



Search for Discovery Isle Round 1

*submitted by,
Jacques Marc*

During the Southern Vancouver Island Shipwreck Inventory project the UASBC searched in Enterprise Channel between Trial Island and McMicking Point for the wreck of a yacht called the Discovery Isle, but was not successful. The Discovery Isle was a 52 foot yacht built in Hong Kong circa 1925 and owned by Earnest C. Beaumont. It was wrecked during a storm on Gonzales Reef December 5, 1950 with the loss of the engineer. The Discovery Isle was powered by a non reversing Atlas Imperial Diesel Engine and was equipped with a special McNab rudder which enabled the ship to go forward or reverse without changing gear. The special



Discovery Isle Engine Block (Photo: Mark Heibert)

rudder was salvaged by divers in the 1970s.

Recently Victoria diver Mark Hiebert (victoriadiving.awardspace.com) was exploring underwater in the vicinity of Gonzales Reef and came across an engine block lying on the sand/pebble bottom in about 20 feet of water. He posted photos of his find on his website and did some follow up research. He found some photos in the Daily Colonist showing that the Discovery Isle had been wrecked off the southern tip of Gonzales Reef close to where Mark found the engine. Mark revisited the site a few more times and found additional shipwreck debris consisting of a hawse pipe, brass valves, brass drifts and other flotsam.



*McNab Rudder salvaged by McGuire twins from Discovery Isle
(Photo Courtesy Rod Palm.)*

Continued on page 2

Goodbye to the old year and hello to the new! We have reached the time of year when it is nice to look back and reminisce but also to look forward in anticipation to the possibilities of a brand new year coming at us!

Turning forty in 2015 triggered many of us to delve into the 'stuff' that UASBC is made of. Jacques Marc presented us with an overview of our past that outlined how we have come to be as we are today. What really struck me was the people who showed up on the screen. Finally some names now had faces and they were filled with enthusiasm and anticipation. I sometimes think of myself as a fairly long term member of the Society but the photos proved me so wrong. To qualify I would have had to join in the 80's! Such dedication is rare today. In our age of abundant choices and distractions, it is so easy to test drive many interests. Much easier than working through the ups and downs of a single cause.

Our members! Right from the start we all have something in common. We all help in our own way. Buying a membership is an excellent start. Attending chapter meetings gives support and encouragement to those on the front lines, such as the directors, and it is stimulating being around others who share the same interest. Then there are those who participate in the field... NAS courses, monitoring of sites, search and survey work, public events. There is an endless amount of interesting work to be done. We'll never run out of it.

The executive meets via skype on a monthly basis. In early spring we will have a face to face meeting. Foremost on the agenda will be our wish list of things to do. Following very closely behind will be the managing of the budget. It is the great 'leveller'. As you probably know, the traditional monetary support (I'm alluding to government...) no longer exists as we used to know it. This is a problem for many societies. So, it requires a new, 21st century approach. Attainment of sponsorships and grants on a per project basis is a new way to go for many of us but something we need to seriously delve into. If anyone out there reading this has an idea along these lines, now would be a great time to contact us. Input by our members is appreciated.

At our Face to Face meeting we will also be planning our explorations agenda. It is the time when we make a list of what we hope to accomplish in the upcoming year or two. This is generally divided into a few areas. One is our new region of focus. With the Central Coast expeditions finished and published, we have been exploring the northwest coast of Vancouver Island. This rugged and at times dangerous section of the Island is challenging to deal with. Shipwrecks usually happen in bad places, so planning the search dives is critical. Safety is foremost, of course. We also will be searching for and trying to identify wrecks that have been reported in other areas. Some of these are proving to be illusive but will be all the more rewarding to find. We may also have some opportunities to do some foreshore exploration. This may happen in concert with other researchers working in the cultural/heritage area.

We are planning to maintain our presence at the Vancouver Aquarium Diver's weekend on January 15 -16. It will provide us with a chance to talk to the general public as well as others working in fields related to ours. The annual 'flagship' event, our Shipwrecks Conference, is scheduled for April 16 this year and will be held at the Pacific Fleet Club in Esquimalt. Details will be in the Foghorn. With the earlier date this year, we hope that most people will find it convenient.

Finally, I wish you all a Happy New Year, and may we all find what we are looking for!

Search for Discovery Isle (cont'd)

A UASBC member (can't remember who) alerted me to Mark's posts and I read about his discovery with great interest. I decided that it would be good to go get a few measurements of the engine to confirm that the wreckage was from the Discovery Isle. I touched base with Mark to learn about the diving conditions and then checked the current tables looking for a day when we could dive the site.

Search for Discovery Isle (cont'd)



Gonzales Reef Discovery Isle Wreck Site (Photo: J. Marc)

Sunday November 8th arrived rather quickly. I had 8 divers on my original sign up list, but the numbers had shrunk to just three by the day of the dive. It was a grey day but not raining when I pulled into Radcliffe Lane. Dan St Laurent was already there and Jiri Kotler arrived about 5 minutes later. We suited up and hiked over the rocks and logs to the water's edge. The water was choppy but it wasn't too rough to abort the dive. It took us about 15 minutes to get to the west side of Gonzales

Reef. We then descended and began swimming south out and around the point. Along the way we encountered a brick here and there. At the point we began to experience some light current which at one point was probably a knot. Finally we found a few bits and pieces that suggested a wreck was nearby. As we rounded the outer point we found a brass hawse pipe. I took some measurements and we continued on. Next we found the huge pile of bricks that Mark has photos of. By now we were 35 minutes into our dive and everyone's gauges were reading 16-1700 pounds. We completed a quick circle search trying to find the engine without success.

The swim back seemed much longer than the swim out. It was probably a combination of some current, surface chop, the 300 meter distance and some fatigue.

When I got home, I contacted Mark and explained what we found. Based on his description we were very close to where he had seen the engine. I think our next search will be by boat. It will give us more time to explore the area and document any finds. Look for it in the spring schedule.



Discovery Isle Hawespipe (Photo: Mark Heibert)

Fall 2015 Side Scan Projects in the West Kootenays

*Submitted by
John Pollack*

This fall Simon Mitchell, Kathleen McGuiness, Pat Field and I conducted a total of four side scan searches on the Columbia River at Castlegar, the Kootenay River at Creston, and West Arm of Kootenay Lake. Some of these areas had been scanned more than a decade earlier during Harry Bohm's tenure at Underwater Research Laboratory (SFU), and later using the UASBCs SPORTSCAN unit. However, scanning technology has improved, and re-scanning with better equipment could yield new discoveries.

This fall we returned with a high-resolution Starfish 452F CHIRP side scan unit that could be pole mounted on a 14' inflatable. A small drop camera equipped with a 150' cable (fabricated by Harry Bohm), IR lights and a recorder was used to inspect some of the targets.

Of the three areas scanned, the old Nelson wharf proved to be the leader for both old and new targets. Two previously known boxcars (lost off the railway transfer barges) were imaged along with a large barge and a 40-50' ship-like target. All of these targets are located downstream of the Orange Bridge

The 452F provided scans of good clarity and detail, and its integrated geo-referenced recordings allow for accurate and easy GPS location of targets. A representative image from the Nelson waterfront is attached. On the left side of the nadir (the black stripe / blind spot bisecting the scan) are the numerous pilings and

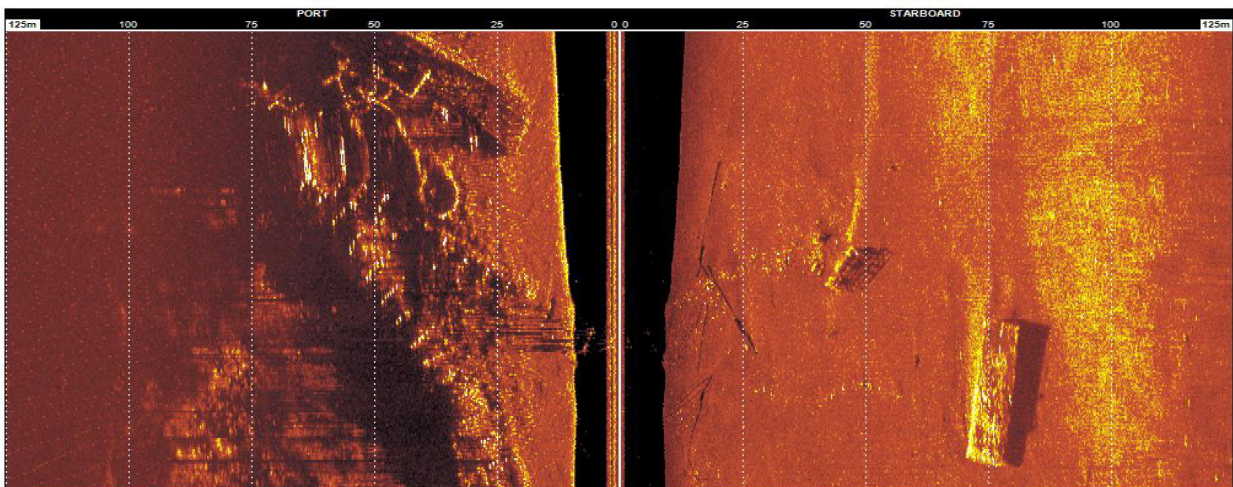
cross-ties of the old, curved Nelson railway wharf. It was on this wharf that steam trains would drop off and pick up passengers who then took passage on stern wheel steamboats bound for either Kootenay Landing (south), or Kaslo and the north end of the lake. At the top of the scan and immediately left of the nadir, is a short rectangular, cribbed wharf where 3 lines of rail cars were loaded onto large railway transfer barges that were pushed by tugs to the other railheads on the lake.

Two targets can be seen on the right side of the scan. The smaller target is a (previously known) boxcar. The planks have fallen off the sides of the boxcar such that one can see the shadows of the upright framing. This level of detail is the mark of a good CHIRP scan....despite a scan width of 250 m, shadows of the boxcar's 10 cm wide uprights and cross-beams are clearly visible.

The larger target is a 10 x 40-60 m wooden barge that was missed during earlier scans, and likely hidden in the nadir. A barge carrying a load of building marble destined for Nelson's government buildings, was reported as a total loss when it sank off the wharves circa 1900. This barge and boxcar, a second (known) boxcar, and a (previously unknown) ship-like target all lie in 30-35 m of water.

Now with the arrive of snowfall we're shut down for the season, but further searches are planned for 2016. Hopefully we will find additional sites in the Kootenays.

Sidescan Plotter



HAPPY BIRTHDAY !

by: Eric C. Young



It really is Happy Birthday to Us! Around the Ides of October, 1975 the UASBC was founded as a society. So we have reached the right venerable age of Forty. A number of the people who were instrumental in that 'birth' are still around, though not too many of them are still active in the Society.

Two people who have been very active in the Society over the last 30-35 years are Jacques Marc and Tom Beasley. The Victoria and Vancouver Chapters both celebrated the event at their respective Chapter meetings in October. Jacques found the time to put together a powerpoint presentation with images covering all the important milestones along those forty years. He then presented it at the Victoria meeting on Wednesday, October 14th. Jacques shared the electronics with Tom, who then gave an equally entertaining presentation in Vancouver two weeks later, Wednesday the 28th.

A baker's dozen of members attended each gathering. New Society President, Bronwen Young attended both meetings; which led to an interesting occurrence in Victoria. There were five present and former Presidents in the room.

The presentations showed how much the UASBC has done over the last forty years. We have made a significant impact on the province's knowledge of its underwater heritage. We have actually been instrumental in finding some new wreck sites. More importantly we have been the group that has fleshed out the broader understanding of wrecks that the diving community may have known about for longer or more recent amounts of time. Concurrently we have gone in when some partner has run across something and figured out what it is and what is its significance.

Inherent in both Jacques' and Tom's presentation was the fact that an equally important factor in our work is that we have shared what we have uncovered with the larger community. During our early work we had quite close ties with Branches of the Provincial Government. We have continued those ties by always informing them about we have discovered. After ten years or so we saw that the wider community also wanted to know about what was underwater. Our publications have and continue to sell well.

There is no better way to celebrate than by sharing food. Each meeting ended with the cutting of a lovely Birthday cake. The first was a yummy white cake and the second was an equally scrumptious chocolate one. We could have had two dozen attendees each with the cakes. As it was some people got to enjoy the celebration later on, too.

It is interesting how in personal life earlier birthdays are momentous and then once we get to around 40 we would sort of rather not bring up that fact. With an organization it is sort of reversed. Early on its not such a big deal. Then as the number grows it becomes more and more noteworthy. I think when we reach 50 we will need more than a great presentation and a cake. I certainly plan on being there.



This is the Victoria Chapter Meeting in October with the white birthday cake.

Wallace Island, Trincomali Channel - Virago Rock, Porlier Pass

by Eric C. Young

On an October morning the 'usual suspects' met in Maple Bay. Prepared for anything from rain, to wind and cold (perhaps not snow) they were treated with fine temperatures and mostly sunshine. The objective was to check on two wrecks, the Panther and the Point Grey.

Explorations Director, Jacques Marc, has trained his suspects to be ready to go when the boat arrives. Dean Driver, Holger Heitland, Jiri Kotler, Aurora Skala, Bronwen Young, and Eric Young all dutifully arrived at least thirty minutes early. The Juan de Fuca Warrior, with Gordon at the helm, zipped over from Sidney to pick us up.

The protected waters of Stuart Channel were smooth and it took very little time to round the top of Saltspring and arrive at Wallace Island. The Panther was one of the first wrecks that the UASBC ever investigated. This October being our fortieth anniversary, it was fitting that we should visit the original scene.

The Panther is right at the southern end of Wallace Island. The ship was under tow much further south when things went awry and its cable broke. It is quite something that with no propulsion it ended up so directly on the narrow point of a reef. The reef is also, conveniently, only covered by about ten meters of water. We dropped our small anchor right in the middle of the wreck. Interestingly, there was a moderate ebb current flowing over the wreck.

Given the shallowness of the site it is little wonder that there is not much left of the ship's structure. The coal that she was carrying covers the entire site. I am constantly amazed at how 'light' coal seems when it is underwater. Which also leads one to wonder why it is not significantly more strewn around by currents and storms on a shallow site.

One can not really determine which end is stem or stern, so; the western side of the wreck has been partially preserved by the coal above and shifting sand below. Marine organisms love to eat the ship's wood when it is exposed. The Panther was sheeted in copper a bit above and completely below the water line. Apparently two different types of copper were used. The upper pieces, which appear slightly thinner, now have organisms living on them. The lower, thicker, pieces still exhibit the familiar blue tint of copper exposed to water, and they are bare. The lower portions of many of the wooden frames can still be seen, even after 150 years. Perhaps they are partially protected by the copper and/or shifting sand. In the centre of the wreck some heavily encrusted bits of iron still stand proud of the coal.

After satisfying ourselves underwater, we repaired a few hundred yards to Conover Cove and tied up to the public wharf. Use of the shore facilities, intermittent sunshine and a nice lunch rendered the two hour surface interval very relaxing. Being aware that one does want to be "on time" for the slack water in Porlier Pass we did eventually head north the few nautical miles to Virago Rock.

We were, of course, early. What appeared like a three knot current was still ebbing south through the Pass. We wandered about until it seemed to be below a knot. Jacques went down and put up a small float to show everyone where the wreck was (most of us had not been on it before). Locating the Point Grey is really not an issue. There is the round column of an old light that has fallen into the water directly below the modern light. It points right at the stern of the wreck. As it turned out, the current below was negligible, as opposed to the surface.

The Point Grey is quite an interesting wreck. Because she is so close to the surface, again about ten meters,

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Victoria Underwater Explorer Speaker Schedule 2016

Wednesday, January 13, 2016

Taking Archaeology Digital

Chris Mundigler, Archaeologist UVIC

Wednesday, February 10, 2016

Ocean Acidification

Dwight Owens, Ocean Networks Canada

Wednesday, March 9, 2016

Sea of Plastic

Dwight Owens, Ocean Networks Canada

Wednesday, April 13, 2016

Seastar Wasting

Andy Lamb, Marine Naturalist and Author

The UASBC Victoria Chapter meets
at Swan's Hotel and Brewpub,
506 Pandora Street in Victoria
at 07:00 PM

Wallace Island, Trincomali Channel *continued*

in a heavy shipping channel, and right at the position of maximum currents, she keeps getting smacked by passing tows. Apparently she was first bounced off the rock. Then she was flipped upside down. Next, she was ripped in half and the bow portion flipped back right side up. That bow portion was the furthest out into the channel and appears to have been beaten up a few more times. For a passing barge to get at the stern section it would likely need to go through the navigation light (hmm, one wonders how that first light ended up in the water?).

As I said, the bow portion has been significantly pulled apart. One can still identify the keel as it comes forward and the curve of the bilge becoming more upright as you approach where the bow used to be. Frames and plating are evident but quite scattered.

The stern is much more intact, but, according to Jacques, is starting fall in upon itself. The boiler is

complete and actually can be entered from below. The crank arms of the engine are evident and attached to their shaft. The drive shaft runs back to the propeller which still protrudes from the stern post. Two of the blades are still there. The other two were not evident on this dive, but are said to be somewhere. Since the stern is highest on the reef, one wonders whether she was swept in stern first and did the blades get sheared off as the prop was still turning?

One finishes with the rudder which lies flat on the reef with the Society plaque sitting on it. It is easily read and has one of our standard messages: take pictures and memories and leave only your bubbles.

As we came up the water on the wreck had started to flood back to the north but the surface itself was like glass. A quick ride back to Maple Bay and we all felt we had a good day.

UASBC Diver Explorations

Spring Diver Schedule 2016

Saturday February 20th

Southern Vancouver Island – Trip to search for the wreck of the sailing barque Rosalia, lost off the southern tip of Discovery Island in March 1868. Our second dive will be off Gonzales Reef in Enterprise Channel to try relocate more remains of the yacht Discovery Isle lost in 1950. We searched for the Discovery Isle in November 2015 and found a few bits and pieces including a hawse pipe. The goal is to find the engine and shaft. You can learn about the Discovery Isle by visiting Mark Heiberts web site “victoriadiving.awardspace.com” There may be some current during the second dive but we will be using a live boat for pickup.

Cost \$80 per person. Limit 8 divers.

Contact Jacques (250) 474-5797 or email: jmarc@shaw.ca.

Saturday April 2nd - Sunday April 3rd

Sunshine Coast - We will visit Powell River to dive the steam tug Shamrock, schooner Malahat and USS Dakota.

We will do a charter diver on Saturday and will do shore dives on Sunday.

We will catch the 3:15 or 7:15 ferry from Comox on Friday evening and return on 5:15 ferry Sunday afternoon.

We will also have ferry, food and accommodation costs.

Charter \$80 per person. Limit 10 divers.

Call Jacques (250) 474-5797 or email: jmarc@shaw.ca

Saturday April 16th

Don't forget Shipwrecks 2016

Saturday May 7th

Southern Vancouver Island – Join us for a two tank boat dive on the Zephyr off Mayne Island and on the G.B Church BC's first artificial reef sunk in 1991. The Zephyr was a sailing bark loaded with sandstone blocks and columns destined for the San Francisco mint. It sank in a snow storm in 1872. Surveying this site was one of the first projects undertaken by the UASBC in 1976. These are moderately easy dives so everyone is welcome.

Cost \$80 per person. Limit 8 divers.

Contact Jacques (250) 474-5797 or email: jmarc@shaw.ca.

Thursday June 2nd - Sunday June 6th

Expedition 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: \$750-800 per person. Limit 6 divers.

You must have a NAS Introduction Certificate to participate.

Contact Jacques (250) 474-5797 or email: jmarc@shaw.ca.

UASBC Vancouver Speakers Schedule

by: Tom Beasley

Wednesday January 27, 2016

Archaeology of the Sir John Franklin Expedition

Speaker: Dr. Robyn Woodward, archaeologist - Simon Fraser University

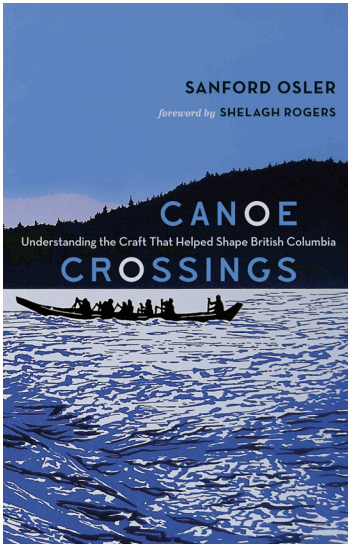
Robyn will provide an overview of Parks Canada's underwater projects in its search for the Franklin Expedition

Wednesday, February 24, 2016

BC's First Nations Canoes

Speaker: Sanford Osler, author

Come hear local author Sanford Osler's illustrated talk on First Nations canoes found in British Columbia.



Wednesday March 30, 2016

Archaeology of the 1858 Gold Rush

Speaker: Prof. Brian Pegg, archaeologist, Kwantlen Polytechnic University

Prof. Pegg has lead several field schools and other surveys of indigenous, mining, and settler sites in the Fraser Canyon, with fascinating historic and indigenous finds. He will explain the role of indigenous people in the pivotal historic events that took place between 1858 (the Fraser Canyon gold rush) and 1863 (the completion of the Cariboo Wagon Road)

7:30 Last Wednesday of the month (except July, August and December)

**Vancouver Maritime Museum
1905 Ogden Street
Vancouver, BC**

PUNNED-IT

How did the yacht feel when it lost its dinghy?

Like a wreck.

Why did the four masted sailing ship make not a sound when it slipped beneath the waves?

It was no barque.

2016 Shipwrecks Maritime Conference
Spanish Galleons,
Chinese Junks and Other West
Coast Maritime Mysteries

Presented by:
The Underwater Archaeological Society of BC
April 16, 2016

Day Session

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

Price \$40.00

Dinner & Woodward Lecture

Ghost Ship: The Manila Galleon
San Juanillo of 1578

Edward Von der Porten, Archaeologist
and Maritime Historian

Pacific Fleet Club

No Host Bar 6:00 PM

Price \$45.00

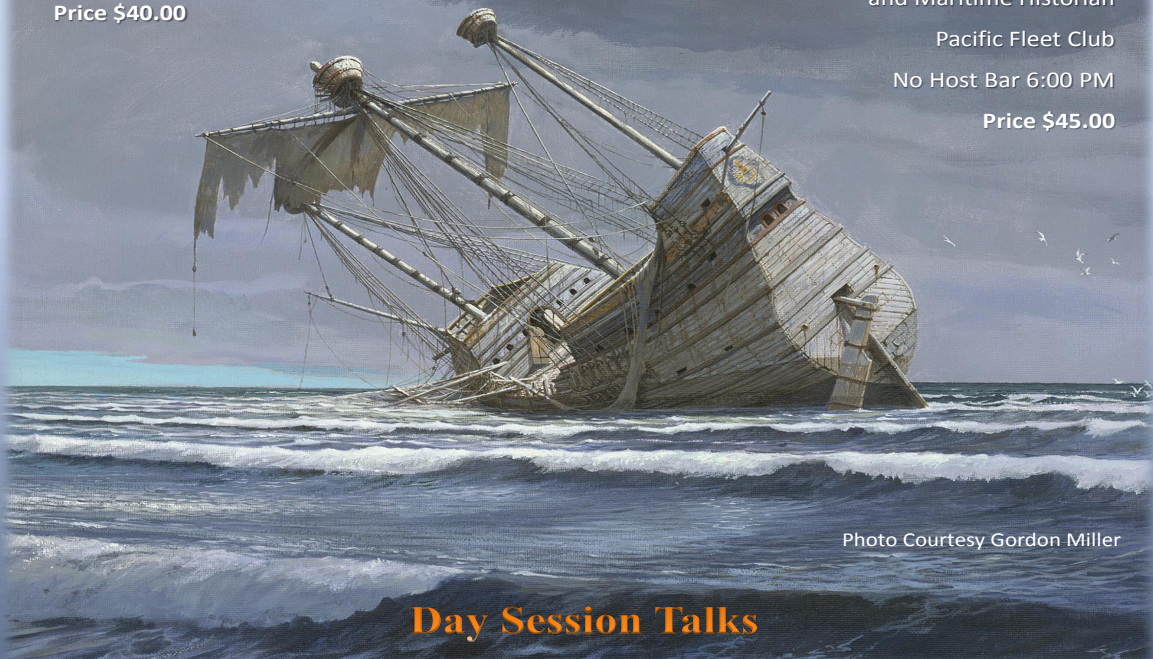


Photo Courtesy Gordon Miller

Day Session Talks

Sir Francis Drake's Secret Voyage - Dr. Tim Ball,
Environmental Consultant and Columnist

Nehalem Bees Wax Wreck - Scott Williams, Beeswax
Wreck Project Group Principal Investigator

Cadborosaurus: Fact or Fiction
Adam McGirr, Vice President, BCSCC

For more information and to purchase tickets using PayPal visit
WWW.UASBC.COM
email: vanisle@UASBC.com

Alternatively contact:
John (250) 743-4495 or Jacques (250) 474-5797

Into Oblivion: Loss of HMS Condor - Jacques Marc
Explorations Director UASBC

Chinese Exploration to the Pacific North West: Hwui
Shan (c.1500) to the present - Tom Beasley, UASBC

Chinese artifacts found in the Northwest -
Grant Keddie, Archaeologist, Royal BC Museum





Happy New Year Folks!

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