



**Rosspport Ontario, Lake Superior site of the Gunilda, Judge Hart & Locomotive Engine #694**

Many of you have heard me speak of the bizarre politics that surround the famous wreck site of the Gunilda. My first recollection was a nervous trip in 1996 when my small team choose to camp at Rainbow Falls Provincial park, and avoid the community of Rosspport which included Ned Bashor of Rosspport Inn. Our concern was prompted by threats from an egotistical Gunilda diver, Bill, who said he would call the wrecks owner, Fred Bronelle, and have us arrested if we dived the wreck without his permission. And even with our secrecy, launching our boat at a small landing away from town, we were met at the landing by Ryan LeBlanc (protector of wreck) and hidden behind Ryan's vehicle was an OPP, or RCMP officer. We were questioned, and required to show our Archeological permit provided by MNR Parks Ca. We of course allowed OPP officers to search our boat for artifacts and always cooperated by providing permits...

There is of course the legend of Ned Bashor punching rock star Bob Seger, the legal right or not to dive the Gunilda, the crabby small town that gets pissed if you don't eat at the café, the unofficial local dive charter that was unlicensed....And it wasn't until many years later that we learned that the official permit to dive the Gunilda site was a made up hoax.

In all twenty years of diving the Gunilda site I've used mostly private boats. For two years in middle, I had contracted a Tug boat to take out my group of divers. Both years were very memorable as Leon of ISC and Dave Hancock of Dive Alert joined me the first year. The second year was the year I replaced the Gunilda bell as it was knocked off its station on the bow, and same year I pulled my cock out to offer janzen my "pink snorkel" so he could snorkel McGarvey Shoal. :-)

This year it was my pleasure to have local resident and charter captain Paul Turpin take us out on his boat for the Gunilda, Judge Hart and the new Locomotive #694 wreck site. Of the 18 divers who joined me this year 17 of the divers were my ccr students, and one diver who traveled from Germany.

After twenty years of diving the Gunilda site, I have many fond memories and a few sad ones. And I have taken a lot of pictures of divers topside, as well as below. But not as many wrecks shots have turned out as I would like, as it is a difficult wreck to shoot. The almost complete darkness and often turbid water pose great challenges to clean underwater imagery. Aside from the politics, i think the saddest thought is to see the damage by selfish divers who tear doors off the frame, or loot the dishes and silverware. Is it still beautiful, yes but it has a few scars.

But the question remains, are Canuks really as polite as all of the advertising or is this some bogus urban legend? Read the #694 Locomotive story to find out.

Sorry I could not find a new profile pic from this years trip as no pictures were taken of me, but honestly I was there as I vividly remember Shelagh bringing me two of her world famous blueberry pies...



## #694 Locomotive Engine Discovery

If I were to tell you every story that has been told to me of an airplane, automobile, team of horses, or train that is sunk in every body of water, then I would not have enough space on the internet to store all the electrons... Urban legends abound with stories of train wrecks in lakes. It is a phenomenon of, if you cant see it, you cannot prove that it is not there? I know its a double negative, phuk off!

This is not the only story of CP trains that have run off the tracks into lake Superior, and some of the locations are known dive sites. This story has some truth as a CP Railway locomotive with box cars went off a track and slid down a steep cliff into lake Superior. The box cars were discovered and the information for the site was published, but the group failed to locate the locomotive engine. The engine was found on the July trip that I hosted to dive the Gunilda. The site location is about one hour drive east of Rosspport in Marathon, Ont.

On the July trip we learned that there were two new groups (beside the original group) of divers hunting for the train in hopes of grabbing the prize of announcing the locomotive engine discovery! One team was from Duluth, Mn and the other team from Ontario, but not the original team of divers who located the box cars. Since I knew the original group of divers, I considered the other groups "Claim Jumpers". The group from the states was even worse as they were hunting in Canadian waters for historically significant artifacts without any express requests from Canadian citizens, Ministry of Natural Resources, or Archeological Ministry?

Tom Crossman who is internationally recognized as a Side Scan and ROV expert joined our dive team for a second Gunilda trip. The previous year Tom had used the ROV to view the Gunilda and provide lighting to some of the shots I made of steering station or bell on the wreck. The Gunilda is notorious for entangling ROV's in its many wires, ropes and traps! Tom had no problem.

Our group decided to beat the cheaters to the prize. And when we launched Toms boat in Marathon harbor we met an antique blue boat with a group of American hunters. One of the guys was so pissed that he would not make eye contact. He was mad that Tom had the nerve to bring me along to locate the train wreck? Oh, the childish and petty nature of these wreck hunters!

At the train derailment site, Tom dropped the ROV in the water and within minutes on site had landed right on top of the locomotive engine. A complete and full locomotive steam engine from 1910 Wow! The location was found, the mystery solved and now to make the announcement. Since the guys on the discovery team had no prior relationship with the original Canadian team, it was upon my urging that the original group of Canadian divers be allowed to release the discovery as they had started the hunt. Regardless of the fact that they had swam right past a full sized steam engine and were wondering around in the dark, it was their project to start.

For some reason the media has jumped on the story, and news outlets across Canada, America, UK, Italy, and others have requested more information on the story of a 106 year old train wreck? Well I was cautious as I have also been part of a group, not team, that did a Nat Geo special on a shipwreck that caught media attention. The Doty shipwreck out of Milwaukee became a backstabbing ego fest and shameful to witness.

During the July discovery, it was my pleasure to be the first diver to touch the wreck in 106 years and I thank Tom for his work, and Todd and Dave in my team for the maturity and sense to work together for the goal of the "TEAM". The fact that Tom Crossman who has hundreds of thousands of dollars invested into equipment, no less experience was so gracious to simply give all of this discovery documentation away to the original team was beyond kind, beyond generous and speaks volumes to his ability to work without having to stroke his ego...

In August I returned to dive the train with the group that Tom had so graciously given all of the discovery information, and video. It was an interesting event that reminded sadly of the image and axiom "There is no i in team, oh there it is in the A hole"



Terry a Canuk who had started the search, and had written an article about the wreck, by publishing details had started an ego quest to find the wreck. And since Terry is a good guy and friend, when Tom located the wreck it took all of my political powers to persuade Tom who really had zero knowledge of Terry, to give up his recognition as finding the train and allow Terry to announce it even though he was not present at the time of discovery. The Canuks had swam right past the large locomotive and missed it, finding wreckage of other train cars but not the locomotive engine. It was a big deal for Tom, but he is such a super guy and not in it for the ego that he let Terry post the news.

When Terry returned with his original hunting team, he invited me to join a joint Gunilda trip and a "Train Discovery" trip where one of the members would bring an "Explorers Club" flag to make a big deal out of the trip. Unfortunately we had bugger weather for a couple days and the palisade bluff that the train sits below was taking the brunt of the wind and waves. Since the train lays only a few yards away from this palisade, it was impossible to dive the site. And since we were in Rosspport, just a few minutes boat ride from the Gunilda, and hours by car to drive to the train site in Marathon it was not an easy task to check the dive site conditions.

On one of the days that the weather was "iffy" the Explorers Club group of divers choose to skip the train as it was too rough, while Tom, Dave and I thought it was favorable. So the three of us drove to Marathon, while the group of Explorers chose to dive the Gunilda. After a very successful dive on the train, I called Terry on the way home and he pleaded with me that I could not under any circumstances let Greg (the I in Team) know that we made a dive as he would throw a temper tantrum! Oh, Phuck what childish petty B.S. So I played along... All the while the "group" chose that day to take group photos that omitted me from the Explorers Club flag ceremony photo shoot. I guess I was not going to be part of the dive show presentation that the group was planning.

When Greg found out about diving the train before he had a chance, he started to throw temper tantrums and the dive store owner from Windsor starting whining about Tom getting all of the attention? What a group of childish, petty panzy arese fools! I choose to bug out a day early as I would vomit if I had to spend anymore time in their presence, either vomit or I would bitch slap these pussy till their bones shook! All they could think of was getting in a picture with the Explores Club flag and being a hero. These were not heros, they were petty arrogant egomaniacs stepping all over the idea of team so they could get their mugshot?

No photos were taken of me as part of a discovery group, even though i was part of Toms boat during the "discovery" of the engine and I was the person who installed a secure mooring so the "team" of "Explorers Club" divers could make the photo shoot dive claiming victory??? Thanks guys! Here is a group of Phucked up Hoser Canuks that would not even have the opportunity to announce that they had "discovered" the locomotive engine, but since I am such a considerate and non egotistical arse that I choose to give all of the credit to Terry and his gang of cry baby whiner arse "Hosers" Get Out!



**Scott The Dick Canuk**

Safe Diving,

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