



# Careers on the Water – Job Fair & Trade Show

## Speaker's Information



### Mike & Georgann Wachter:

Well known authors of “Erie Wrecks and Lights”, “Erie Wrecks East”, and “Erie Wrecks West”. In addition to their books, Mike and Georgann have recently published a Lake Erie Shipwreck map listing over 300 GPS wreck coordinates for divers.

They have been diving around the world since the mid-1970's. However, nowhere else in the world have they discovered the kind of perfectly preserved shipwrecks that lie in the fresh waters of the Great Lakes. This has resulted in the discovery, or rediscovery of 30 wreck sites. They have written numerous magazine articles and have a passion for creating diver access to and preserving Great Lakes maritime history.

Both have been active in the Maritime Archaeological Survey team (MAST) where Mike is past president and Georgann has been treasurer. Under Mike's tenure, 6 shipwrecks in Ohio waters were moored for divers. They are active members of Lake Erie Wreck Divers and Bay Area Divers scuba clubs. They co-chair the annual Bay Area Shipwrecks and Scuba Symposium.

Georgann was inducted into the International Women Divers Hall of Fame in 2013 for documenting over 250 Great Lakes shipwrecks with her writing, research and marine artwork. Mike is a recently retired management consultant who now devotes his time to finding, exploring and telling tales of Great Lakes shipwrecks and lighthouses. He hosts a database on wrecks at [www.eriewrecks.com](http://www.eriewrecks.com). The collaboration of Georgann's love of research and Mike's love of storytelling provides the fuel for the Erie Wrecks series.

#### In Side-wheel Treasure and Tragedy:

On the open waters of the Great Lakes, side-wheel steamer mishaps account for 6 of the 10 worst loss of life disasters. These accidents escalated in severity, from the beaching of the early steamer *Walk-in-the Water* in Lake Erie, to the sinking of the *Lady Elgin* in Lake Michigan. Many of these boats were true treasure ships, since they carried gold and the personal possessions of hundreds of immigrants. Highlights of disaster causes, paddle-wheel engines, and comparisons of the wrecks on the bottom to current museum side-wheelers completes this talk.

#### Black Friday – Lake Erie's Perfect Storm:

The name “Black Friday” was given to the date of October 20, 1916 after a violent storm sunk ships and ended many lives in Lake Erie. The whaleback James B. Colgate, the lumber hooker Marshall Butters, the steamer Merida, and the barge D. L. Filer were all lost in a convergence of storms that created this “Perfect Storm”. On two of these boats, the captain was the only survivor



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## David Trotter:



David's focus has long revolved around his passion for shipwreck exploration in the Great Lakes. His career spans some four decades and he has made significant contributions in diving, exploring, and documenting new discoveries surrounding the Great Lakes shipwrecks.

His work has not only provided invaluable historical documentation for these wrecks, but has paved the way for more exploration opportunities for other sport and technical divers to enjoy.

Some of Trotter's shipwreck discoveries have been featured on the Discovery Channel, PBS, NBC, as well as in journals like the New York Times, Detroit News, Detroit Free Press, Canadian "Diver" Magazine Lakeland Boating, "Wreck Diver", and "Immersed" Dive Magazines. His articles have been published in various historical journals, as well as national scuba diving publications.

This intrepid explorer has searched and discovered shipwrecks in all of the Great Lakes, except for Lake Ontario. Trotter spent years of dedicated effort to discover the largest schooner built in Canada, the 250' Minnedosa. As a result of this unique odyssey, over 2,000 square miles of Lake Huron were surveyed, with 80-90 new sites being discovered along the way. Some of the exciting finds were airplanes, the steamer Daniel J Morrell, and the steamer Goliath. The Goliath was designed by John Ericsson in 1846, fifteen years before he designed the ironclad Monitor of Civil War fame.



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### Captain Seann O'Donoghue:

Seann O'Donoghue would watch as a child, fascinated, when the big cargo ships sailed the St. Lawrence past the family cottage near Cornwall. In high school, he joined Toronto Brigantine's tall ship sailing program for teenagers. Those five summers of sailing launched a life on the lakes aboard the Algoma Spirit, the bulk freighter he has captained since 2010.

When the tall ship he was on as a student summer sailor stopped at Owen Sound in 1988, O'Donoghue left his vessel to visit Georgian College's marine and navigation programs. He later went through that three-year program and is still sailing the Great Lakes.

Two weeks after graduating in 1992, O'Donoghue was 23 when he got his first job offer on the water – delivering a 44-foot yacht from New York City to Toronto. He'd already been captain of a tall ship, and took this job with confidence. O'Donoghue has now been with Algoma Central Corporation since 1995 – a Great Lakes Captain since 2006, and master now aboard the enormous Algoma Spirit.

Now the Great Lakes freighter captain teaches marine navigation part-time during winters at Georgian College, trains college cadets aboard his ship, presides over the 700-member International Shipmasters Association and is widely known and highly regarded for his tireless promotion of the Great Lakes shipping industry. He takes particular interest in his cadets and the important role the Georgian graduates will play.



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### Cris Kohl:

Cris Kohl (along with his wife Joan Forsberg), are well-known maritime historians, scuba divers, authors, lecturers, photographers, and videographers. They are a Chicago-area husband-and-wife team who love to explore shipwrecks, particularly those in the Great Lakes. They both have underwater archaeology certifications from Great Britain's Nautical Archaeology Society (NAS).

Cris, a prize-winning underwater photographer with a Master's Degree in History, is originally from Windsor, Ontario, was co-founder of the Windsor chapter of Save Ontario Shipwrecks (1987), is a Past President of the Underwater

Archaeological Society of Chicago (2004), and has written eleven books and more than 325 magazine and newsletter articles about Great Lakes shipwrecks. He has appeared on numerous television programs, including the History Channel and the Discovery Channel. He has helped locate and identify many shipwrecks. He is the 2008 recipient of the annual Our World—Underwater Outstanding Achievement Award. His most recent book is the expanded Great Lakes Diving Guide, the most comprehensive book ever published about Great Lakes shipwrecks.

Co-authors of the recent book "Shipwrecks at Death's Door", co-editors of the 2010 book "Our World—Underwater: The First 40 Years", and producers of several commercial DVDs about Great Lakes shipwrecks, Cris and Joan are currently working on more shipwreck book collaborations.



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### Ric Mixer:

Ric's underwater adventures are known to millions who watch his documentaries and news stories on television. No one can boast more promotion for Great Lakes diving, as Ric has donated some 30 shows to PBS and has also found world-wide audiences on the Vision Network and Outdoor Channel. Ric has also been featured as an on-camera researcher for the Discovery Channel and History Channel, and is also an award-winning news reporter, working for stations all across Michigan. He created Airworthy Productions in 2000 and continues to produce industrial and fundraiser videos fulltime as a videographer.

Ric holds several certifications in SCUBA, including advanced ratings and ice rescue.

He served several years on the Saginaw County Underwater Rescue Team as a marine deputy/diver and was also diver/videographer for expeditions to the *Edmund Fitzgerald* and *Carl D. Bradley*.

In addition to his TV shows and documentaries, Ric has also published two CDROM's on shipwreck diving. The "Edmund Fitzgerald Interactive Explorer" was the first and only CDROM on the shipwreck. "Wrecks of the Inland Seas" is also the first Great Lakes dive-related CDROM, packed with information and video on countless shipwrecks.

Friday at the Legion he'll talk about "FINAL RUN", the documentary done for PBS with survivors from the 1913 Storm. "Surviving the King of Storms" features a young man who tried to get to Goderich aboard the steamer Turret Cape... but he instead rode out the worst gale in Great Lakes history. He'll also share his interview with wheelsman Ed Kanaby, who was aboard the HB Hawgood during the gale.



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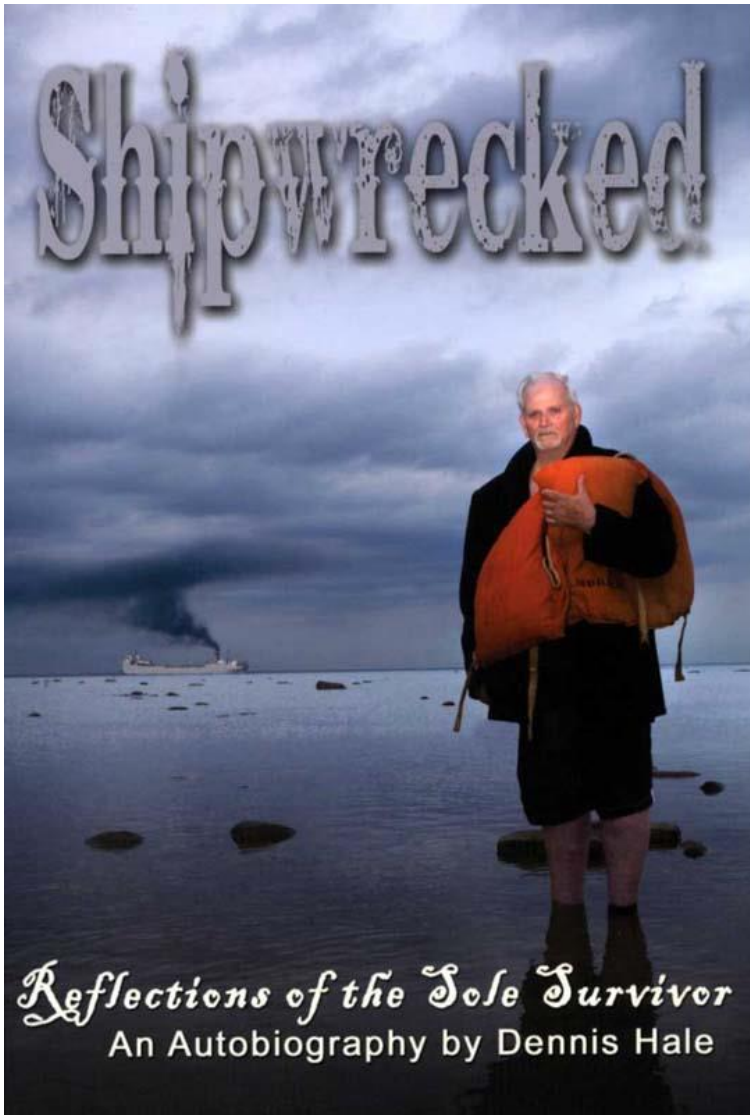
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### Dennis Hale:

By now, many folks who follow the Great Lakes know that Dennis Hale was the only survivor of the steamer Daniel J. Morrell, which sank on Lake Huron in late November 1966. His book serves as an autobiography, not only relating the sad story of the shipwreck and its aftermath, but also delving into Hale's troubled childhood and his life as reckless young man in search of a sense of family.

Although he's written about the shipwreck before, this self-published volume delves deeper into the emotional side of the story. Hale goes into great detail about what he saw, heard and felt during his near-death experience and also shares details about a mysterious visitor aboard the raft who warned him to stop eating the ice to quench his thirst.



One thing that's clear – Hale is a survivor in more ways than one. He's led quite a life and, lucky for readers, he decided to write it all down in his book "Shipwrecked: Reflections of the Sole Survivor".



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*Lillian Kluka and Sunshine*

### Lillian Kluka:

Canada's first female Great Lakes sea captain has navigated herself through the waters of the Lakes into the halls of Western's University College. Lillian Kluka retired as Canada's only female Great Lakes captain to pursue a 4 year university degree and enjoy the comforts of dry land. In 2003 she graduated from Western with a combined honours degree in English and Media and Information Technoculture.

For 25 years, Kluka spent nine months every year on cargo ships, navigating them through the Great Lakes, St. Lawrence Seaway and Atlantic and Arctic Oceans. "I still miss sailing, but don't think I could go back now. I like being home every night," says Kluka.

In 1975 a 20-year-old Kluka started as an apprentice with N M Paterson & Sons Limited, a shipping company based out of Thunder Bay. After graduating from college two years later, she was hired on as a chief officer - a role she held for six years before making the rank of Captain.

"It was a time when some companies refused to even entertain the idea of having a female apprentice on board," says Kluka. "I will be forever grateful to N M Paterson for giving me the chance." Kluka says she enjoyed the entire operation of cargo shipping - from cargo planning, navigating and handling cargoes of grain, ore, furniture and food.

As well as making the local papers, a folk song by a Newfoundland cook, titled "The Lady of the Lakes", was composed about Kluka's achievements. "It was like living in a fishbowl, but in spite of the pressure, I loved it," she says.

Kluka left N M Paterson & Sons after 20 years to take a job with the federal government for the Great Lakes Pilotage Authority. "I would board foreign ships and act in an advisory capacity in navigating the local waters, and docking and undocking the vessels in ports," Kluka says. She stayed in that job for five years achieving another first - the first female Marine Pilot in Canada.



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