

FOGHORN



UNDERWATER ARCHAEOLOGICAL SOCIETY OF BRITISH COLUMBIA

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The Quatsino Expedition

by: Jiri Kotler



Five members of the UASBC ventured out to Quatsino Sound June 6, 2013 in search of three missing wrecks – the Dunsyre, the Eagle and the William T. Lewis (Fibreboard). The group consisted of Holger Heitland, Jiri Kotler, Dean Driver, Sean Stevenson and Jacques Marc – Explorations Director. UASBC chartered Lyle Berzins' 30ft aluminum boat – the MV Pleiades, for transportation to the operations base - Winter Harbour from Coal Harbour and diving operations thereafter. Winter Harbour is a small sheltered fishing village on the northwest coast of Vancouver Island inside Quatsino Sound..

The William T. Lewis was built as the four masted steel barque Robert Duncan at Glasgow in 1891. She was 279 feet long had a 42 foot beam and was 21 feet deep. The barge drifted ashore and broke up on Reef Point after her tow line broke. The Eagle was small wooden brig built at Charlestown

MA in 1831. She displaced 110 tons and was 74 feet long, 19 feet wide and 8 feet deep. A southeast gale caused it to drag anchor during the evening of August 9th 1852 and it went on the rocks a short distance from an Indian Village. The Dunsyre was a 3 masted steel sailing ship built by W Hamilton and Company, Glasgow in 1891. Dunsyre was one of the last steel full rig clipper ships to be built before being displaced by steam driven ships. She was 277 feet long had a 41 foot beam and was 24 feet deep. She drifted ashore on Kains Island and became a total loss after breaking free from the tug Anyox during a storm.

The team travelled up Island in two separate groups and met at Coal Harbour. Our charter operator Lyle Berzins met us later on that evening after having an eventful ride up. After launching the boat and loading it we travelled up Quatsino Sound to Winter Harbour. Upon arriving we, unloaded our gear and managed to get a great dinner in prepared by Jacques – we all retired after a tiring day.

Due to the unpredictable nature of weather on the west coast, Jacques decided to take advantage of the low to moderate winds on the morning of June 7th to make an attempt for the Dunsyre off Kains Island. After much deliberation a likely bay was chosen in front of Kains Island and the search began with all five divers. Unfortunately Sean and Jiri had to abort after Sean suffered a buoyancy issue. A few minutes after reaching the bottom, team two consisting of Jacques, Dean and Holger began to find small pieces of iron. After that numerous sheets of hull cladding, riveted plates and an I beam emerged. The closer we got to the rough and eroded shoreline, the larger the chunks got. A marker was released, a picture was hastily taken in the strong surge, and the group retreated to the dive boat. While unconfirmed, this was likely the Dunsyre due to the amount of material and relevancy to subject.

With rising seas, we exited the mouth of Quatsino

CONTINUED ON PAGE 3

Presidents message

by: Eric C. Young

About a decade ago I became aware that companies really needed to reinvent themselves about every five years if they were going to be viable on into the future. This was quite a revelation in that I had previously enjoyed the premise that if an idea or thing was true/right, then it was so for ever. I also always looked askance at friends who were so hyped about their new job/hobby/partner/....., which was “the most important one on earth”. This seeming to happen about every five years.

It is quite evident that the UASBC is smack dab in the middle of reinventing itself. Gosh it is a horrible process. Horrible in the sense that things are so uncertain. The outcomes are so unclear. One wants to get it “right” because one cares so much about the Society. “Why can’t it just happen the way Apple seems to manage each new invention? Seemingly so planned and obviously exactly what the world wanted?”

Yes, I am aware that the journey is the thing; that becoming is the objective, not the being. But, why does it have to be so fraught with self doubt and angst? I suppose that it is the standard situation that the larger the stakes are, the larger the worry will be.

The UASBC does still have some bedrock. We are an organization that exists because the members are interested in maritime heritage. We, the members, expend our time and energy to further our appreciation of mankind’s past association with the waters of our region. Our members’ interest is still very much alive. We must maintain strong contact amongst ourselves and draw in others who share our focus. Our move into the technological era was supposed to facilitate this. In stead it has become the major hurdle to membership renewal. We must correct this quickly.

It is also evident that we wish to share our thoughts amongst ourselves and with others. The tried and true formats that we have used (speakers series, conferences, newsletters, publications) clearly still hold value. Once again we thought that new technologies would allow us to make contact with a wider, newer audience. This has not worked so well. We will continue to explore new avenues.

Going into the underwater environment to explore and search is central to our endeavour. The expansion of our knowledge here requires us to go further afield and/or employ different techniques. We will obviously continue in this vein, but in certain instances we will need to attract people with different/new skill sets.

Moving on into completely less solid territory: In the past the broader society supported our enterprise because it recognized a benefit accrued generally from those efforts. Clearly society in general is being reorganized. It appears that our passion no longer kindles any light for government (us along with a lot of others). As uncertainty goes up, the need for new thinking increases geometrically.

Bluntly, this is a plea for help. If anyone has an idea please do not hesitate to share it with me or any of the executive. Email is easy, so start with <prezeric@telus.net>.

The Quatsino Expedition *(continued)*

Sound into the calmer Forward Inlet where the site of the brig Eagle was storied. The focus was a rocky point separating two bays south of the 1860s First Nation settlement.

Time was spent using the MV Pleiades scanning sonar to try locate the Eagles anchor. Having no luck divers were put in the water to search the shallows and to do a transect across the bay.

Somehow, Holger was able to sweet talk some salmon and halibut for dinner! Yahoo – the crew was living large at last! After dinner, the group descended on the beach on the East side of Forward inlet to check out the 1860s Indian Village site.. After an eventful slippery rock landing, we did find evidence of ‘engineered wood planks’ by the First Nations of the



era which reaffirmed the stories and our continued efforts in the bays in front. On day two, June 8th, we received a moderate weather report so it was decided to poke our heads out of Quatsino Sound to see if we could make a strike for the William T. Lewis wreck on Reef Point at the south entrance to Quatsino Sound. As we drew closer the sea foam met us early and with a thick cream on the horizon both the William T. and the Dunsyre were definitely out for the day.

Our team retreated back to the calmer Eagle site. We began with two teams searching across the southern bay - one at 45ft and the other at 70ft in an attempt to find the Eagles anchor.. Nothing was found. We took some surface interval and went ashore to walk the beach looking for any evidence of a shipwreck. – nothing significant was found. After re-boarding our dive boat, we broke off into two groups focusing more on the bay to the NE of the head of rocks that likely sunk the Eagle.

Two teams descended – one inside the other outside to the

NE point near the old native village site. Within 10 minutes a broken gudgeon was found relevant to the mid 1800s period for sure. This was both very exciting and very fortunate. Albeit very beautiful in foliage, shallow in depth, the area was very challenging to do bottom searches with much of what you saw as bull kelp and the like.

The last day, day three, June 9th, began with a very sunny start. This brought out smiles from a tested and wary crew. With winds looking favorable for the most part, we headed back to the site of the Dunsyre to perhaps find larger items and expand the search area into the second bay to the north. This time the group stayed together to search the northern bay in front of Kains Island. After some scanning up and down, nothing turned up. So we doubled back into the first location where many items existed. During penetration past existing finds, the rudder tiller was located half buried in the gravel. Pictures were taken – again hastily due to strong surges approx. 12-14ft. The divers exited to deep water for pickup. After a break in the leeward side of the island, a second assault by Jacques and Dean was made to take advantage of the existing conditions. After scuttling past the existing finds once again, and then past the tiller, the iron frame of the rudder was found sitting on top of pebbles beneath a large eroded overhang in approx. 38ft of water. Pictures were captured in a testing surge of approx. 10ft. Retreat was made to deep water, then to the dive boat.

We returned to the Eagle site to get a surface picture of the gudgeon and poke around the reef, in the shallows, and across the bay to the northeast against along separate contours. Despite diligent effort and tedious moving of the foliage and speculation, nothing more was discovered. On our way back to our base at Winter Harbour, we stopped to recover a crab pot by one of the locals for a past exchange for benedryl for Lyle our guide who suffered a bee sting in the hand a day earlier. You have got to ‘hand’ it to our trusty captain after all the events during the trip, he kept us on schedule.

The Quatsino Expedition was a success with two unconfirmed but likely candidates. With new evidence and co-ordinates for two sites, a future trip to this area will surely be fruitful.

Spring Schedule 2014

Sunday, January 26

Nanaimo - We will dive on the wreck of the SS Hartlock in Nanoose Bay. The Hartlock was a 268 foot wooden hulled freighter built in 1919 at Tacoma WA. After a short career, she was purchased by Straits Lumber and sunk in 1934 at Red Gap Mill as a breakwater. Water depths range from 10 feet to 30 feet. This is a shore dive and is suitable for all open water divers. There is no cost to participate. Call Jacques (250) 474-5797 or email: jmarc@shaw.ca

Saturday, February 22

Lower Mainland – Gambier Island Mystery Wreck. We have chartered the MV Topline to dive the Gambier Island Mystery Wreck located in West Bay on Gambier Island. The wreck appears to be that of a recently scuttled wooden hulled coastal freighter. It lies in 80-120 feet of water and is still fully equipped. Vancouver Island participants will carpool and be on the 1st ferry from Nanaimo and will return later the same day. Charter Cost \$100 per person. Requirements: Due to the depth, participants must have 50 logged dives with a minimum of 3 previous dives to 100 feet. Vancouver divers contact Keith Bossons (604) 596-4130 or keith@bossons.ca. Island divers contact Jacques (250) 474-5797 or jmarc@shaw.ca.

Saturday, March 22

Nautical Archaeology Society (NAS) Introduction Course
Saturday March 22, 2014 Crystal Pool and Fitness Centre 2275 Quadra St, Victoria BC
Lectures include: principles of underwater archaeology, site types, laws and basic survey techniques. The practical session includes hands-on surveying experience in the pool and plotting up the results. Non divers can participate and practice on land or in the shallow end of the pool. Cost: UASBC Members \$100 Non Members \$135
To register contact Jacques Marc (250) 474-5797 or email: jmarc@shaw.ca.

Saturday, April 12

Southern Vancouver Island – Join us for a two tank boat dive on the San Pedro off Brochie Ledge and on the Storm King off Trial Island. The San Pedro was 331 foot coal ship lost in 1891. The Storm King was a 82 foot steam tug lost in 1941. These are easy dives just 10-15 minutes running time from Ogden Point in Victoria. Cost \$80 per person. Limit 8 divers. Contact Jacques (250) 474-5797 or email: jmarc@shaw.ca.

May 10 & 11

West Coast - We're heading back to the west coast of Vancouver Island to perform some surveying work on the Pass of Melfort. We will also dive the Nika and revisit the MV Ganges at the entrance to Ucluelet Harbour. To keep costs down we will travel up to Ucluelet Saturday morning and do two dives. We will over night in Ucluelet and do two more dives before returning to home. Charter cost for both days \$180.00 per person. Maximum 8 divers. Some surge conditions can be expected on these dives so bring gravel. Accommodation will be about \$40-50 per person. Call Jacques (250) 474-5797 or email: jmarc@shaw.ca

June 5-9 or 12-16 [To-Be-Confirmed]

Expedition to Winter Harbour at the entrance to Quatsino Sound on the West Coast of Vancouver Island. The focus of this trip will be to search for and explore three different wreck sites at the entrance to Quatsino Sound. The list includes Fibreboard, Dunsyre and Eagle. Thursday and Monday will be travel days to Winter Harbour and return. We will stay in 6-person apartment/lodge at Winter Harbour and will make day trips to the various wreck sites aboard a dive charter boat. Cost \$700-750 per person. Limit seven divers. You must have a NAS Introduction Certificate to participate. Contact Jacques (250) 474-5797 or email: jmarc@shaw.ca.

PLEASE REFER TO WWW.UASBC.COM FOR THE LATEST UPDATES!

Triangulating sisters

by: Sean Adams & John Pollack

This summer we used “The Three Sisters” mountain range to attempt to find the missing sister ship of Moyie (Kaslo) and Tyrell (Dawson City) on Galena Bay in Upper Arrow Lake. The steamship Minto; was used between 1898 and 1954 to transport people and goods up and down the Columbia River and Arrow lakes. This vessel was one of three prefabricated ships built in 1897 in Ontario for the CPR, to work on the Stikine River and service the Klondike Gold Rush. Tyrell was completed before the Stikine route collapsed, and did reach the Yukon River, but the other two ships were retoured to the SE interior lakes where they were lengthened to 162’ and assembled at Nakusp and Nelson.



Upon retirement, Minto was sold to the city of Nakusp upon retirement, where she was to be turned into a museum. This plan never materialized; the vessel was sold to a local recycler, stripped of her fittings and paddlewheel and re sold to John Nelson in 1955. Minto was towed up to the Nelson farm in Galena Bay. When BC Hydro flooded the reservoir that is now Arrow Lake, Minto had to be moved. On August 1st 1968 the ship was refloated and deliberately burned and sunk in the bay. The composite hull and 18 compartments did not give in easily. Minto eventually had to be rammed with a tug boat until it finally sank.

A photo of the burning Minto with its bow going underwater from August 1st 1968 surfaced from the archives in the last few months (Photo 1). Could this be the smoking gun as to her sunken location?

ams went to Arrow Lake to see if we could pinpoint the resting place of the Minto from the photo. Using “The Three Sisters” mountains was our sight line reference. The archival photo allowed us to start our search pattern using our side scan sonar a Starfish 452F and depth sounder from a 10ft Zodiac with a 9.5Hp Johnson Seahorse.

The Starfish sonar is the latest shallow water high definition/frequency side-scan sonar from Tritech a UK based company. This compact sonar is capable and reliable to a water depth of 250ft. It is managed with a windows laptop via USB plug-ins. We did have some port issues with the GPS and Sonar top box, on the primary laptop so switched to a backup computer. A redundant computer ensured we could use our time efficiently without having to sort out a windows hardware issue on site and lose precious scanning time. The sonar was powered by a Goal-Zero Sherpa 50 battery and Nomad 27watt Solar panel. The whole package is ultra-light for its capabilities.

Once we set out on the water it was not difficult to find the line of site from the photo with the mountain range in the background. We marked the line with floats and then we began to “mow the lawn”. To ensure we didn’t miss a spot and because of the way the sonar looks at the bottom we used a Garmin 60csx and Montana 650 GPS with 2m accuracy to ensure a clean and tidy track with spacing at ranges of 50m up to 130m apart depending on the depth. After 15.4km of GPS track and side scanning we still did not have a target. The wind started to pick up later in the afternoon so we decided to return at a later date as we were at risk of soaking our computer and power supply equipment with the wind wave.

July 29th 2013, John Pollack and Sean Adams returned to Galena bay to continue the search. The weather again was calm and sunny but this time it continued throughout the day with no wind. Using the same Starfish 452F side scan sonar we continued our search for the Minto. This time we used the archival photo to triangulate the position of the sinking wreck. The triangulation took us out to our furthest position in our search grid. Even though we had searched the area already we decided to take a closer look. We came up with a couple of targets, and one in particular fits the Minto, although it is an indis-

On July 15th 2013, John Pollack, Ron Spencer, and Sean Ad-

CONTINUED ON PAGE 6

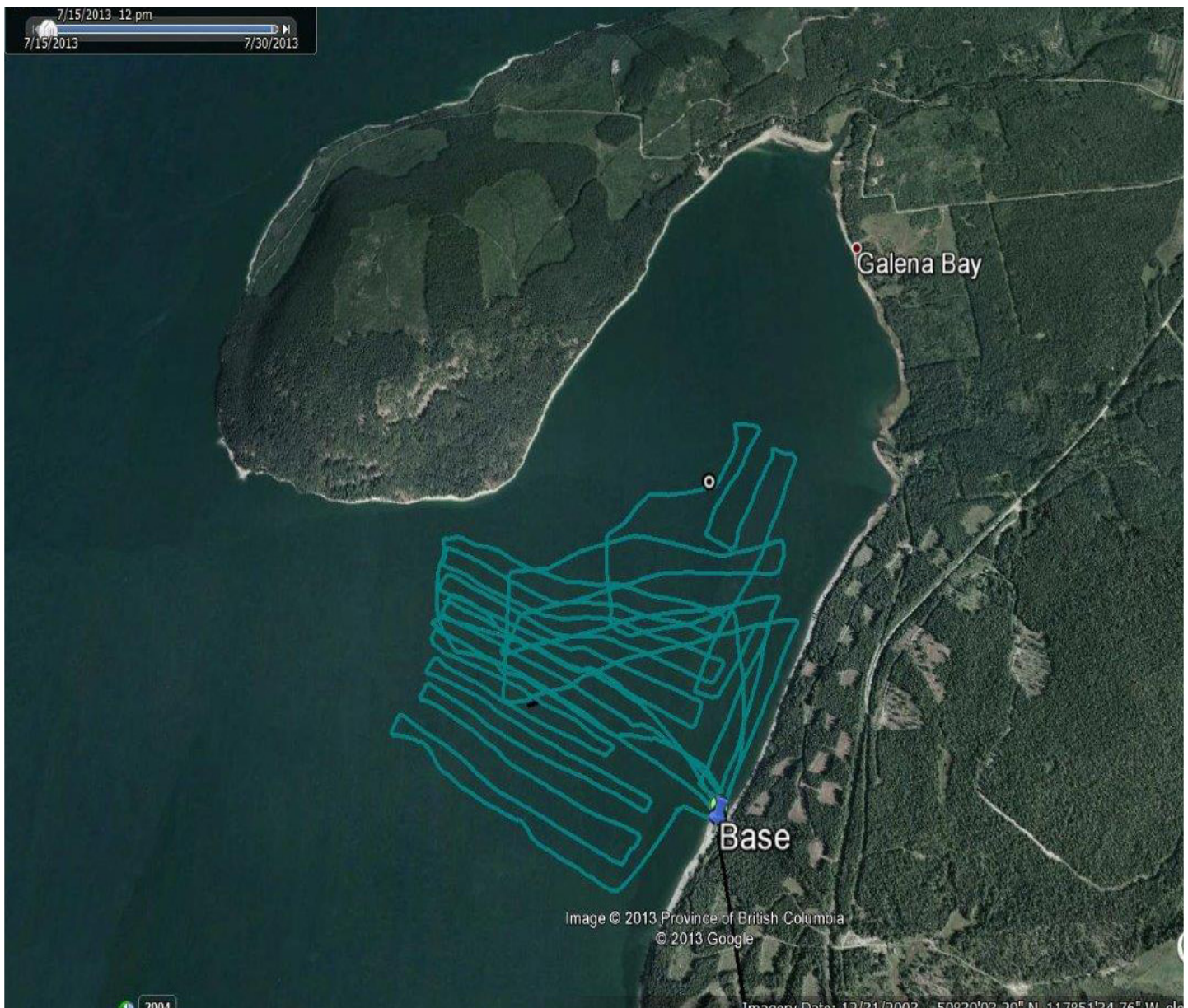
Triangulating sisters (continued)

tinct target. We spent the whole day scanning on the lake and ended up running 31.5km of sonar track with the Starfish. The final target in question is in 135ft of water at the current time, although we did encounter depths of up to 510ft in the mouth of the bay. It became evident that in order to verify our target we will have to return at a later date with a drop camera to get a better look.

After we concluded scanning at Galena Bay we travelled to Nakusp to check out the local museum which has a major display and artifacts from the Minto. We spoke to the local museum custodian and learned there will be some repairs

on the Revelstoke dam in the next 1 or 2 years, and a larger than normal drawdown is anticipated. Given this work and because Arrow Lake is a hydro-electric reservoir that routinely drops 50' in the spring, there could be some great opportunities for wrecks previously inaccessible to be studied in great detail.

It is expected that we be going back this fall to verify that in deed the "Three Sisters" mountains have help us find the missing third sister of Tyrell and the Moyie.



MARITIME TRAGEDIES OF THE 20TH CENTURY



Ken Marschall

Presented by the Underwater Archaeological Society of BC

Day Session Location

Canadian Forces Pacific Fleet Club,
1587 Lyall Street, Esquimalt, BC
Registration 08:30AM.

Price \$35.00

Dinner & Woodward Lecture

**Guns, Provisions, and the Governor: The
Wreck of the Galleon *Warwick*, 1619."**
Dr. Piotr Bojakowski and Dr. Katie Custer,
Atlantic World Marine Archaeology Research
Institute (AMARI).

Location: Pacific Fleet Club
No Host Bar 6:00 PM

Price \$40.00

**For more information and to purchase
tickets using PayPal visit WWW.UASBC.Com**

**To pay the old fashion way contact:
John (250) 743-4495 or Jacques (250) 474-5797
email: josa@telus.net**

Day Session Lectures

Empress of Ireland, the Forgotten Empress
Rob Field, Archaeologist

The Princess Sophia Tragedy
Annette Smith, Maritime Historian & Diver

Valencia Disaster, BC's Worst Shipwreck
Silva Johansson, Interpreter, Parks Canada

Sailing into Oblivion, The *SS Pacific* Story
Jacques Marc, Explorations Director, UASBC

Zalinski Oil Recovery Operations a Success
Dan Reid, Canadian Coast Guard

**Developing James Cameron's Submersible to
Dive the Marianas Trench**
Tim Bulman, President, Indepth Marine



Victoria Exploration Speaker Series

February 12: Marine Invasive Species and Impacts on Vancouver Island, Kylee Pawluk , UVIC PHD candidate.

March 13: UASBC Explorations – Year In Review, Jacques Marc, UASBC Explorations Director

April 9: Studying Roman harbours at Caesarea and elsewhere, Professor John Oleson, Archaeologist, UVIC

May 14: Rebreather Diving 101, Al Delisle and Richard Parker

June 14: Join the UASBC for its annual Dive and BBQ – Location TBA

For updates on the Vancouver Speaker Series please check the following link:
<http://www.uasbc.com/events/vancouver-underwater-explorers-speakers-series>

Sydney Spit dive

by: Jiri Kotler



As a part of fall exploration schedule UASBC returned to the Sidney area. On 10 November 2013 a dive team consisting of Jacques Marc, Paul Spencer, Aurora Skala, Ian McCauley and myself met at the Tulista Park. We arrived bright and early at 08:15 and boarded the Juan de Fuca Warrior skippered by Erin Bradley of Ogden Point Dive Center.

The plan was to revisit the wreck of the tug Trebla that burned at Cordova Spit in May 1924, and then search for up to six train cars said to have been lost off Sidney Island from a beached barge (the Sidney No. 2) December 29, 1927.

The UASBC last visited the Trebla back on 7 November 2010. We arrived at the site by 09:00. The weather was calm and overcast, and we were greeted by a roar of disturbed sea lions. It looked that the visibility was going to be good. Jacques placed a marker at the previously established GPS coordinates. We dove from a 'live boat'. Ian and Aurora entered first followed by the rest of us as the second team. In spite of the marker our team had difficulties locating the wreckage at first – perhaps due to all the bottom muck that had been stirred up by scores of crabs running amok. Finally the scattered wreckage was located and Jacques took some pictures of the still standing rudder, the boiler and the towing winch. It would appear that not much changed since the last visit. The wreckage sits in relatively protected waters and apart from a number of entangled crab traps the wreckage appeared undisturbed.

The story of the train cars is a bit more tentative. During the spring Paul had spoken with a local diver who is said to have found the cars at a depth of 60 feet sometime during the 1980's. At that time the conspicuous mark was a

'large' tree on the western beach of Sidney Island. As it turned out we were looking at a number of relatively 'large' conifer trees that all looked less than 30 years old. Clearly the life span of trees on this beach does not appear to be too long! So we started from scratch. Erin ran a few passes along the beach looking at his fish finder. There were several 'interesting' bumps but after a brief investigation by volunteer Paul they turned out to be natural formations with abandoned crab traps all over. We then resorted to a more systematic approach and dove several search lines along the beach at various depths. Since the barge was 120 feet long it was reasoned that the cars can't be too far off shore. We searched at depth from 50 to 80 feet only to find a lot of slopping sandy bottom! Fortunately this time we were able to place GPS coordinates on the searched area. So hopefully next time, and perhaps after more archival research, we can concentrate on a new segment of the sandy bottom.



Editors message

by: *Matthew Bossons*

Thanks everyone for your patience with this edition of the Foghorn - it took some time to organize the material and track down information in regards to the Exploration Speaker Series. You may have taken note that the Vancouver listings have not been included in this issue - sadly they did not make the deadline and I encourage you to check out the UASBC website for updates.

As it is a new year the UASBC has lots in store for its members, most notably the annual Shipwrecks Conference - which will be focused around Maritime Tragedies of the 20th Century. It should be one for the books, and I believe I speak for everyone when I say it would be great to make this year the best attended to date. Do remember this years conference is happening almost a month earlier than previous years - so get your tickets quick.

Like every other issue, I would like to extend a call for material and content for the Foghorn. If you have a story you wish to tell, specifically related to diving - or underwater archaeology - fire it off to my email: bossonsmatthew@gmail.com.

Best of luck in 2014 and I look forward to seeing everyone in the near future at any number of UASBC outings.

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