

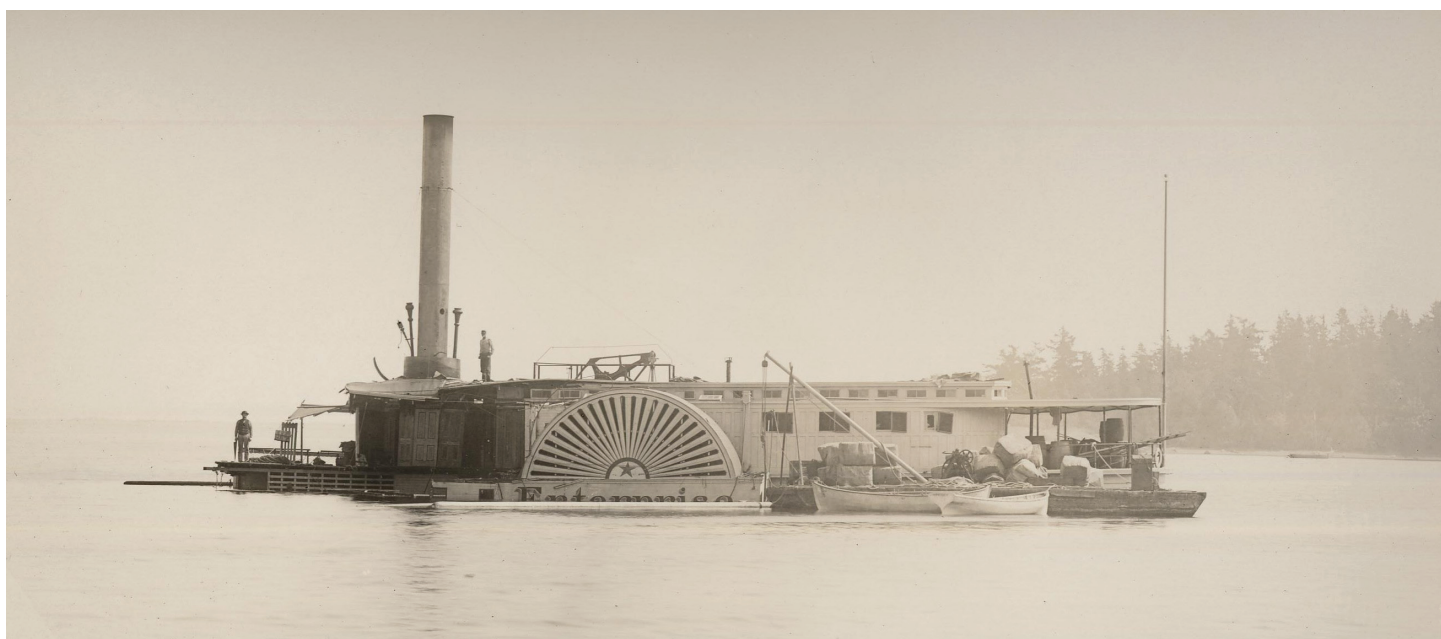


UNDERWATER ARCHAEOLOGICAL SOCIETY OF BRITISH COLUMBIA

VOL. 32 NO. 2 SECOND QUARTER

“Locating the wreck of the Enterprise: The Evidence”

*submitted by,
Warren Bush*



The Enterprise Sidewheel Steamer

From late 1861 until 1885, the sidewheel steamer Enterprise plied the waters around Vancouver Island, eventually becoming a mainstay and renowned workhorse of early British Columbian shipping. 131 years after being wrecked in a collision with the R.P. Rithet, its timbers lie somewhere underneath the sands of Cadboro Bay, a neighbourhood of Victoria. This report is designed as an investigation into the narrative of the Enterprise - what we know, and what we don't.

Captain William Curry and a 'Captain Jones' ordered the Enterprise from early San Francisco shipbuilder Henry Owens in October of 1860, intending to employ

the vessel as a ferry between that city and Stockton. Toiling in his shipyard at present day Steampoint Point, Owens eventually launched the Enterprise in May of 1861. The launch notice appeared in the Sacramento Daily Union, and pointed out, "The engines are low pressure, built by Fletcher, Harrison & Co., New York. The cylinders are 30-inch diameter, and 6 feet stroke. The boat is 147 feet in length, 27 feet 6 inches beam, and draws, when light, but 3 1/2 feet in the water. The wheels are 19 feet in diameter, and make 27 revolutions in a minute."

Jones and Curry ended the Enterprise's ferry tenure

Continued on page 2

President's Message

by: Bronwen Young

Winter is a good time to keep a feeling of adventure alive via books, research and making plans.

This winter, the UASBC executive spent a lot of constructive time in discussion and planning. Funding was near the top of the list, as usual. B.C. Heritage is looking favourably at offering us a contract to write Statements of Significance. More about that in my next report. Other than that, we started to look for other sources of revenue that will enable us to continue our research. Sponsorship is one that we may look into.

UASBC attended the annual Diver's Weekend at the Vancouver Aquarium in January. Our booth was well located and looked eye catching with the banners set up behind it. Each year, we seem to get a slightly different response from the public. This time, the weekend was notable for the contacts we made with others in the diving industry. Many thanks to Keith, Greg and Sharon Bossons (Vancouver Chapter) for setting everything up and taking work shifts.

The most dramatic event of the winter was undoubtedly the huge flood at the Vancouver Maritime Museum. A city water main broke and hundreds of gallons of water flowed into the basement where UASBC, along with much of the VMM's collection and archives are stored.

A restoration company was called in immediately and went to work rescuing books, boxes etc. Tom Beasley, director of our Vancouver Chapter and also on the board of the VMM, kept UASBC informed. Fortunately, all we lost were a few cartons of publications. It could have been much worse! As a result of this, there is an ongoing, fairly massive reorganization of the entire area. Carpets, torn out etc. etc. Keith Bossons with the help of his family, filled a pickup truck to the brim with our (new) boxes of publications and transported them to the safety of a heated storage unit. We all owe him a vote of thanks for quite literally bailing them out.

I have not attempted to outline everything that UASBC did this winter, just some highlights. Most things were covered to some extent on our website. Now is the time of year when we are all thinking forward about the out-

doors and doing our favourite activities. For many of us, a walk down to the sea to be near, on or under it is high on the priority list. For UASBC, it will be organizing dives and projects. By the time this article appears in the Fog Horn, eight of us will have been to Powell River. It will be a first in many years because of the previous unavailability of a suitable dive boat, air etc. With the opening of Salish Sea Dive shop more will be possible in the future.

I hope to see many of you out on dive trips. Please check our schedule on the website. These outings offer opportunities to access locations and wrecks that would be difficult to do otherwise. For example, the northwestern coast of Vancouver Island, where a trip is planned for early June (see website). For those of you who are not divers, helping with archival research might be an alternative.

**For the LATEST UPDATES! Please refer to
WWW.UASBC.COM**

"Locating the wreck of the Enterprise: The Evidence (cont'd)"

early, and brought it north to operate as a competitor to the Eliza Anderson on the mail run between Olympia and Victoria. After six months they deemed the endeavour financially unrewarding, and sold the Enterprise to the Hudson's Bay Company's Captain W.A. Mouat for \$60,000 in February of 1862.

The Hudson's Bay Company placed the Enterprise on the New Westminster-Victoria route, which it successfully navigated countless times over the following 23 years. The ship became the property of the Canadian Pacific Navigation Company when John Irving founded that venture on 11 January 1883 by merging the Hudson's Bay Company and Pioneer Line fleets. The amalgamated entity orchestrated much of British Columbia's early shipping - the Hudson's Bay Company was the principal shareholder in the Canadian Pacific Navigation Company, and the day-to-day life of the Enterprise is fairly well documented. Prominent British Columbia maritime

Continued on page 3

“Locating the wreck of the Enterprise: The Evidence (cont’d)

historian Norman Hacking wrote of the vessels life on the New Westminster-Victoria route:

The Enterprise was eminently suitable for the service, and in good times and bad she proved a money-maker for her owners. As an indication of the business on the Fraser at that time her manifest for a trip from Victoria to New Westminster on April 6, 1863, shows that she carried 250 passengers, 60 tons of merchandise, nine heads of cattle and 23 pack animals. This was only one of the many equally prosperous trips. In her day she was commanded by all the well known Hudson’s Bay Company skippers, including John Swanson, W.A. Mouat, W.H. McNeill, Herbert Lewis and George Rudlin.

The Enterprise remained a dependable ship in the Canadian Pacific Navigation Company’s fleet until 28 July 1885, when it collided with the R.P. Rithet off Ten Mile Point.

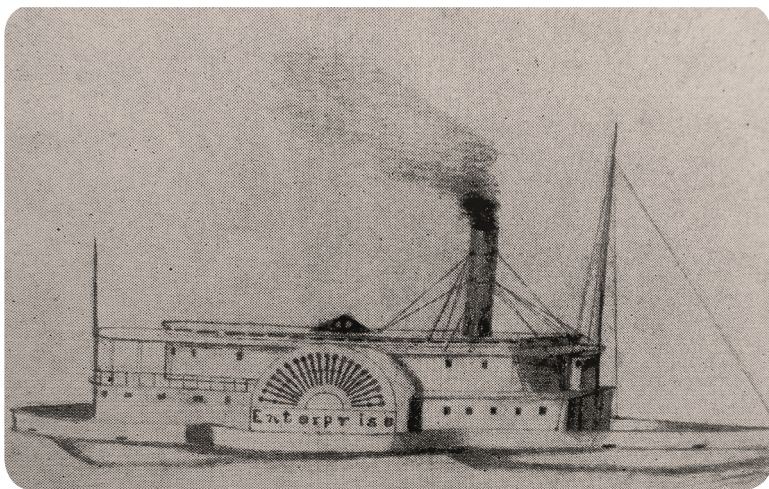
The Enterprise was transiting south from New Westminster to Victoria, and the Rithet transiting north on the same route. As each ship applied helm to round Ten Mile Point, the respective helmsmen realized they were on a collision course. A last-minute exchange of whistle signals failed to clarify each vessel’s intent, and taking all way off the Rithet did not prevent disaster. The Rithet collided with the Enterprise forty-five degrees off its port bow, sweeping away its wheelhouse and causing major damage to the superstructure. The two ships remained locked together while “terrible confusion and a perfect babble ensued.” It became apparent

shortly after the collision that the Rithet was not in danger of sinking, so most of the Enterprises passengers sought refuge there.

The sternwheeler Western Slope came across the scene during the initial confusion, and secured hawsers to the Enterprises stern (all three ships belonged to the Canadian Pacific Navigation Company). Around this time, the Rithet departed for Victoria, and the Slope towed the Enterprise into Cadboro Bay, eventually beaching it around eight-thirty that night. With the emergency over, the Canadian Pacific Navigation Company and Victorian authorities addressed what to do with the wreck. According to the Daily Colonist, by this point “the steamer Enterprise, shattered and gashed, is resting her old bones on the soft beach land while the ebb tide flows through her gaping ribs.”

The decision was made to salvage the wreck, and abandon the hull. Over the ensuing weeks, salvage teams led by John Harmon “engaged in stripping the steamer and loading the furniture, linen, stores, tackle, passengers luggage and articles into a scow, and landing them at Van Volkenburg’s wharf for conveyance to town.” Considerable effort went into salvaging the wreck, although the project is frustratingly absent in the historical record. Who made the decision to abandon the hull? Was it Roderick Finlayson, the Lloyd’s agent in Victoria? What did that person report to his superiors? Where is the report? What happened to the engines? Who paid out the insurance on the vessel? The only known photograph of the Enterprise appears to be taken from somewhere in Cadboro Bay - who took the photograph, and why? Surely people photographed the ship over its twenty-three year career in the Pacific Northwest - where are such photos? Many questions remain unanswered.

The Enterprise quickly faded into obscurity, but is remembered through Enterprise Reef, near Village Bay, on Mayne Island. Various secondary sources relate the tale of the Enterprise, and much has been made of Captain John Walbran’s notation on the ship in British Columbia



The Enterprise Sidewheel Steamer

Continued on page 4

“Locating the wreck of the Enterprise: The Evidence (cont’d)

Coast Names. Walbran claimed that in 1905, the year before his famous book went to press, the timbers of the Enterprise were visible in Cadboro Bay. 111 years later...where is the Enterprise?

The author’s opinion is that the Enterprise is precisely where Jacques Marc thinks it is.

All evidence supports that the Slope towed the Enterprise onto the beach in Cadboro Bay - not a surrounding beach or lagoon, and not a location on the periphery of Cadboro Bay. While it is true that primary sources aren’t specific about exactly where in the Bay the Slope deposited the Enterprise, we know from contemporary geographical interpretations that ‘Cadboro Bay’ meant the same bay which has that name today. Had the Slope beached the Enterprise anywhere other than on the beach in Cadboro Bay, the peculiarity likely would have been identified by reporters. However, sources are unanimous in merely reporting “Cadboro Bay.” Further, why would the Slope’s Captain Meyer choose any place but the wide and protected beach to ground the Enterprise? His options for suitable beaching locations were also rather limited. The background in the photograph of the wrecked vessel also roughly matches the shoreline around the Royal Victoria Yacht Club’s present location. The photograph is taken of the port side of the Enterprise, and positioning oneself on the beach in Cadboro Bay so as to achieve a similar perspective of the shoreline as seen in the photograph presents a tantalizing, albeit imaginative, perspective on where the wreck might be.

A ‘fresh look’ into the narrative of the Enterprise did not reveal any previously unknown information. However, it may confirm previous observations, and most importantly, did not discover any information that suggests the Slope towed the Enterprise anywhere but the beach in Cadboro Bay. UASBC members have probably been swimming over its timbers for 30 years.

The author freely admits that there are still loose

ends to chase down. Information may be in newspapers for other cities (New Westminster, Seattle, Vancouver, etc.), or in fonds at the Vancouver Maritime Museum, or in charts of Cadboro Bay at the University of Victoria, or in the archives in Saanich, or, most likely, at the library of the University of Manitoba, home of the Hudson’s Bay Company’s archival repository. However, while additional research is obviously commendable, searching for an archival “smoking gun” is perhaps not a sage use of time - a thorough search into the narrative of the Enterprise reveals nothing to suggest that it is anywhere but in Cadboro Bay, the focus of UASBC’s previous efforts. One could spend months in archives poking holes into the historical narrative, when actually locating the wreck in the bay could possibly take less time.

The 1905 mention is also potentially problematic. 1885 sources were unanimous that “at low tide about half of the boat is out of the water.” Twenty years later, how is the very bottom of the wreck out of the water at a similar tidal point? Could Walbran have embellished? For Walbran to be telling the truth, low tide in 1905 would have to have been disproportionately lower than low tide in 1885. Clearly, tidal ranges fluctuate, but the discrepancy is notable.

Regardless, through UASBC’s previous efforts, we know that the wreck is not currently visible on the seabed. As such, how to conceive and execute against the objective will require a strategy from UASBC. To the author’s knowledge, metal detectors have not been used to search for the wreck. It is possible that such an avenue may detect anomalies in and around the buried wreck site. In the authors opinion, the wreck presents a viable and realistic target for UASBC members to locate, albeit one with the unique challenge of not being initially visible.

As it sits, UASBC members face the question of how to locate a magnetically sparse assemblage of timbers hidden underneath an undetermined, but likely insubstantial, volume of sediment. But they know where to look.

UASBC REVISITS WRECKS of the FANNY and THE DISCOVERY ISLE

*Written by
Jiri Kotler*

The start of the 2016 Spring Exploration Schedule of the Vancouver Island Chapter arrived on Saturday, 20 February. Five intrepid Society members gathered at the Cattle Point boat launching ramp (Oak Bay). The dive team included Jacques Marc, Paul Spencer, Eric and Bronwen Young and Jiri Kotler (yours truly). We were joined by Mr. Rick James, a local writer and a maritime historian from Courtenay, who planned to carry out some on-foot reconnaissance on Discovery Island. The initial plan was to find again the wreckage (perhaps an anchor) of the Rosalia off Discovery Island, and then to search for, and document, whatever remains (engine and propeller shaft) of the Discovery Isle lost off Gonzales Point.

On 19 November 1868 the barque Rosalia departed Burrard Inlet loaded with 150 000 board-feet of lumber destined for Hawaii. As was the normal practice in

those days she was towed towards the entrance of the Straits of Juan de Fuca by a tug. In this case it was the tug Isabel under the command of Capt. Pamphlet. Along the way the Isabel picked up another sailing vessel - the Fanny - (under the command of Capt. Arthur) owned by the Rosenfeld & Bermingham Co. of San Francisco. She was loaded with 1330 tons of Nanaimo coal destined for San Francisco. As the convoy approached Discovery Island late in the evening the weather worsened. Capt Pamphlet requested that the Rosalia be cast off to reduce the drag. A short time later the Fanny's hawser parted. Both vessels attempted to sail and beat into the weather on their own. But by early morning on 20 November, despite the best efforts by their crews, both vessels were hard aground on Discovery Island. The vessels were deemed a complete loss. The crews were saved and most of cargoes were later salvaged. Today the wreck of the Fanny is a BC heritage site.



Discovery Isle during happier days

UASBC Revists Wrecks of the Fanny and The Discovery Isle (cont'd)

The Discovery Isle was a private cabin cruiser that was wrecked off Gonzales Point in December 1950. The fifty two-foot ship was owned by Mr. F.C. Beaumont of Victoria. She was custom built in Hong Kong and powered by a non-reversing four-cylinder Atlas Imperial Diesel Engine. The interesting feature of the ship was the so-called McNab Rudder (a device similar to Kort Nozzle). Though as unfortunate as it was the only casualty of the disaster was Mr. Joseph Robert Gale, the ship's engineer. A lot of wreckage was subsequently washed up onto a nearby beach and years later the McNab Rudder was salvaged. The location of the wreckage is known to the local diving community. UASBC conducted a reconnaissance dive in the area in November 2015. The hawse pipe was located and measured, but the engine eluded the divers at that time!

By nine o'clock we loaded our gear into the waiting Juan de Fuca Warrior skippered by Erin Bradley of Ogden Point Dive Center. The weather was pleasant with lots of sunshine accompanied by fresh southerly wind.

The launch and the departure were normal and routine. However it soon became apparent that the 300 HP Yamaha outboard was not well! It took Erin some time to clean and clear the fuel system before things were back to normal. As a result we missed the "tidal window" at the southern end of Discovery Island. The situation was further compounded by increased surf in that area due to southerly wind. Jacques changed our plans to dive the Fanny instead. She rests in a more protected area. So after dropping off Rick James to do his thing on the island we headed to the Southeast end of Discovery Island and got ready for the dive. Jacques did not have the Fanny GPS coordinates but did a bit of conning before Erin dropped the anchor. And an accurate conning it was indeed! We first visited the ship's mid-section with a number of its iron angles ("knees") still ghostly protruding from the sandy bottom. In many places the hull copper sheathing was clearly visible and attached to outer planking. Though it was a wreckage of a ship it no longer resembled a ship. Apart from the "knees" most of the hull remaining parts were flattened and partly

buried in sand. Next into view came the stern section. The most prominent features were the bronze rudder gudgeons a couple of which were still attached to what remained of the stern post. Most of the wreckage was in less than thirty feet of water. The visibility was fair - about twenty five feet. We did not visit



Discovery's hawse pipe (photo by Jacques Marc)

UASBC Revists Wrecks of the Fanny and The Discovery Isle (cont'd)

the bow section that rests further east and contains an anchor and a canon. Recalling my two previous dives on the Fanny seven years ago (consulting log book notes dated 9 Feb 2009) not much had changed over the intervening time. It looks like pieces of the wreckage have long found their final "resting place" on the bottom. Save the ongoing degradation of wood components it will likely remain so for foreseeable future. We marked key pieces of the wreckage by floats and subsequently took good GPS coordinates.

After collecting Rick from the island (his orange H-H jacket was easy to spot) Erin weaved his way through the reefs between Chatham and Discovery Islands. We dropped off Rick on a beach just west of Gonzales Point. Unfortunately he slipped and fell in. The last we saw of Rick on that day was him emptying his rubber boots and wringing out his clothes. Our second dive was not far from the unlucky spot. We dropped into water near rocky outcrops just west of Gonzales Point. It did not take very long to locate the engine / propeller shaft assembly. It sits on its side at about twenty five feet of water. Apart from the hawse pipe and a few bronze pins there appeared to be very little left. Jacques attempted to take some photos in spite of poor visibility (caused by proximity of the surf). The site is strewn with a large quantity of (construction) bricks that undoubtedly came from a different mishap.

Since we dove from a "live" boat everybody headed out into open water and away from the rocks so that Erin could collect us safely. A return trip to the launching ramp was relatively quick and uneventful. We followed the morning loading and launching procedure in reverse like a bunch of pros! After that everybody headed for the Smuggler's Cove Pub in Cadboro Village to review and recap the day's events!

-
- Lewis & Dryden's Marine History of the Pacific Northwest
 - Information obtained from Mark Heiberts website.
-

SUNSHINE COAST DIVE TRIP

by: Eric C. Young

UASBC divers returned to the Sunshine Coast this Spring after a bit of an hiatus. Now that the Society has key members Gary Lambeth and Anji Smith running Salish Sea Dive this was a no brainer. Ten members managed with BC Ferries and were in Powell River on Friday night, April 1st (no joke!).



Led by Jacques Marc; divers Wayne Anderton, Amy Oxox, Adam Witt (from Vancouver), Patti Rudiak, Mark Scott (Powell River), Jiri Kotler, George Silvestrini, Bronwen Young, and Eric Young (Vancouver Island) were keen to test the waters on the weekend.



The hope had been that it was early enough to beat the plankton bloom but still have enough spring sunlight. Gary had arranged two boats, Salish Sea Dives "Wolf Eel" and Ben Bouchard's "Diligent 1", to take the crew out to Vivian Islet and dive the remains of the Shamrock.

CONTINUED ON PAGE 8

George on Shamrock Plaque (photo by Jacques Marc)

SUNSHINE COAST DIVE TRIP

by: Eric C. Young



Approaching Vivian Island (photo by Jacques Marc)

The first splash let everyone know that the plankton had beaten us to the punch. The water column was saturated from the surface to below 25 meters, but we were able, more or less, to see where we were going.

The Shamrock was an 1887 wooden tug that hit the Islet in 1926. She was notable because she had a two chamber steeple steam engine and water tube boiler. These, the gear box, drive shaft, remains of the propeller, a number of winches and various other bits are all



George on Shamrock Wheel (photo by Jacques Marc)

clearly identifiable at the site. It is a worthwhile wreck to visit because the machinery is so well laid out and accessible. During calm-ish conditions one can truly study what a ninety year old wreck looks like because it lies between 10 and 15 meters of depth.

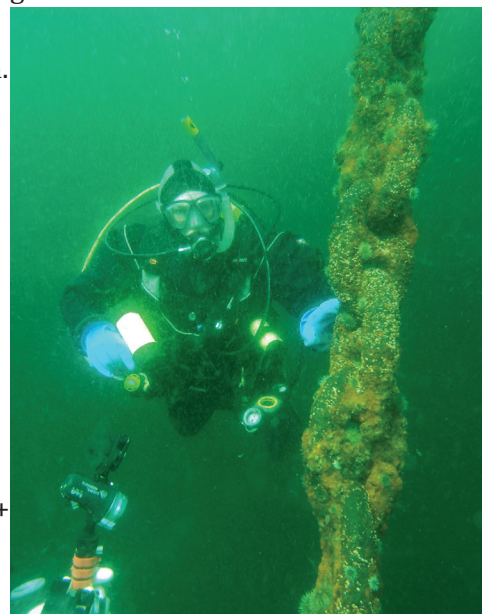
As the crew spent some surface time the boats slowly headed back towards shore. After a park pit stop, we suited up again at the southern end of the Catalyst Mill's floating breakwater. Our objective was the hulk



The Huron (photo by Bronwen Young)

of the World War 1 battle cruiser Huron. It had been part of the breakwater but was sunk just outside where it used to lie when its usefulness ended.

One of the mooring chains from the southern most hulk drapes down and over the Huron. This renders finding her fairly easy, which is a good thing because the viz here was less than a meter! The hulk, while afloat, was cut down to a few meters above her waterline. She is rather like a 500+ foot canoe at this point. Her hull is



George on Peralta Anchor Chain (photo by Jacques Marc)

Dive Trip *continued*

double layered, with about a meter between the two and five inches of steel plate on the outer layer. There are open ports into the inner space. In good viz the Huron would be quite fascinating to explore, though one would need to be quick as she lies between 18 and 24 meters.



For dinner the expedition chose the Savoury Bight pub at Beach Gardens. Good local craft beer from the Townsite Brewery was

enjoyed by many, and the conversation was lively.

The plan for Sunday had been to visit the wreck of the Malahat, which is a stones throw from the Huron. Given the ridiculous viz it was decided that moving on to target #2, the Saltery Bay mermaid, would be better. Hopes of clearer water were pointless, but the bay was



Mark Scott (Photo: J. Marc)

completely calm and we could see to follow the rope lines. The statue is in fine shape and quite a nice work of art. Interestingly the bronze has been coated over time by the violet encrusting organism. This in turn



Mermaid (photo by Jacques Marc)

permits tube worms and other invertebrates to latch on. She now has a uniform covering that is reminiscent of some of the characters in Pirates of the Caribbean. Her 'chapeau' is a lovely orange plumose anemone.

Some of the group stayed and did a second dive on the wall that is adjacent to the mermaid

while others scurried to catch ferries. It was great to visit the area once again. Gary is trying to build his business and has plans to make his boat increasingly user friendly. Since accommodation is readily available and not too pricey, a Powell River expedition may become an annual event.



Eric Young & Patti Rudiak (photo by Bronwen Young)

ANNUAL GENERAL MEETING

by
Eric C. Young

It's one of those things that happens every year. Birthdays happen every year, but they are supposed to be fun. If you are married, your anniversary comes around; again supposed to be joyous. Taxes come around, too; they're definitely no fun. I'm not sure what the proper analogy is with the personal world. The closest thing might be getting out the lawn mower every Spring?

The way we do it is actually pretty nice. Each year we alternate from one side of the Salish Sea to the other. Whichever side hosts Shipwrecks, the other side hosts the AGM in February and the Wine and Cheese in the Fall. Our present cycle has the conference in Victoria on even years. So the AGM was in Vancouver on February 24th.

The other thing that we do is link the Meeting with the local Chapter's regular monthly Speakers Series talk. That way we all getting to hear something interesting along with the meeting's administrivia. Victoria always seems to want to get the meeting stuff over and done with before hand, while Vancouver prefers to hear the fun stuff first and then plow through the mandated monotony.

This February the Vancouver speaker was Sanford Osler. He presented a very interesting talk on canoes. He has been supremely interested in canoes since childhood. He has studied canoes in a widening arch ever since. Sanford explained about more traditional, eastern, types of canoes and showed their importance to Canada as a whole. He then detailed how each First Nation region in BC has developed its own type of canoe that was specific to its needs.

Sanford had very nice visual images

of each type of canoe. He also showed how the elder traditions that existed up until 1900 have be brought back and re-developed by the modern descendants. The contemporary examples have been instrumental in re-establishing strong cultural traditions, especially along the coast. There are many events held annually to celebrate modern First Nations culture.

After a break for coffee and cookies your President, Bronwen Young, moved into the Annual Meeting. The mandated format is fairly set: adopt the Agenda, read and accept the Minutes of the previous meeting, the President reads their report, the Treasurer's report is read and accepted, some number of Directors are elected, questions are answered at any time.

This year there were a number of questions. A few about the Budget/Account statements were answered directly. There were a few others about Membership renewal. These were addressed, but a few members expressed that they would like a bit of assistance in making their renewal easier. These were attended to in the next couple of days. If there is any member who would like some assistance in the renewal process please send an email to <uasbc@uasbc.com> and you will be taken care of. If any member would like a DRAFT copy of the Minutes from this meeting they can also contact that email. Maybe you'll even want to attend next year!?!



Sanford Osler at the meeting 2016/02/24 at the VMM in Vancouver.

(Photo: E. Young)

SHIPWRECKS CONFERENCE April 16, 2016

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

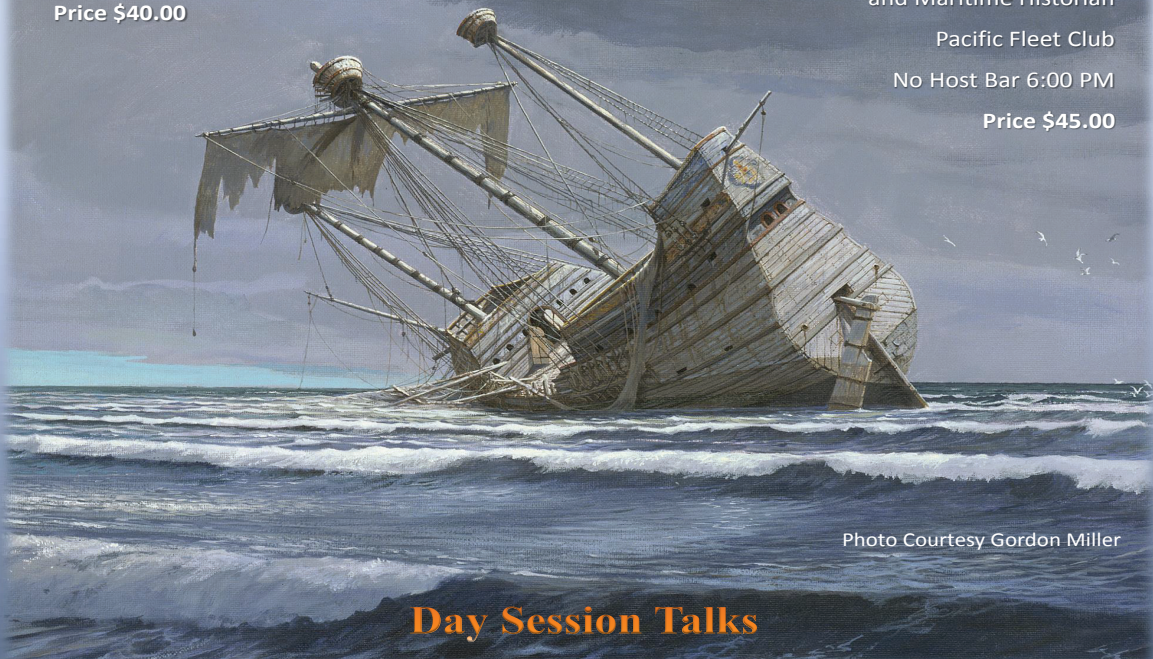


Photo Courtesy Gordon Miller

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 Keddle, Archaeologist, Royal BC Museum



UASBC Diver Explorations

Spring Diver Schedule 2016

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.

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

**UASBC Vancouver meets
7:30 Last Wednesday of the month (except July, August and December)
Vancouver Maritime Museum
1905 Ogden Street**

PUNNED-IT

Why did the yacht not fuel up to cross the Salish Sea?
It was for sail.

Why did the barge run onto Dallas Beach?
The crew was Canadian, they had no Poles.



Gary and I really enjoyed our 'Introduction to Underwater Archaeology' (NAS Intro) and 'Learning to Survey' (NAS 1). The training took place over two separate weekends and helped us develop our survey skills. These new skills strengthen our passion for diving and exploring our local Powell River history underwater.

NAS 2 is where the real fun begins because we get to go out into the field. We live five minutes away from Mowatt Bay on Powell Lake where an underwater mill lies submerged since the early 1950's. We will utilize our new research, mapping, and survey skills to bring life to our local logging heritage which is a huge part of our local history.

We want to acknowledge the invaluable support provided by UASBC's Bronwen Young. Her approach is so inspiring and helped raise our confidence to get out and explore the local underwater archaeological structures.

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. 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.

UASBC Executive

President Bronwen Young
Past President Erik C Young
Treasurer Keith Bossons
Communications Dir. Dean Driver
Membership Secretary Holger Heitland
Lower Mainland Dir. Tom Beasley
Van. Island Dir. John Middleton
Southern Interior Dir. Bill Meekel
Education Dir. Bronwen Young
Exploration Dir. Jacques Marc

Layout

Anji Smith
Gary Lambeth

Editorial Material

Opinions expressed in Foghorn are those of the authors and do not necessarily represent those of the UASBC. Copyright © 2015, the Underwater Archaeological Society of British Columbia. All rights reserved. No part of this publication may be reproduced or transmitted without the publisher's written permission

