Glaza and the *City of Bangor*

Copper Harbor, it would be another three days before Glaza could get them all to Eagle Harbor, from whence those who needed hospitalization could be cared for. Some of the *City of Bangor's* crew had suffered frozen feet and hands, but all men, from both wrecks,



survived thanks to Glaza's determination and seamanship.

The *City of Bangor* had been upbound for Duluth with 248 new 1927 Chrysler automobiles when she ran into the storm on November 29. With zero visibility, she

floundered about for some 24 hours, while her crew, unable to venture onto the deck, helplessly watched as 18 Chryslers were washed overboard in tremendous seas. At 6:10 pm on November 30, the 445-foot *City of Bangor* was driven ashore in 25-foot waves. The force of the grounding quickly fractured the hull, allowing water to quickly extinguish the fires under her boilers.

The next morning, to avoid freezing to death on their ice-encrusted, dead ship, the crew managed to get to shore using one of her two lifeboats. But the shore offered little protection – two feet of snow, no road, freezing temperatures, and no food. Had Glaza not discovered them when he did, many if not all would certainly have been lost to hypothermia.

All the *City of Bangor's* automobiles were salvaged in early 1927 but for those that had washed overboard. When the lake froze solid enough around the wreck, a ramp was built to the deck, and the vehicles were driven on an "ice road" to Copper Harbor. The Chryslers remained there until the road opened in the spring; then driven to Calumet; and loaded on a train to Detroit for repair and resale.

The wreck was sold to T.L. Durocher of DeTour, Michigan but was a complete loss. She remained where she had run aground until she was cut up for scrap in 1942. The *Thomas Maythem* was successfully refloated, to be eventually sunk by a German U-Boat off the coast of Panama that same year.

Tony Glaza had a long and distinguished Great Lakes career in the U.S. Coast Guard. His last duty station was at Green Bay, Wisconsin, where he served as the USCG 11th District Commander, having achieved the rank of Captain.

MIDDLE: Chrysler cars on deck of Str. *City of Bangor*, Keweenaw Point, Jan. 25, 1927. Others buried in ice. PHOTO BY TONY GLAZA

LEFT: Portrait of the U.S. Coast Guard Buffalo District officers and crew, 1935-36. Lt. Tony Glaza is second from left in the front row. The far left picture on the wall is Sumner Increase Kimball, father of the U.S. Life-Saving Service.

TOP RIGHT: Str. *City of Bangor* cargo of Chrysler cars on Keweenaw Point, January 25, 1927. PHOTO BY TONY GLAZA



Annual Meeting Planned for Friday, April 16, 2010

Shipwreck Society members are notified that the 2010 Annual Banquet Meeting of the Membership will take place at the Kewadin Hotel and Convention Center, Sault Ste. Marie Michigan, on Friday, April 16, 2010. A social hour will commence at 6 pm with dinner at 7 pm. The price for this year's dinner is \$30 per person or \$55 per couple.

Guest speaker for this event is Canadian film producer Gordon Laco, who has an extensive list of screen credits including work on Master and Commander. Gordon will make a presentation about Canadian Naval officer Lt. Henry Bay-



field's impact on Great Lakes coastal surveys and about the wreck of the schooner *Invisible*, lost at Whitefish Point in 1816.

Members should contact the Shipwreck Society office at 800-635-1742 to make reservations. You may also e-mail Joyce Oberlin, Membership Coordinator, at :joberlin@up.net.

The Kewadin Hotel is holding a group of rooms, at a discounted price, for Shipwreck Society members. If you are interested in accommodations, please contact Kewadin at 800-539-2346; mention that you are reserving for the Shipwreck Society Annual Dinner under group reservation code # 988-143.

Whitefish Point History Book to be Released in May

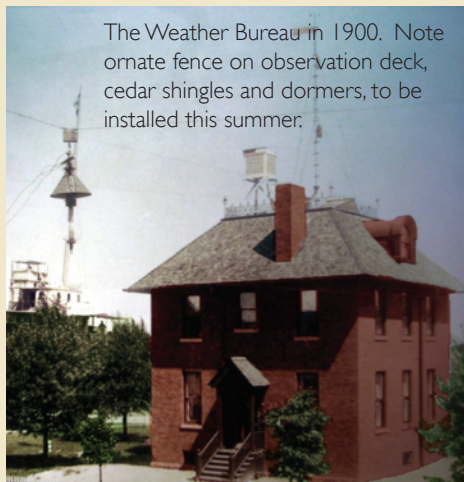
The June issue of the *Shipwreck Journal* will carry details for obtaining the most comprehensive history of the Whitefish Point area to date. Written by Jan Huttenstine, *Remotely Yours: A Historic Journey Into the Whitefish Point*

Area expands existing maritime history and delves into areas previously unexplored—pioneers from the Great Lakes waterway, Native Americans, and the fishing industry. Well-researched and passionately written, the book is both informative and entertaining.

Weather Bureau Exterior Work to Commence this Summer

The much-anticipated exterior restoration of the U.S. Weather Bureau Building in Sault Ste. Marie is scheduled to commence this summer. Readers of *Shipwreck Journal* know that this work is supported by grants from the National Park Service Save Americas Treasures Program and the Michigan Department of Environmental Quality Clean Michigan Initiative. The City of Sault Ste. Marie's Historical Commission and the Sault Tribe of Chippewa Indians have provided funding for the barrier-free access ramp. The Shipwreck Society is partnering with the City on this project.

Most of the interior work has been completed; remaining work is related to the third floor archival storage area, which cannot be done until roof work and dormer installation has been completed.



The Weather Bureau Building has certainly proved popular with the visiting public who come to the downtown area. Currently, the Shipwreck Coast Museum Store shop in the building is offering a winter discount of 20% off all merchandise except for art prints and books, which offer a 10% discount.

Summer hours are 10 am to 7 pm weekdays, admission free. Come and see our exhibit on the history of the U.S. Weather Service, U.S. Life-Saving Service, the Shipwreck Coast, and Whitefish Point. The building is located at 400 W. Portage Avenue in Sault Ste. Marie, at the corner of Portage and Ferris Streets, Gate 14 of Soo Locks Park.

Member e-mail addresses

As technology improves, the Shipwreck Society's capability of communicating with its members electronically improves as well. Later in 2010, we expect to launch a new, re-designed web site, which will allow for many improvements, including more advanced tools to use for member correspondence by e-mail. The Society is aware that not all of our members use e-mail, and that many members prefer to receive a printed *Shipwreck Journal* rather than the electronic Portable Document Format (.pdf) version. The printed version will always be available.

To help us, we are asking you to please review the exact e-mail address at which you want to receive important notices from the Shipwreck Society; and to please review whether or not you want

any change in the newsletter version (electronic or printed) you are now receiving. If there are no changes, you need not respond but ... please remember that we are restoring our new office spaces in the Weather Bureau with GO GREEN in mind, particularly in our use of special insulation and energy-saving lights. If you can accept the electronic version of the newsletter, and save printing costs – you are closer to going green.

If you have any changes or comments, or any questions about your membership, we ask that you please send an e-mail from your preferred e-mail address to jobberlin@up.net. Joyce Oberlin is our membership chairperson and she can also be reached by calling 800-635-1742.

Memorial Opportunities at Whitefish Point

Everyone who has visited Whitefish Point is familiar with various memorials to lost loved ones around the museum campus. This includes the lookout tower, dedicated to Arthur J. Ley, Jr., by his family; a memorial rock and plaque in memory of Mitzi Robertson, who was a long time volunteer and wife of GLSHS Past President Al Robertson; a plaque in the museum vestibule to Great Lakes Diver Peter Van Dyke; and several outdoor benches, including memorials to

Bill Campbell by Ruth Campbell
Clyde F. Marine by Martie Marine
William R. Fox, Jr. by William Fox, Sr.

We are writing this article to inform readers that there are a few spaces left for memorial benches as well as selected naming opportunities for larger contributions. Contribution amounts are considered on a case-by-case basis by museum staff and are directly related to the appropriateness of the suggested location and need for support.

An affordable current need offers potential donors the opportunity to name stairs in the 1861 light tower spiral staircase for loved ones, those you may wish to honor, or in your own name, at \$250 each. Please see the light tower article in this issue. For questions involving your tax-deductible contribution, please contact Sean Ley, Development Officer, at 800-635-1742 or via e-mail at sley@up.net.



Memorial stone and bench positioned in front of Museum Store.





Whitefish Point Light Tower Restoration: Phase I Completed

Sponsoring Tower Steps is New Fundraiser

Just as the snow began to fly in early December, Mihm Enterprises of Hamilton, Michigan completed its five-month job to restore the upper portions of the historic 1861 Whitefish Point Light Tower. It is our pleasure to report that the roof, lantern room, and watch room are now finished, both interior and exterior, including the lower side of the watch room deck.

A \$40,000 award from the Michigan Lighthouse Assistance Program provided about 2/3 of the funding for this project; private contributions and donation of paint from the Sherwin-Williams Company provided the additional \$24,000 required. Proceeds from the 2009 Annual Appeal also supported this effort.

Those visiting Whitefish Point will now see clear, fully transparent glass in the lantern room, as originally specified in 1861, replacing the aged and weathered plastic lexan installed by the Coast Guard in recent years. The tower is still lit by the 1968 Crouse & Hinds Model DCB224 aerobeacon that replaced Whitefish Point's longest-serving lens, a third and one half order bivalve Fresnel lens that operated from 1895 to 1968.

Phase II – which will not commence until the summer of 2011 – and 2011 happens to be the Tower's Sesquicentennial – is to include restoration of the remainder of the light tower, specifi-

cally its iron-pile skeletal structure below the watch room deck, cylindrical spiral staircase, and the foundation. This project is likely to cost more than \$100,000; if the Society is fortunate enough to get another MLAP grant of \$40,000, we are all going to have to raise \$60,000 from as many sources as we can find. As a member, you have a role in the history of this wonderful, durable lighthouse, perhaps the most famous on all the Great Lakes. We ask you to think of individuals, foundations, or corporations you may know who would be interested in supporting this project.

The Shipwreck Society is now offering sponsorships for this project by allowing donors to sponsor one of the 88 cast-iron tower stairs, located in the main vertical cylinder, for \$250 each. Donors may name the stair for someone to be honored, or as a memorial, or in their own name. Donors and honorees will be appropriately recognized with a permanent plaque as the project is finished. For sponsorship information, please contact the Shipwreck Society office at 800-635-1742.

The Whitefish Point Light Tower was constructed during Abraham Lincoln's administration. It has provided its life-saving beacon for Lake Superior mariners for 149 years, continuously, and remains as the oldest operating lighthouse on the big lake.

Mihm Enterprises
installing clear glass
in the lantern room,
October, 2009

BOARD OF DIRECTORS

James Spurr
PRESIDENT

William J. McLeod
VICE-PRESIDENT

Greg George
SECRETARY

Mike Winkel
TREASURER

Corey Adkins
Terry Begnoche
Gordon Laco
Rick Heineman

Dan Sippel
Bill Springer
Chris Winters



**Great Lakes Shipwreck
Historical Society**
400 W. Portage Avenue
Sault Ste. Marie, MI 49783

Address Service Requested



Non-Profit Organization

**US POSTAGE
PAID**

Sault Ste Marie
Michigan
Permit No 15

HONORARY BOARD MEMBERS

Gordon Lightfoot
Lt. Cmdr. R. H. Gwalchmai

Emory Kristof

STAFF

Thomas L. Farnquist
EXECUTIVE DIRECTOR

Sean Ley
DEVELOPMENT

Christina Sams
BUSINESS MANAGER

James H. Kelly
EXHIBIT DESIGNER
/CONSULTANT

GLSHS Staff
NEWSLETTER

Joyce Oberlin
ADMINISTRATIVE ASST.

Shipwreck Journal is published by the
Great Lakes Shipwreck Historical Society
400 W. Portage Avenue
Sault Ste. Marie, MI 49783

Please visit our web site at
www.shipwreckmuseum.com
or call 800-635-1742
for membership information

Great Lakes Shipwreck Museum Mission Statement

The mission of the Great Lakes Shipwreck Museum is to collect, preserve, study and interpret the material culture of the Great Lakes. Primary emphasis will be on maritime history as it relates to the U.S. Lifesaving Service, U.S. Lighthouse Service, U.S. Coast Guard and ships and travellers who fell victim to the perils of maritime transport. Shipwreck Museum programs are essentially of the humanities designed to examine man's attempts to harness nature and the hardships encountered while navigating the Great Lakes. Through quality and content of its operations, the Shipwreck Museum will continue to maintain its position as a leading professional maritime organization on the Great Lakes.

The principal constituents of the museum are: its members, regional educational institutions, divers and those who have a vested interest in Great Lakes Shipping or have lost loved ones to shipwreck. Through continued communication with the various constituencies, the Shipwreck Museum will evaluate and refine its exhibits, programs, publications and special events.

BUSINESS MEMBERS

of the Great Lakes Shipwreck Historical Society

These Business Members of the Great Lakes Shipwreck Historical Society directly support publication of the Shipwreck Journal which is mailed to all members of the Society. They will be listed in each newsletter. The cost of a Business Membership is \$100 per year. For membership information, please call the Society office at 1-800-635-1742.

Algoma Central Corporation, Sault Ste. Marie, ONT

Association for Great Lakes Maritime History

Central Savings Bank, Sault Ste. Marie, MI

Cloverland Electric Cooperative, Dafter, MI

David & Shelia Annable, South Bend, IN

DeTour Reef Light Preservation Society

Edison Sault Electric Company

Empire Warehouse, Erie, CO

Erickson Appliance Center, Sault Ste Marie, MI

EUP Regional Planning & Development Commission

Gates Veterinary Hospital, Rochester, NY

Gillett, Halvorsen, & Leonhardt CPA's

Great Lakes Lightkeepers Association

Harborview Framing, DeTour Village, MI

Harold F. Allen, CPA, PC, Westland, MI

Interlake Steamship Co., Cleveland, OH

J & S Lodge, Inc., Paradise, MI

Lake Superior Magazine, Duluth, MN

Lake Superior State University

Lewinski & Brewster, Sault Ste. Marie, MI

Library of Michigan

Madigan/Pingatore Insurance Services, SSM, MI

Mayor Technologies, Inc. Chandler, AZ

Michigan Festivals Association

Miller Canfield, PLC, Kalamazoo, MI

Pak-N-Ship Express, Sault Ste. Marie, MI

Paradise Area Chamber of Commerce

Sault Area Chamber of Commerce

Sault Ste. Marie Tribe of Chippewa Indians

Sault Ste. Marie Convention & Visitors Bureau

Scarano Boat Building, Inc., Albany, NY

Science Diving, Ann Arbor, MI

Tanglewood Golf Course, Sault Ste. Marie, MI

TenEyck Distributors, Idaho Falls, ID

U.P. Engineers & Architects, Houghton, MI

W.W. Fairbairn & Sons, Alanson, MI

Wellington Maritime, Sault Ste. Marie, MI

William McLeod, Edw D. Jones, Sault Ste. Marie, MI

Whitefish Eagle News, Paradise, MI

Winter Septic Service, Paradise, MI

Wisconsin Energy Corp. Foundation, Milwaukee, WI

Zane A. Osborne, DDS, PC, Sault Ste. Marie, MI

Great Lakes Shipwreck Museum VISITOR INFORMATION

MUSEUM LOCATION: 18335 N. Whitefish Point Road, Paradise, MI. Take Highway M-123 to Paradise, then go 11 miles north on Whitefish Point Road. The road is 2-lane blacktop. The museum is located at the end of the Whitefish Point Road.

MUSEUM HOURS: Open May 1–Oct. 31, 10 am to 6 pm every day. Admission is free to Crews Quarters Overnight Program guests. For information on the overnight program, please call toll-free 1-888-492-3747.

ADMISSION PRICES, 2010

Adults: \$12.00

Children 6–17: \$8.00

Children 5 and under: Free

Family: \$32.00

GROUP TOUR PRICES, 2010 (Groups of 20 or more)

Adults: \$8.00

Children 6–17: \$5.50

Children 5 and under: Free

Please call 888-492-3747 year-round to schedule all group tours.

Shipwreck Society Administrative Offices: are located in the historic Weather Bureau Building, Soo Locks Park. Exhibits and store open 10am to 4pm weekdays, admission is free.

Great Lakes Shipwreck Historical Society

400 W. Portage Avenue

Sault Sainte Marie, MI 49783

Telephone: 906-635-1742

General Information 888-492-3747

Admin. Office / Development 800-635-1742

Shipwreck Coast Museum Store 888-492-3747

Crews Quarters Overnight Prog. 888-492-3747

FAX NUMBERS:

Administrative Office 906-635-0860

Shipwreck Coast Museum Store 906-492-3383

INTERNET:

Web Site www.shipwreckmuseum.com

E-Mail glshs@up.net