

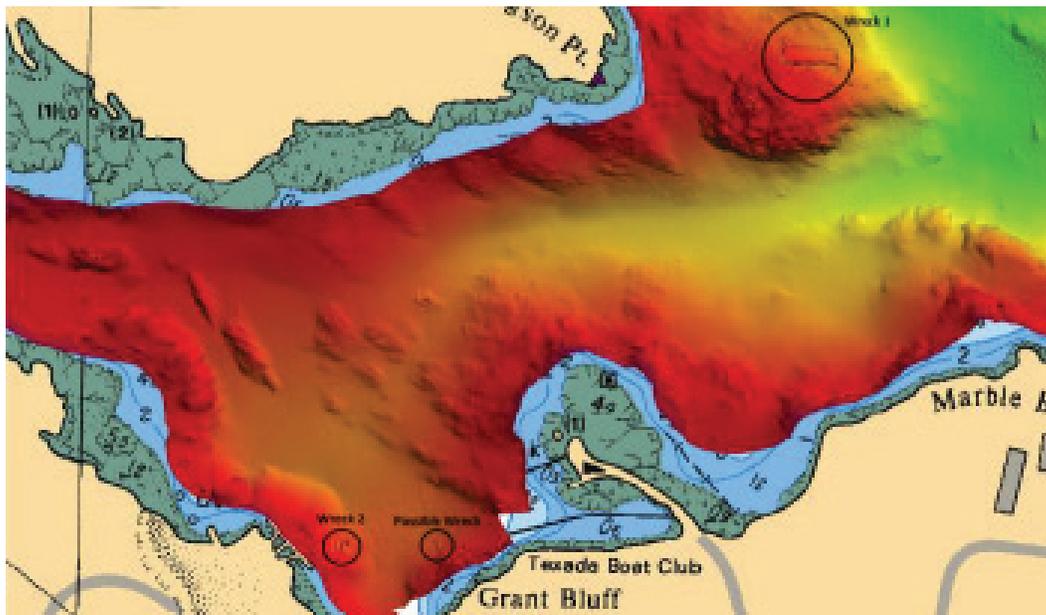
## Texada Island - Sturt Bay Shipwreck Investigation

*A Report*

*by,*

*Jacques Marc*

The UASBC made a trip to Sturt Bay on Texada Island on October 15th 2017 to investigate three wrecks located by the Canadian Hydrographic Service during survey operations in the fall of 2016. Wreck coordinates and images were provided by Duncan Havens, a Multidisciplinary Hydrographer of the Canadian Hydrographic Service



*Canadian Hydrographic Multi-beam survey showing the three wrecks in Sturt Bay.  
Courtesy Canadian Hydrographic Service*

Our first dive was completed on Wreck #1 which lies on Scott Rock at the entrance to Sturt Bay. The least depth coordinates 49 45 .801N by 124 33 .657 W provided by CHS, put us on the stern of the wreck. The tide height at the time of our dive was 5.3 feet. On this tide the stern of the wreck was in 40 feet of water and the bow was in 90 feet of water. The wreck was identified as a steel open deck barge. Survey measurements found the barge to be 46 meters (151 ft) long by 13 meters (42.6 ft) wide. The barge is made of steel with low

*Continued on page 2*

## Texada Island - Sturt Bay Shipwreck Investigation *(cont'd)*

sidewalls along the deck and was most likely used for gravel or other material, but could also have been used to transport equipment. The barge is almost identical in construction and design to the barge in the photo below.



*<https://commons.wikimedia.org>  
Utility barge at Anchor, Powell River BC*

The barge lies on the north side of Scott Rock, bow down and canted to the port. The stern is identified by its skegs. (Skegs are used to increase the directional stability of towed barges) There is a substantial hole in the bottom of the barge on the starboard side about 1/3 of the way back from the bow. Local resident and commercial diver Sasha Van Kessel identified the barge as one operated by Westview Dredging Ltd. that sank prior to 2000. We do not know its name or designation and there is no record of its loss in the List of Shipping Casualties for BC waters. The barge is covered in plumose anemones so makes for a pleasant dive. See photos below.



*Stern of barge with steering Skeg visible  
(J Marc)Photo*



*Bow of barge with Plumose Anemones  
(J Marc) Photo*

## Texada Island - Sturt Bay Shipwreck Investigation (cont'd)

Our second dive occurred on wreck #3 (possible wreck). The location of the wreck 49 45.599 N by 124 33 .862 put us on the shore end of the Yacht Club visitor dock. The wreck is directly below the dock. The depth to the wreck was 49 feet on an 8.5 foot tide. The possible wreck is a small wooden tug which is much deteriorated. The stem post is extant and equipped with a steel grouser and rubber tires for pushing. The deck and wheel house are missing. At the aft end there is a towing bit. Inside the exposed hull there is an inline 6 cylinder diesel engine and a couple of fuel tanks. A fellow from the yacht club asked us not to disturb the fuel tank as it has leaked in the past. We did a length measurement and the tug is 9.3 meters long.



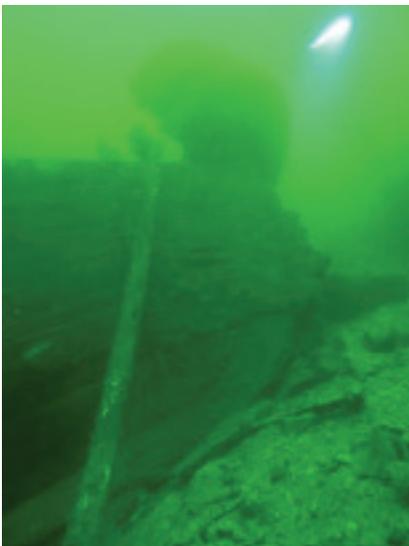
*Jacques, Jiri, George, Sasha Van Kessel  
Anji Smith Fotos*



*Victory XII Courtesy Nauticapedia.  
Mike Wright Photo.*

Sasha Van Kessel identified the wreck as the Victory XII. I looked it up on Nauticapedia.com The Victory XII (registration no. 173743) was a wooden tug built at the Benson Shipyard in Vancouver BC, in 1941. Her registered length was 10.7 meters and she was powered by a 220 BHP engine.

She was owned in her final years (1979-1982) by Hattco Marine Services of Vancouver. It is reported that she was abandoned at sea in Georgia Strait and sank on April 21, 1979. While there is a 1 meter discrepancy in our measurement in relation to the tug length, the style of the vessel and the level of deterioration are consistent with a vessel that sank 37 years ago.



*Bow of Victory XII  
(J Marc)Photo*



*Stern Towing Bit on Victory XII  
(J Marc)Photo*

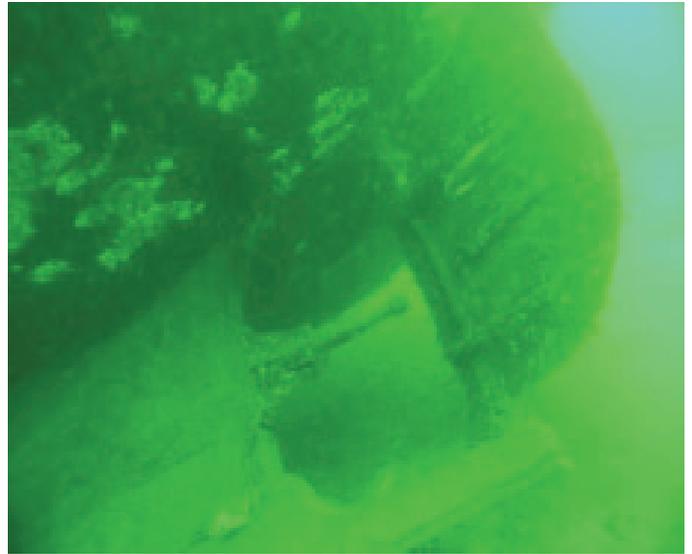
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## Texada Island - Sturt Bay Shipwreck Investigation (cont'd)

Our third dive occurred on wreck #2. The location of the wreck 49 45 .598 N by 124 33 .923 W is just off shore of a modern shipyard ways in Sturt Bay. The coordinates provided, put us slightly up slope of the wreck. The wreck lies on a sand mud sloping bottom with the stern in shallower water and the bow at 60 feet on 7.6 foot tide. The fish boat is made of wood, is painted dark blue in colour and measures 11 meters in length. It is clear that the vessel was stripped prior to sinking. It has no engine, propeller or steering wheel. The fact that the propeller nut remains on the shaft is evidence that the vessel was salvaged before being sunk. The vessel has been under water less than 10 years given its reasonably good condition. Sasha identified the wreck as the Norna. The Norna II (registration no. 170925) was a wooden fish boat built at Prince Rupert in 1939. Her registered length was 10.4 meters and she was powered by a 140 BHP engine. In her final years (2003-2007) she was owned by Miroslaw Majewski of Victoria BC. Her registry was closed May 1, 2007. There is no record of her sinking.



*Norna II Wheelhouse  
(J Marc)Photo*



*Norna II Shaft and Rudder  
(J Marc)Photo*



*Divers in Powell River  
(J Marc)Photo*



*Divers in Powell River  
Anji Smith Fotos*

# SEARCHING FOR THE EMILY HARRIS

## SEARCHING FOR THE EMILY HARRIS

*By  
Warren Oliver Bush*



*Emily Harris (Complements from BC Archives g-00356)*

On 12 Sunday 2017, ten divers set sail from Sidney's Vancouver Island Marina aboard the MV Cape Able in search of the final resting place of the Emily Harris. UASBC made a similar trip using the same vessel in 2016.

Early Victorian shipbuilder Peter Holme launched the Emily Harris from his Laurel Point shipyard on 3 January 1861. The Daily British Colonist recorded her dimensions as "100 feet in length, 16 feet of beam and 6 feet, 6 inches depth of hold." Based on a surviving sketch in the Royal British Columbia Museum, historians also know that she was schooner rigged on masts fore and aft and she had a small cabin amid-ship. Further, the Colonist confirms that the engines and associated machinery, "will be 30 horsepower, and have 12 inch cylinders and an 18 inch stroke. The screw is four feet six inches in diameter, 17 inches long. The boiler, which is tubular, was built at Watson's machine shop...It has been tested with hydraulic power and withstood a pressure of 140 pounds." The Emily Harris

could accommodate fifteen passengers and eighty tons of freight.

The vessel would have rapidly become a regular sight around Victoria, Nanaimo, and the Southern Gulf Islands. Its operational history mainly consisted of ferrying coal between Victoria and Nanaimo, but trips to various way ports occurred regularly, and in 1862 it even ventured as far north as the Stikine River. Indeed, Victoria's early citizenry would have accepted her as a stalwart member of the town's fleet.

Unfortunately, on the evening of 14 August 1871 the Emily Harris experienced an apparent boiler explosion, which sent her to the bottom of Trincomali Channel. She had previously loaded coal at Nanaimo, and made an uneventful southbound transit until the explosion. The vessel sank after drifting around for thirty minutes. Three first Nation men and the half breed engineer successfully swam to Saltspring Island's shore. The next morning they turned up on the doorstep of Saltspring's

## Searching for the Emily Harris (cont'd)

Constable, Henry Sampson. Captain Frain, the cook, and a passenger either drowned or succumbed to injuries sustained in the blast. Authorities quickly initiated a search around the surrounding waters to locate survivors or wreckage, but almost all evidence of the Emily Harris remains shrouded in mystery, somewhere on the seabed. The wreck has never been found.

It was with such thoughts in mind that Ewan Anderson, Warren Bush, Dan Downes, Barry Janzen, Jiri Kotler, Cyril Kwan, Jacques Marc, George Silvestrini, Paul Spencer and Dan Weinberger set out to explore the area of Trincomali Channel between Walker Hook and Captains Passage. After loading gear and departing Vancouver Island Marina, the Cape Able transited northeast through Satellite Channel and then north through Captain Passage.

The first set of dives focused on a 30 to 40 foot contour off Saltspring's eastern shoreline, starting at Walker Hook and moving south. Four teams quickly entered the water at prearranged waypoints. If a diver was looking for featureless sand, he needn't look further.

The intrepid team spent a brief surface interval reorganizing their gear, while Ewan Anderson and Dan Weinberger used Diver Propulsion Vehicles to circumnavigate Atkins Reef, to no avail. The second set of dives had the same dive profile as the first, except they began south of Walker Hook, and south of the previous end point. The only reported finds were a few tires, a Caterpillar track and an occasional bottle or two. Both dives lasted approximately 45 minutes.

On the return trip to Vancouver Island Marina, the divers employed the recently installed side scan sonar on the Cape Able to search for the resting place of the Henry Foss, known to be somewhere northwest of the Channel Islands. One is left with the impression that such an endeavour is half science, half art, and a whole lot of staring at a screen.

The divers returned to terra firma at 17:30, and dispersed. The resting place of the Emily Harris remains undiscovered, but once again the UASBC narrowed down the areas where the wreck is not! Consequently, it's easy to be excited about next year's dives.

***You and a guest are cordially invited to attend  
The Underwater Archaeological Society of BC  
Wine & Cheese Recognition Evening***

**UASBC**

Saturday February 3, 2018

7:00 pm - 9:30 pm

@ Chateau Victoria

740 Burdett Ave, Victoria, BC

Suite 1602

Underwater Archaeological  
Society of BC

*Please RSVP by January 20<sup>th</sup>*

*Respond by email to: [jasa@telus.net](mailto:jasa@telus.net)*

*or contact John Middleton @ (250) 743-4495*

# SIDE SCAN SONAR SURVEYS

## SIDE SCAN SONAR SURVEYS IN SE BC

*J. Pollack, K. McGuinness, H. Bohm, X. Nielsen, H. von Krogh, J. Morrison, P. Jeakins, and Bill Meekel*

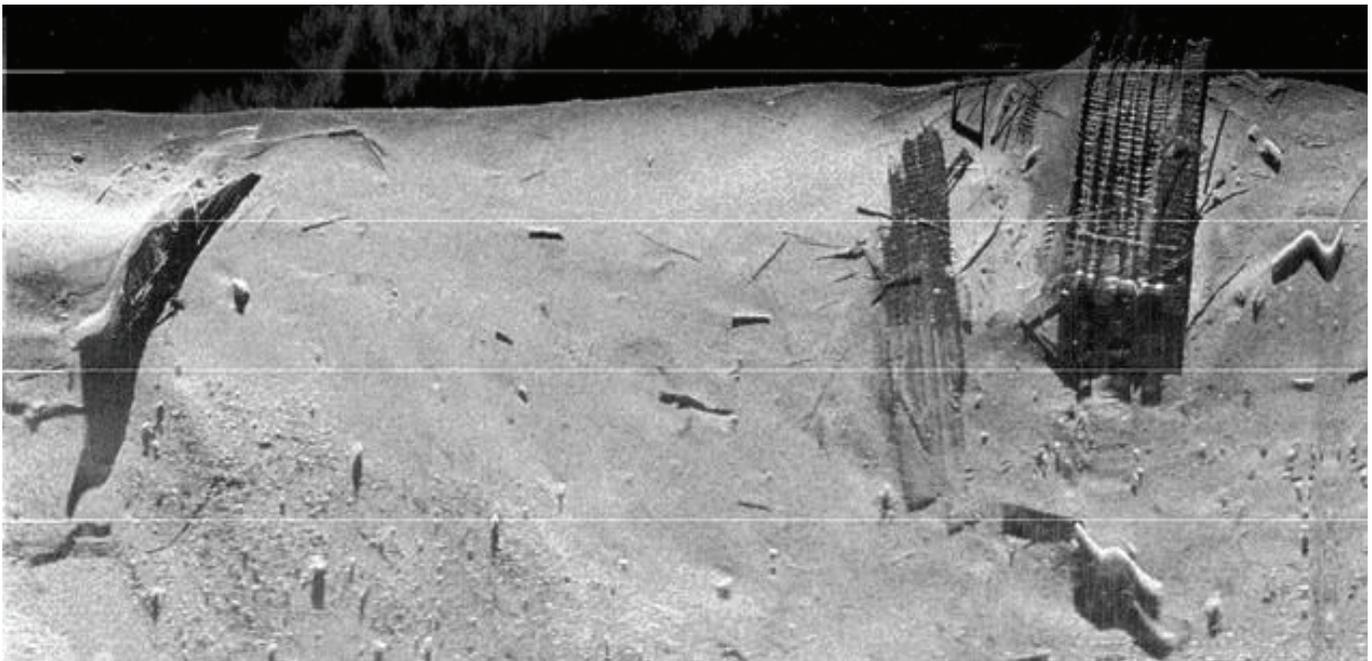
by  
*J Pollack*

This summer a small team (Survey Nomads) of UASBC members and locals continued the search for new sites in SE BC. Fourteen side scan sonar surveys were conducted between April and October 2017 on the Upper Columbia River between Invermere and Golden, on the Upper Arrow Lakes, Slocan Lake, and Kootenay Lake.

As in 2015 and 2016, the surveys are conducted using a Starfish 452F CHIRP unit in combination with a Panasonic Toughbook and a Garmin echoMAP 75SV Chartplotter/sounder. The sensor was pole mounted or towed from a Quicksilver 4.3 m inflatable. Good targets were scanned multiple times, geo-referenced tracks are recorded and then processed using

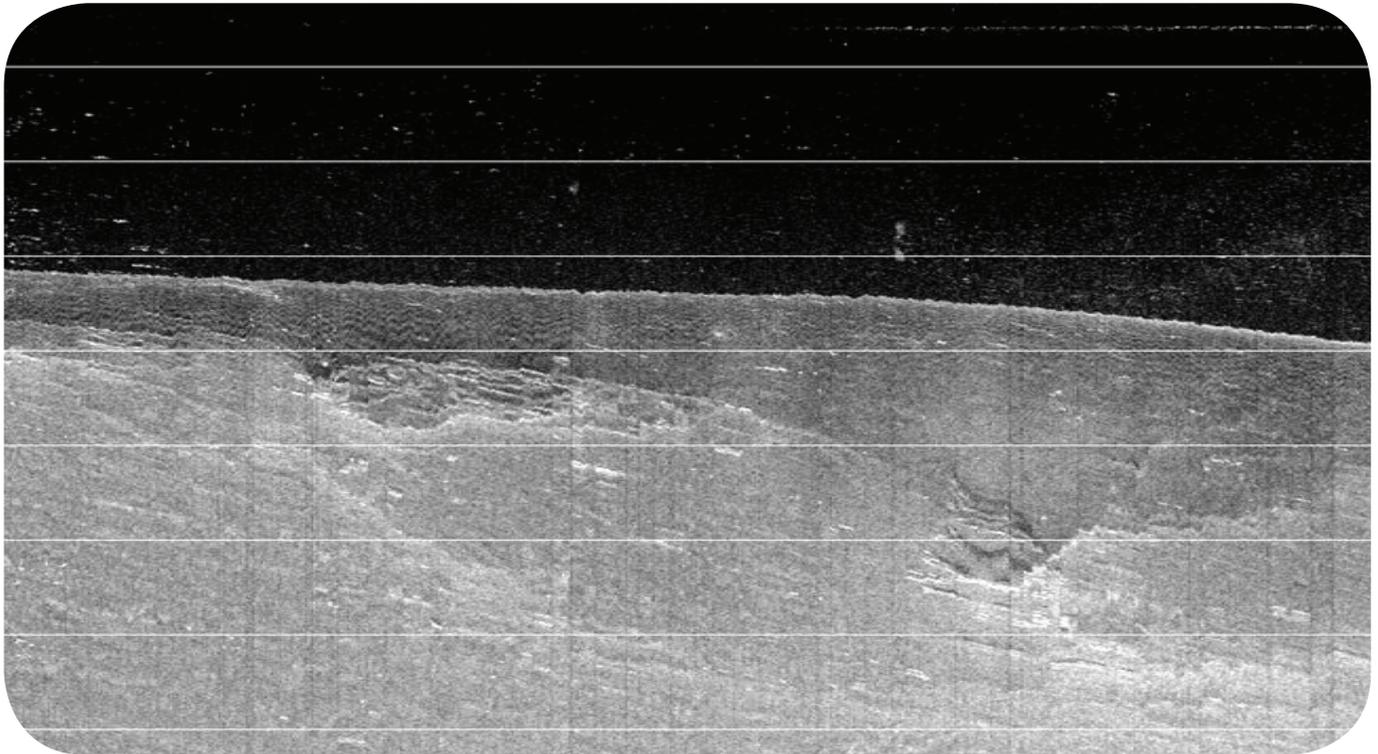
SonarTRX. The results are more distinct than those obtained with older and less sophisticated equipment (Figure 1). If targets are located in <100' of water, it is often possible to view them with an IR-lighted drop camera.

Once the side scan targets are narrowed down, we call in Bill Meekel, who in collaboration with Brian Nawidny, put together a dive team. The targets do not always pan out, but the divers have confirmed four new sites in total - in 2016 a large wooden-hulled barge loaded with marble and the 1892 steamtug Kaslo were confirmed on the Nelson water front; and in 2017 a unique wooden-hulled construction barge at Nakusp, and a new train wreck, at Kootenay Landing



*Figure 1. High definition side scan image of the Nelson waterfront upstream of the Orange Bridge. Steamtug Ymir (L), remains of CPR shipyard ways (C), 15-car CPR railway transfer barge (R) (John Pollack 2017).*

*Continued on page 8*

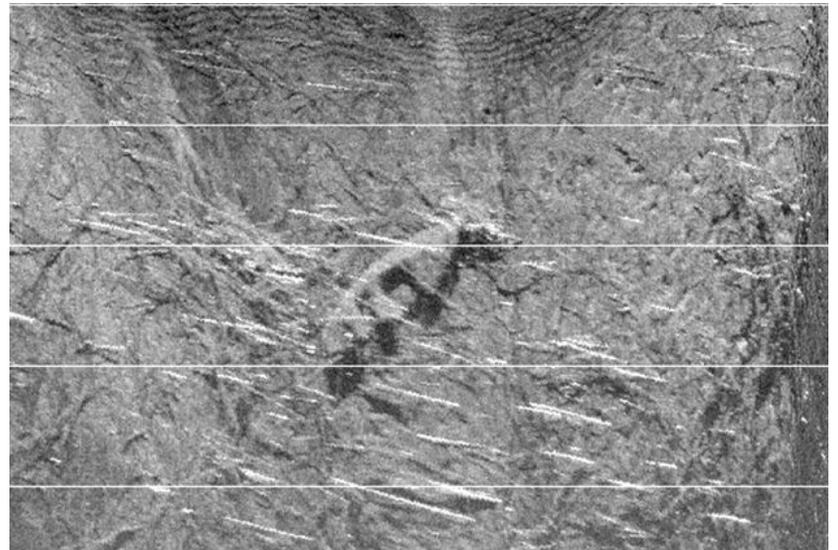


*Figure 2. Large silted-over target - likely the 1898 composite-hulled stern wheel steamboat Minto, Upper Arrow Lakes (John Pollack 2017)*

on the south end of Kootenay Lake.

There are a number of good targets that remain to be confirmed. The backlog includes a large ship-like target deeply covered with silt in 150'-200' of water that appears to be the silted-over hull of the 162' 1898 composite-hulled stern-wheel steamboat Minto (Figure 2). Dives are planned at this site in the spring 2018 when the reservoir is at low pool, and 40' shallower. Three new targets were located at Rosebery on Slocan Lake. They consist of a boxcar and a barge-like target at the old rail transfer site, and a distinctive hull-like target has been found in 220' of water near the old mill (Figure 3). Finally, a large man-made target has been located in 60' of water near the old wharf site at Arrowhead. This target may be 171', 1895 wooden-hulled sternwheeler Nakusp (#103302) that burned and sank at the wharf of Arrowhead, on Dec. 23, 1897.

No less than eight basic shipwreck inventory



*Figure 3. Hull with open hold in deep water, Rosebery, Slocan Lake. Note the dense concentration of logs from the old mill (John Pollack 2017).*

forms are in the works for both these new discoveries and several previously known but unreported sites.

FOGHORN articles on the fall 2017 and upcoming spring 2018 inspection dives will be authored by Bill Meekel.

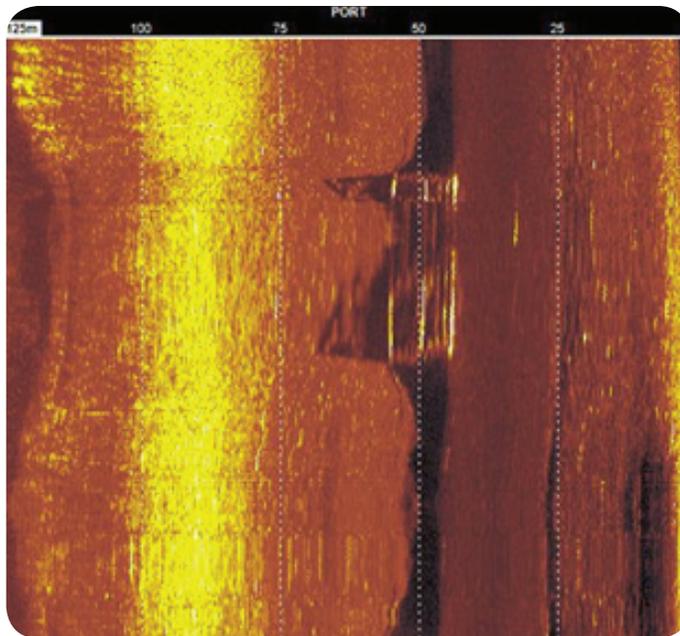
# KOOTNEY WRECK TREK

## REPORT ON THE KOOTNEY WRECK TREK OCTOBER 2017

*By  
Bill Meekel*

This is the report on the October 13 to 16, 2017 UASBC exploration trip to the Kootenay area in BC. The objective was to dive on and document several new sites that had recently been discovered by UASBC member John Pollack and his side scan team consisting of Kathleen McInnis and Sean Adams.

When documenting a new wreck our objective is to generate a Basic BC Shipwreck Report, video of the wreck and to submit the info to the BC Archaeological branch. This will generate a Borden Number (archaeological site identification number) and a record in the BC archaeological files. Wrecks are usually found by using a side scan sonar over an area of high probability such as the city of Nelson waterfront. It should be noted that this can take many hours of doing a controlled search, also called `mowing the lawn`. If this identifies an interesting target, location details and depth of the wreck are carefully recorded for return to the site. The side scan image of a railway box car is shown in Photo 1 below. The car is 3 dimensional and casts a sidescan 'shadow' on the left side of the car.



**Photo 1** - The top image is the box car at Kootenay Landing with another target below it. John Pollack Photo.

A dive team is then assembled to visit the wreck and start the documentation process. The dive usually lasts at least 30 minutes to video and measure a wreck. The dive team put together depends on the dive conditions at the site. If the wreck is shallow (less than 30 m) open circuit divers may have sufficient bottom time and avoid a deco obligation. Deeper wrecks are safer to dive using rebreathers and mixed gas. At the site a down line is provided for the divers. The first divers to splash at a site are the video team who will make a complete video recording of the wreck. Next the measuring team takes over. A standard sheet of information printed on a mylar sheet taped onto a heavy plastic slate is used. Data is recorded on the mylar using a heavy pencil. See Photo 2. A surveyor's tape is used to take the measurements.

## Report on the Kootney Wreck Treck (cont'd)

Vessel hull length, width and height are recorded as well as hull construction details, propulsion info, etc. The video and the divers' comments are also key to filling out the Shipwreck report. After the on-site work, the surface work begins as we work together to complete the report and to identify the wreck.

If you are interested in learning how to record wreck data and to handle a tape and slate underwater, I suggest you consider taking a **NAS INTRO** and **NAS 1** course offered by UASBC. If you would like to join us, watch out for notices about upcoming documentation trips.



**Photo 2** - Diver recording details of the box car at Kootenay Landing in low vis conditions. Brian Nadwidny Photo.

**Day One** was a fun dive. Our plan was to dive the steam tug Ymir located below the Big Orange Bridge (BOB) in Nelson. This is a shore dive so access and exit are pretty simple. October is a good time of year to dive since the current over the site is low. We entered the river above the Ymir and drifted down to the wreck. The vessel was launched in 1899 and is 23 m long and 5 m wide. The hull is all wood. It is fine condition considering her age at 118 years old! The vessel still has it's boiler in place. The Ymir is a very nice dive.

The plan for **Day Two** was to check out a site located east of Nelson at Five Mile. The visibility was only 2 – 3 meters and we did not find the wreck indicated on the side scan. So we moved on to the next dive site which was a landing craft from the 1950s. The wreck has a shape and function similar to a WW 2 landing craft. I was joined on the dive by Bruce Morrison and Brian Nadwidny. The wreck is 10.4 m long x 3.2 m wide x 1.4 m deep and is sitting upright in 16 m of water. It is all made of wood using timbers and plywood. It appears to have been scuttled since it had been stripped of its engine, front loading door (probably to help sink it) and all control and instrumentation hardware. It has been reported that it may have had a limited purpose and life since it was used in the building of BOB mentioned above. The Nelson waterfront is a very interesting wreck site and the landing craft adds to the variety. As reported last year, the hull of the steam tug Kalso was found and the wreck of a transfer barge carrying a load of rock was relocated. Both were documented and reported to the BC Archaeology Branch.

**Day Three** started by crossing the lake from Balfour to Riondel using the ferry. The objective was to drive to Kuskanook near the south end of Kootenay Lake. There we used Bruce's boat to motor to the site a few kilometers away. The site is an important transportation site dating from the 1890s.

The first dive site was an old CPR railway box car shown in Photo 1 sitting in 20m of water. The car and was

## Report on the Kootney Wreck Treck (cont'd)

discovered by John Pollack and his team. I was joined on the dive by Brian Nadwidny who collected the video. The car was old. The frame was all wood and held together with iron rods. The car had only a small area of shiplap cladding still present. It appears the cladding had come off after the nails holding it in place had rusted away. Erosion of the wood is also a factor. The full video of the dive taken by Brian can be viewed at:

<https://vimeo.com/241548124>

The second dive of the day was in the same area of the lake. It was an old wharf site known as Kootenay Landing. It was an important transfer site between the trains coming from the east (the Crowsnest) and the paddlewheelers coming from Nelson and points up Kootenay lake. Passengers and freight heading east and west would meet at this location. Little remains above water except for the pilings that supported the deck of the dock. There is more to see underwater. There are the remains of two rail cars consisting of four sets of car running gear known as trucks. There is also the remains of the railway transfer beams which were part of the old dock itself.

**Day Four** was a trip to Garland Bay on Kootenay Lake to dive a piece of heavy equipment (Photo 3) found by Brian Nadwidny. The machine looks like an old style crane. Using the underwater video (taken by Brian), a Kamloops logging supply company was able to identify the machine as a grapple loader, Photo 4. The full video of the dive taken by Brian can be viewed at <https://vimeo.com/240320416>



**Photo 3** - The main part of the crane boom of a logging grapple loader and diver. Brian Nadwidny Photo



**Photo 4** - A grapple loader from the 60s working at loading logs

# UASBC Diver Explorations

## Spring Diver Schedule 2018

### **Sunday - February 18**

#### **Search for SS Enterprise**

We will continue our search of Cadboro Bay for the wreck of the SS Enterprise.

We will do a shore dive to search for the wreck. The Enterprise was lost in 1885 after being in collision with the sternwheeler R.P Rithet.

This dive will require a couple hundred meter swim but is suitable for all open water divers.

This is a shore dive so there is no cost to participate.

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

### **Sunday - March 18**

#### **Relocate and Dive Henry Foss Wreck**

It has been 15 years since the UASBC has been on this wreck. We will attempt to relocate and dive the wreck to determine its current status. The Henry Foss struck the channel Islands and sank in deep water with the loss of 5 of her 6 man crew in 1958.

This is a deep, cold, dark dive with often poor visibility.

Divers should have an advanced level certification and numerous 100 foot dives to their credit .

Cost \$90 per person. Limit 8 divers.

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

### **Friday, March 30 to Monday, April 2**

#### **SS Minto and Arrowhead**

This UASBC trip will continue our search for the hull of the SS Minto which was burned and sunk in Galena Bay (Upper Arrow Lake) in August 1968. The plan is to dive and document the 35 m deep target that is expected to be the SS Minto. The trip will also be diving on some promising new targets close to the old townsite of Arrowhead. If time permits we will also visit the Beaton area and make a dive on the hull of the SS Bonnington.

Divers should have an advanced level certification and experience due to the cold water and low visibility conditions

Cost \$40 per person. pre trip - There will be a charge per diver for fuel.

Contact Bill Meekel at [billmeekel@gmail.com](mailto:billmeekel@gmail.com) for more information or to join the group.

### **Thursday, April 19 to Monday, April 23**

#### **Gulf Islands Continued**

This Expedition will be to continue our survey work in the Gulf Islands; we have chartered the MV Cape Able for four days to act as our base of diving operations. We will base our operations out of Conover Cove on Wallace Island. Accommodation will be on board society member boats while diving will occur off the Cape Able. The goal of the expedition is to continue survey work on the Robert Kerr and Del Norte and continue our search for the Mary Hare off Reid Island. This will be a good opportunity to practice your NAS skills. More details on the expedition will be released closer to the trip date.

These are moderately easy dives so everyone is welcome.

Cost estimate \$300-350 per person. Limit 8 divers.

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

**PLEASE REFER TO [WWW.UASBC.COM](http://WWW.UASBC.COM) FOR THE LATEST UPDATES!**

**2018 Shipwrecks Maritime History Conference**

**EXPLORING THE OCEAN DEPTHS**

Neil McDaniel

**Presented by:  
The Underwater Archaeological Society of BC  
April 7, 2018**

**Day Session**

**Location:** Cedar Hill Golf Course  
1400 Derby Rd, Victoria, BC

Registration 08:30AM.  
Price \$40.00

**Dinner & Woodward Lecture**

**Exploring Deepwater Wrecks along  
the Pacific Coast**

**Robert Schwemmer** - Regional Maritime  
Heritage Coordinator NOAA

**Location:** Cedar Hill Golf Course

No Host Bar 6:00 PM

Price \$45.00

**Day Session Talks**

**Using Multi-Beam Technology to Map the Ocean  
Floor.** Dave Jackson - Manager, Data Acquisition  
(Retired) Canadian Hydrographic Service

**100 miles out and 100 feet down, the Bowie  
Seamount Expedition.** Neil McDaniel - Explorer &  
Photographer

**Revolutionizing Ocean Science - Neptune Project**  
Dr. Kim Juniper - Chief Scientist ONC

**The Loss and Discovery of *SS Coast Trader***  
Jacques Marc - Explorations Director UASBC

**Using Photogrammetry to Document Shipwrecks**  
Ewan Anderson - Archaeologist

**ROPOS Canadian Scientific Submersible Facility**  
Douglas Bancroft, President and Chief Executive  
Officer (ROPOS)

To purchase tickets using PayPal visit [WWW.UASBC.Com](http://WWW.UASBC.Com)  
For more information or to buy tickets in person  
email: [josa@telus.net](mailto:josa@telus.net)

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



# Future Underwater Archaeologists

## Future Underwater Archaeologists

By: Jacques Marc

During the summer I received an inquiry from a teacher on Salt Spring Island about doing a talk about Shipwrecks. She had read about our 3 year project to inventory the shipwrecks in the Gulf Islands. She explained that her grade 5 class was learning about lighthouses and that many light-houses were installed as a result of a shipwreck. I responded that I was sure I could do something. After a few more emails we settled on a date and a curriculum. On Wednesday October 4th my wife Jeanette and I caught the 11:00 AM ferry from Swartz Bay to over to Salt Spring Island. After touring Ganges and grabbing a bite to eat, we headed to the Salt Spring Elementary School. We loaded the tools of our trade on to a cart and wheeled everything to the classroom. We were greeted by teacher Gail Bryn-Jones and 17 of her students. Gail warned me the children had a short attention span so to keep my power point short.

With this in mind I had developed a curriculum big on doing and less on listening.

I quickly set up my equipment and started the introduction talk segment. I had hardly started when I got my first question. Have you dived on the Titanic? I explained it was deep and could only be done using a submarine. I moved quickly on to doing a high level fly over of the UASBC and what we do.

During the talk I emphasized that many of the Gulf Island wrecks were coal transports.

I also showed them pictures of the Del Norte Boilers, showed them the 3D model developed by Ewan Anderson and finally a 3D print of the boilers produced by my son Justin.

After concluding the 20 minute talk I broke the group into two groups. Group 1 was to do an underwater excavation and Group 2 was to map some artifacts.

We quickly set up two drawing frames and put

some artifacts beneath them. I left Jeanette in charge of assisting each child lean over the drawing frame and do a drawing of the artifacts on a slate.

In a separate room I set up a box of sand and buried 12 artifacts in the sand.

When I was ready to go, the children were lined up in a line single file. The first child was given a mask and a neoprene glove to put on. The mask was taped over to simulate poor underwater visibility and the neoprene glove made it difficult for the children to feel what they were grabbing.

As each child pulled out an artifact they were to take them to a table and match the artifact with a name tag and number. Once everyone was done I had 4 questions for the group to answer.

Who owned the ship?

What was it made of?

What was it carrying?

What area of the ship did we excavate?

The planted artifacts told the story.

- Broken china marked Canadian Pacific Railway.
- A piece of wood with a brass pin through it.
- A piece of coal.
- Several artifacts suggesting the dining room or captain's cabin.

I was impressed both groups were able to answer the four questions.

Jeanette had a more difficult time. We made the mistake of giving each child their mapping slate up front. They all wanted to map the artifacts at the same time. This caused some problems as some were drawing from the back while others were drawing from the front. The results are as you would expect.

Some were credible and others not so much.

It seemed that in no time our 1 hour with the class was over. I answered a few last questions and we said our goodbyes. Jeanette and I spent the afternoon getting ourselves re-acquainted with Salt Spring.

# Dec 2017

## USABC President's Message

### Keith Bosson

I would like to start out by wishing everyone all the best for the upcoming holiday season.

As you will see from the content of this edition of the Foghorn, the UASBC has continued to be active over the fall in pursuing exploration activities. Jacques Marc, our Exploration Director, along with Bill Meekel, Interior Director, have put together a busy dive schedule for the 2018 winter and spring period. These trips are open to any member, subject to having the appropriate level dive certification and experience.

Long time UASBC member John Pollack, has continued his side scan work in south east interior lakes and has made a number of discoveries. There are interesting articles by from both John Pollack and Bill Meekel in this edition on the work they are doing in this region.

There will be a wine and cheese evening in Victoria on February 3 for UASBC members and I hope to see many of you at the event. The Shipwrecks Conference will be held on April 7 in Victoria and the theme for this year's conference is "Exploring the Ocean Depths".

On another note, like many similar organizations, the UASBC has suffered from declining membership over the past few years. Most of the work of the society is done by a small group of active members. To sustain the organization over the longer term will need to both expand our membership base and broaden the number of members who are actively participating in society activities. We currently have open positions on the board of directors we need to fill. I would ask all of you to consider getting more involved in UASBC activities and promote the organization to potential new members.

I would love to hear from anyone who has any interest in taking a more formal role in the society's operations.

*Keith Bossons*  
*UASBC President*

## Future Underwater Archaeologists (cont'd)

I was especially interested in exploring the East coast from Fernwood to Walkers Hook. The Emily Harris was lost along this stretch and I wanted to get a feel for what the survivors faced in their walk to get help after the wreck. Alas we found all access to Walkers Hook is private, so we couldn't get to it.

We did discover that it would have been a difficult hike for the survivors to get from Walkers Hook to Fernwood. This information will inform our future searches for the wreck.

All in all it was a very successful day, and I am hoping just maybe we tweaked curiosity in a child or two.

# NAS Introduction Course February 2018

## NAS Introduction Course February 2018

The UASBC will be offering a NAS Introduction to Foreshore and Underwater Archaeology Course in Victoria at the Crystal Pool, on February 24th 2018

The NAS Introduction to Foreshore and Underwater Archaeology is a course designed to introduce students to the essential skills required to undertake basic underwater archaeological recording work. The course will cover principles of archaeology, instruction in basic survey techniques, an overview of sites around the world and the legal aspect of underwater heritage sites. The workshop includes a hands-on session where divers practice in the pool and non-divers practice on the pool deck. Both divers and non-divers are welcome!

Course Cost is \$100.00 for UASBC Members and \$135.00 for non-members.

*For more information or to register contact: Jacques Marc at 250-474-5797 or e-mail [jmarc@shaw.ca](mailto:jmarc@shaw.ca)*

**Note-Registration closes February 16, 2018.**

## An Evening with Jacques Marc in Powell River



*An Evening with Jacques Marc hosted by Salish Sea Dive in Powell River  
Anji Smith Fotos*

# Victoria Underwater Explorer Speaker Schedule 2017/18

**December 13 - Wednesday**

**Dwight Owens**

**Ocean Networks Canada**

Slide show

**January 10 - Wednesday**

**Catherine Gilbert**

**Historian**

**Naming the Named: The Surveying, Mapping and Naming of BC's Coast**

A born adventurer Catherine is widely travelled and has had several careers including teaching and travel counselling. She is also a poet and author having recently published a murder mystery novel entitled A Grim Perspective. She is currently working on her Masters Thesis in History at UVIC. Because of her interest in local history she frequently give pictorial presentations on BC history. She will talk about her research into the history of survey, mapping and naming on BC's Coast.

**February 21 (Note 3rd Wednesday)**

**Dan Downes**

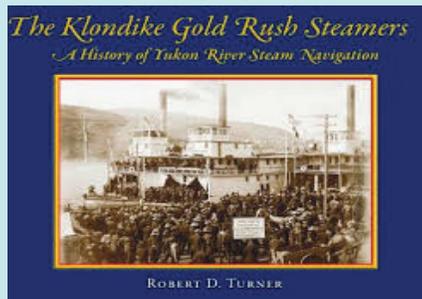
**Technical Diver/Instructor;**

Whether you dive alone or as part of a team, having Solo diving skills is about having the ability to dive as if you were alone. Extending beyond the core UASBC topics of ocean based archaeological sites and wrecks, join Dan Downes and delve into solo diving - the equipment, skills, risks and rewards. Dan is an Instructor Trainer with multiple dive training agencies who has taught solo divers and instructors for the past 20 year.

**March 14 - Wednesday**

**Robert Turner**

**Author/Photographer**



**The Klondike Gold Rush Steamers -  
A History of Yukon River Steam Navigation**

Over 250 stern wheeled steamers ran on the Yukon River during the years of the gold rush. Robert will share with us the dramatic story of these amazing steamboats, the people who built and ran them and the services they gave to a vast, lonely, sometimes frenzied and always challenging frontier. Robert is a multi-award winning author who has authored 15 books and is the leading authority on BC transportation history. He is also curator emeritus at the RBCM.

**The UASBC Victoria Chapter meets at  
Swan's Hotel & Brewpub  
506 Pandora Street in Victoria  
at 07:00 PM  
The 2nd Wednesday of the month**



Foghorn (ISSN 1198–7081) is published quarterly by the Underwater Archaeological Society of British Columbia (UASBC), c/o the Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, BC V6J 1A3 [www.UASBC.com](http://www.UASBC.com). The UASBC is a group of volunteer avocational and professional underwater archaeologists who conserve, preserve, and protect the maritime heritage lying beneath BC's coastal and inland waters.

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