FOGHORN

UASBC Underwater Archaeological Society of BC

Underwater Archaeological Society of British Columbia Vol. 32 No. 5 fourth Quarter

DIVING ON THE 1892 STEAM TUG KASLO

submitted by,
Bill Meekel & Brian Nadwidny

As will be discussed by John Pollack, several new side scan targets have been found recently by John, Kathleen Mac Guinness and the rest of John's search team. John contacted me to arrange the divers to visit and document the new wrecks. I asked Brian Nadwidny to join me on these dives. Only the location and depth were known for the wrecks. We did not know the names of the wrecks nor did we have any reports of anyone diving on these wrecks previously. The first wreck was located in 37 metres of water and we planned to be on the wreck for 30 minutes. We did not know what to expect about the visibility or the current at the site which can be quite high at times since the site is located in a river. Would we even find the wreck?

1-Bow of the wreck – the 2 m long stem post at the bow and ballast rocks

All photos by Brian Nadwidny

Continued on page 2

Brian's job during the dive was to get video of the wreck and while I measured the vessel and made observations. The video can be viewed via the link found on the UASBC website. A large anchor and downline had previously been placed to guide us to the wreck. When we arrived on the bottom, there was the anchor very near the bow of the vessel. (Thanks John and Kathleen!) There rising above the hull was a fire damaged 2 m long stem (bow) post, see Photo 1. I tied the measuring tape to the stem post and began to swim to the stern. The interior of the vessel was basically an empty shell but still three dimensional after many years in the water. All that was left were the burnt hull frames and some interior and exterior carvel (i.e. smooth) planking. It appears the vessel had burnt to the water line. The internal remains such as engine, boiler, valves, cargo, etc. were all gone.

2-Inside the hull of the wreck – note the fire damaged port side frames and the heavy timbers to support the boiler

Photo 2 shows the mostly empty interior except for some small diameter pipe and heavy chain laying on the inside of the hull. After the fire, it would have been necessary to get rid of the hull. So it appears that anything of value was salvaged and the hull towed into the deep water of the main Nelson channel. There it was sunk and still rests today!

As I approached the stern (Photo 3) I could see that this was not a stern wheeler since the stern came to a point like the bow. A stern wheeler would have had a broad flat vertical transom. However most of the stern above the water line had been burned off. The length of the burned out hull measured to be 21.4 m. The stern originally had a rudder and a propeller. There was no sign of the drive shaft but there was a 10 cm shaft hole in the stern. The beam (width) was measured as 4 m and the max hull height was 2 m. The internal frames were double-framed with two frames of the same size frames beside each other.

After we had collected our video and measurements, we were coming up on our planned bottom time of 30 minutes. It was time to start the ascent. Upon surfacing, the discussion started about what we saw and measured.

Since we had found a 21.4m long vessel that had been burned, the search began to identify the vessel. John Pollack surmised it might be the tug Kaslo and this was later confirmed by his contacts. Some adjustments to the measured dimensions were made to allow for the length of the waterline and this took the length down to 18.9 m. There is a report that the Kaslo (#96999) which was the first major steam tug to operate on Kootenay Lake, caught fire at the Nelson wharves in January 1900 and was severely damaged. Its registered dimensions fit what was measured. Kaslo was a contract tug used on the Kaslo-Nelson-Bonners Ferry run. Upon its destruction the machinery was

Continued on page 3

used in the tug Proctor, a vessel that was transferred by rail to Trout Lake. That vessel complete with engines and prop now lies in shallow water on the north end of the lake near the old lumber mill.

3 Stern of the wreck- the rudder and propeller were missing.

I would like to thank John and his team for their time and efforts find this vessel with support from INA. Many thanks go to the UASBC executive and membership for their on-going support. Thanks to Brian for joining me on the dive and his great video of the wreck and to the boat and surface support crew of John and Cathy McCuaig.

Diving on the Mystery Nelson Barge

submitted by,
Bill Meekel & Brian Nadwidny

After diving on the steam tug Kaslo, the team had lunch and we prepared for the second dive on the next wreck. Based on side scan data it appeared to be a barge. It was located in the same general area as the tug Kaslo and sat in 30 m of water. The anchor was moved to again act as a down line for the divers. When we arrived on the bottom, no wreck was to be seen and the visibility was only about 5 m! A search would be required. So Brian and I headed upstream into the current (there was more on this wreck) and a dark shape began to appear. We swam about 15 m and the shape of a barge became visible.

1 – First view of the barge – the artifact is a piece of drain pipe; note the deck timbers are in fair shape.

Photos by Brian Nadwidny.

Continued on page 4

Diving on the Mystery Nelson Barge *(cont'd)*

The barge was generally in fairly good shape. I began my measurements and as I began swimming along the length I started to notice that the deck became covered with rocks. They were of various sizes and their depth varied from only a few centimeters while in others they were about 60 cm deep. It appeared that about ¾ of the barge was covered by these rocks of random shapes and sizes. Were they being transported on the barge to be used as fill somewhere or were they being used to sink a worn out barge? Were we in the middle of a worn out ship dumping ground considering the railcars.

Brian's video of the wreck is available on the UASBC website. The video shows the remnants (chains and rods mostly but few timber uprights) of the hog post system which was laying on top of the cargo of rocks on the barge deck. The hog post system was a series of vertical posts along both sides of the barge. They were connected by chains and rods which were tensioned to keep the wooden structure of the barge from buckling while in use. It was a system used on paddle wheelers as well.

2 – A view of the rocks on the barge deck; note the cut off timber which may be part of the hog post support system

Photos by Brian Nadwidny.

wreck of the tug Kaslo was nearby?

However we had heard about a barge carrying a load of building marble that had sunk in a storm near Nelson. Could this barge be that wreck? It is unconfirmed at this time. More research will be required. The load of marble did not look like regular size blocks to be used in a building. See photo 2.

The barge was measured to be 23 m long by 8 m wide by 1.85 m deep. Some of the big railway transfer barges used on Kootenay Lake were 70 m long by 11 m wide and 2.6 m deep and could carry as many as 15

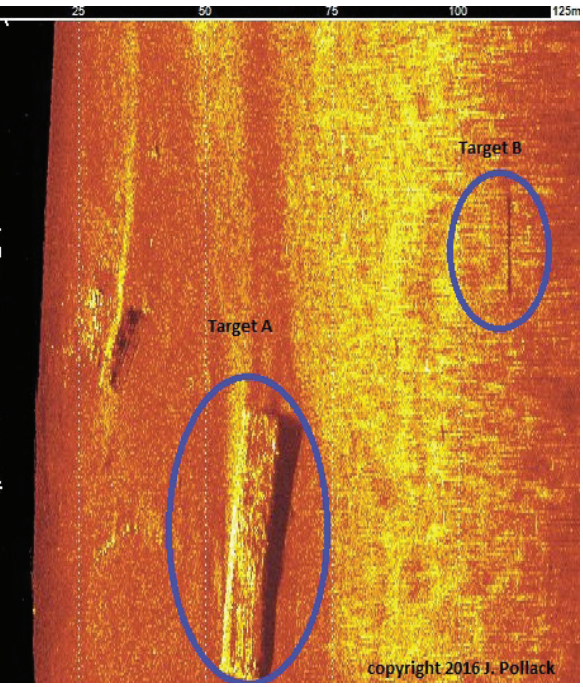
After taking the barge dimensions, I had a quick swim around and over the deck of the barge. Again the covering of rocks was very strange to see. I would have loved to spend more time sightseeing but the clock was ticking and decompression was accumulating.

Brian and I met at the front of the barge and started to swim downstream looking for our up line. There it was. We started our ascent back to our waiting boat and the surface crew.

Again many thanks to John, Kathleen, Brian, John and Cathy for their efforts and to UASBC and INA, our sponsors.

RECENT SIDE SCAN SONAR SEARCHES IN THE WEST KOOTENAYS

Submitted by
John Pollack



Over the past year and a half, a number of UASBC and INA members have been involved in side scan sonar searches in the Columbia River, the Arrow Lakes and Kootenay Lake in SE BC. Participants have included Kathleen McGuiness (Nelson), Bill Meekel (Kamloops), Sean Adams (Vancouver), Ron Spencer (Nelson), Harry Bohm (Vancouver), John Morrison (Nelson), Paul Jeakins (Victoria), David Yole (Nelson), Simon Bell (Nelson) and myself. A total of 10 separate searches have been made thus far with a Starfish 452F - a high resolution CHIRP side scan manufactured in the United Kingdom. This football-sized unit provides significantly greater detail, geo-referencing and ease of recording as compared to the UASBC's decade-old Imaginex Sportscan or the Underwater Research Lab's Imaginex unit loaned to us in the 1990's.

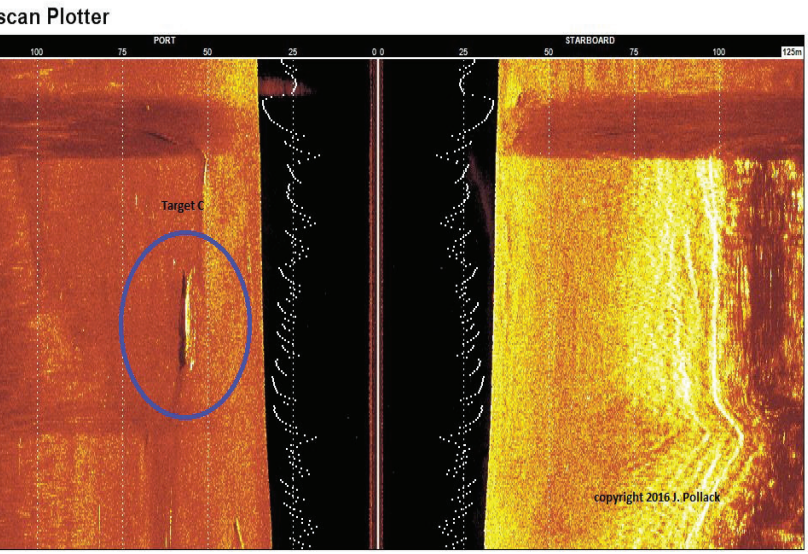
Our initial focus has been Galena Bay on the Upper Arrow Lake, where the 1898, 161' composite-hulled stern wheel steamboat Minto was burned and scuttled in 1960. We expected Minto would be an easy target to locate given its size and an actual photograph of the hull slipping below the surface, with mountain peaks as reference points in the background. Unfortunately repeated trips yielded nothing. The area is plagued by heavy silt from the Columbia and Fish Rivers, and the hull may be buried in the same silt that shrouds the wrecks of Bonnington and Revelstoke in the NE Arm. Although more than 100 km of track have been run to date, Minto has not been located. A final attempt will be made in the spring 2017 before writing off this wreck.

Despite this failure, five excellent new targets were imaged in other areas, many in locations previously scanned with older and less refined equipment. Three targets were located in deep water on the old Nelson waterfront, of which two have proven to be historic wrecks. In his companion article, Bill Meekel describes the recent Oct. 29 dives that confirmed a large barge and a steam tug tentatively identified as the 1892 Kaslo. A third target at Nelson remains to be investigated.

Tug Kaslo supplied by the Touchstone Museum in Nelson

Similarly, on the Nakusp waterfront there is a large hull-like target containing side keelsons(?), and a September 3-day boat trip to the south end of Kootenay Lake has located a likely train wreck near Kootenay Landing.

In summary, routine high resolution side scan searches on old ground, are proving successful in SE BC, and our first "focussed" dive event has resulted in two significant finds in one day. Bill Meekel will now discuss the dives on October 29.



USABC REVISITS WRECKS OF THE DEL NORTE AND THE PANTHER

23-26 September 2016

Submitted by,
Jiri Kotler'

Tranquille Conover Cove Photo:J. Marc

As a part of the Southern Gulf Islands (SGI) project a team of USABC divers revisited sites of two shipwrecks. The purpose was to carry out detailed surveys of what remains of the vessels and, to the extent possible, prepare site plans.

Past experience pointed to difficulties of conducting a systematic survey during one-day trips. Coupled with uncertainties of weather, poor underwater visibility and a limited number of divers, efforts to carry out a meaningful survey in such a manner have often been less than satisfactory. A suitable land base in the SGI has always been a bit of a quandary as has been availability of a large enough vessel to accommodate a diving team. An idea of a practical multiday expedition to the SGI was hatched late in 2015 while a group of USABC divers were taking a break at Conover Cove on Wallace Island. The dock at the Provincial Marine Park there could allow several team members to bring their personal boats for accommodation and perhaps Juan de Fuca Warrior or the fifty-foot Cape Able of Ogden Point Dive Centre could serve as a 'mother ship' and a diving platform.

The idea became reality when a multiday expedition was included in the UASBC 2016 fall exploration schedule. The expedition team consisted of Jacques Marc (leader and chief chef), Erin Bradley (captain of the Cape Able), Bronwen and Eric Young, Paul Spencer, Jiri Kotler, Holger Heitland, Keith, Greg and Sharon Bosson (the latter as a surface support). Eric and Bronwen, Holger and the Bossons brought their boats and by Friday morning managed to secure spaces on an unusually busy Conover Cove dock.

Erin elected to bring a suite of full tanks rather than a compressor. Early Friday (23 Sept 2016) morning Paul, Jacques and Jiri schlepped forty six tanks, personal dive gear, surveying tools and huge amount of food provisions onto the Cape Able at Van Isle Marina in Sidney. After an uneventful three hour journey to Conover Cove the dive team assembled on board the Cape Able and by one o'clock headed to the easily located site of the Panther wreck at Panther Point. The plan was for Jacques and Paul to lay down a base line - more or less along the presumed ship's axis. The other pairs (Holger and Jiri, Eric and Bronwen, and Keith and Greg) were assigned various sections along the base line to record positions of hull 'edges' (planks, frames, cooper sheathing etc.) The site was covered with chunks of the original coal cargo that made it at times difficult to locate the "edges". In addition the amount of hull deterioration was not uniform along its length. Everybody used the off-set method. The conditions were not ideal. Visibility was less than four metres and divers often could not see each other. Also the site was covered with bottom leaf kelp that had to be cut and moved away.

Continued on page 7

However, after forty five minutes or so everybody had a set of measurements and the Cape Able returned to the dock for lunch and some rest.

Cape Able at dinghy dock in Conover Cove Photo:J Kotler

The next dive was late in the afternoon. We headed to Canoe Islets at the north entrance to Porlier Pass where wreckage of the Del Norte is located. After marking the site with a float (using GPS coordinates) Jacques and Paul again laid the base line. The dive pairs were assigned specific areas close to the central section of the wreckage where most of the unique propulsion machinery is situated. In contrast to the Panther wreckage this site is truly three-dimensional. The aim however was to produce a plan (i.e. a two dimensional view) so all measurements were done with respect to the base line while ignoring the third dimension (i.e. elevation or depth). Visibility was much better - up to nine or so metres. Neither was there any kelp so the measurements proved to be somewhat easier to carry out.

Back at the Conover Cove dock, while most team members were enjoying some refreshments, Jacques managed to conjure up an excellent chilli con carne for dinner. Afterwards came the fun part. Data from each site were plotted on a single sheet of paper. Each dive pair plotted their section. There of course were some discrepancies between adjacent sections. Most of them were explained and resolved. Some, but only a few, could not be and would be re-measured and reconciled during following dives.

Plotting up survey results. Photo:J Marc Photo

All dives were scheduled to coincide with slack water at a given location. So by nine o'clock on Saturday (24 Sept 2016) the teams were back at the site of the Panther. New sections along the base line were assigned to each team. It appeared that by now the teams had worked out how to best handle measuring tapes, writing slates and how to communicate in poor visibility. After forty or so minutes the teams re-embarked the Cape Able and the expedition proceeded back to the Del Norte site to gather more measurements. And once again Jacques assigned and explained new objectives, and suggested suitable measuring methods (i.e. off-set or trilateration). Most of the measuring activity took place around the ship's propulsion machinery (i.e. near the mid-section).

The evening routine appeared to set in – refreshments, followed by dinner and plotting of results. Once again Jacques put his culinary skills to work and cooked a delicious dinner of chicken fajitas. The Panther layout started to assume a shape that looked like an outline of a ship with a "broken back". At the same time matching of adjacent sections was less controversial then the previous day. While plotting the Del Norte results, it was recognized that ignoring the third dimension (from the base line) would inevitably introduce some distortions. Nevertheless the partial layout started to look like the actual wreckage.

Continued on page 8

As the tidal regime shifted so did the schedule. On Sunday (25 Sept 2016) everybody was able to stay in 'bed' a bit longer. Needless to say that the hectic pace of previous days was by then felt by all! The plan was to finish measurements of the Panther along the original baseline and then move on to the Del Norte. After the first dive the expedition crew was reduced as the Bossons had to depart and return to the mainland. On the Del Norte each team was assigned to deal with smaller details. For example Jiri and Holger were to assess the extent of damage to the twin boilers, and to investigate and position two loose 'mystery' objects nearby. On the return trip to Conover Cove the Cape Able was called upon to assist a small recreational cruiser anchored in a nearby Princess Cove. It appeared that a submerged line from an abandoned crab trap became wrapped around its propeller. Paul was 'volunteered' to investigate. Not only did he free the propeller and collect $40, he also managed to collect several Dungeness crabs (that otherwise would have self-immolate). Those were later prepared as an appetizer before Jacques' dinner of ham and sweet potatoes. And as the plotting continued the scaled layouts of the wreck sites became more detailed.

On the last day (26 Sept 2016) of the expedition there were only two and a half teams remaining. We lost Holger who had to leave early that morning due to work commitments. The plan was to continue measurements at the Panther site. Jacques extended the original baseline towards what was confirmed to be a ship's bow. Eric and Bronwen worked at the 'bow' while Paul and Jiri 'connected' with previous measurements mid-ship. At the same time they measured and positioned rediscovered hawse pipes including remnants of anchor chain. After dropping off Eric and Bronwen at their sailboat in Conover Cove the original Cape Able crew of Paul, Jacques, Jiri and Erin sailed back to Sidney. There they unloaded what remained of the food supplies, personal diving gear and schlepped the forty six tanks back to the parking lot. Luckily it was high tide and the dock ramp was not too steep!

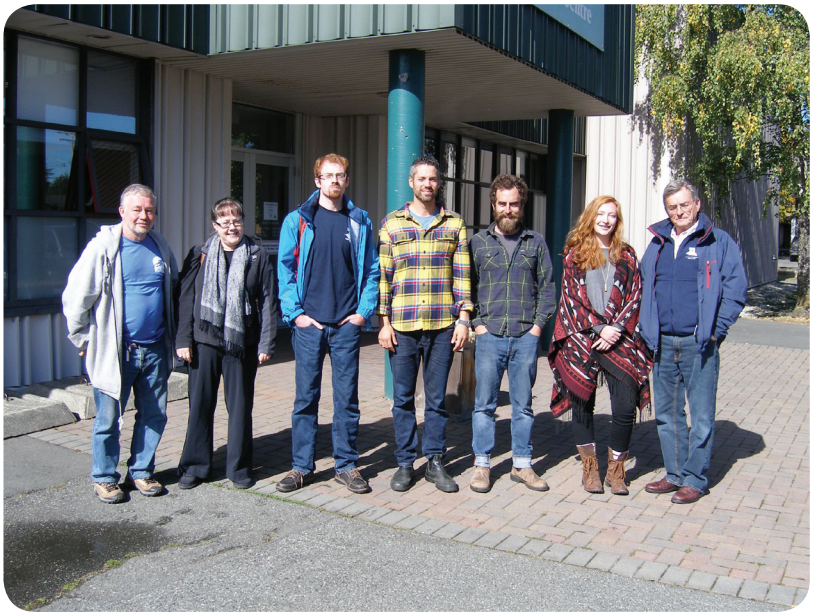
Diving Panther site. Photo:J Marc Photo

On the whole the expedition was a success. It not only generated sets of valuable data related to the two historic wreck sites it also provided the teams with practical underwater surveying experience. Use of prefilled tanks turned out to be a good idea. It reduced the amount of evening work and the noisy compressor would have caused a lot of discomfort to (and perhaps complains by) the other dock / park users. The expedition provided a good lesson in supporting a diving team (in this case of eight divers) in the field. It will take some time to reconcile all the measurements into a cohesive picture. It is possible that some measurements will have to be verified. For that reason baseline anchors were left in situ. In all the expedition carried out fifty eight individual dives.

Creature from the Deep.

NAS 1 & NAS Intro - CONGRATULATIONS!

Congratulations NAS 1 Course



LtoR: Dan Downes, Carrie Fleming,Greg Bossons,Evan Henderson, Ryan Cloutier, Annelise Simonsen,Jiri Kotler

A NAS 1 Certificate in Foreshore and Underwater Archaeologyn course was held in Sidney BC October 1 & 2.

Jacques and John Middleton taught the course. Seven students attended the lectures and six participated on the survey dive at Sidney pier. The survey results were compared to past classes and were found to besuccessful despite current and choppy surface conditions.

Congratulations go to the following people for completing the course.

Dan Downes, Carrie Fleming, Greg Bossons, Evan Henderson, Ryan Cloutier, Annelise Simonsen, and Jiri Kotler.

An Introduction to Foreshore and Underwater Archaeology course was held in Victoria on November 19th. It was

organized and taught by Jacques Marc and Jiri Kotler. Eight enthusiastic students spent the day at general lectures and

learning the basics of measuring a shipwreck. Practice was done in the the pool using some 'creative artefacts'.

Back in the classroom, the result of this measuring was transcribed onto paper. Achieving accurate results was quite an 'eye

opener' but there will be another chance to work at it in NAS 1.

Congratulations go to the following people for completing the course. We hope to see them all again in future courses and on UASBC expeditons!

Roger Lesage,Warren Bush, Breanne Summer Gordulic, Daniel Johanson, Jiri Kotler, Abbie Sherwood, Grayson Russell, Allan Ramsay , and Lyle Berzins

Congratulations – NAS Intro Course

back row left to right; Grayson Russell,Daniel Johanson,Roger Lesage,Warren Bush,Jiri Kotler,Lyle Berzins

front row left to right: Breanne Summer Gordulic,Abbie Sherwood,Allan Ramsay

President's Message

by: Keith Bosson

As we close out the year it is interesting to reflect on the last twelve months. Our society has had a busy year and our dedicated members have accomplished a lot to be proud off. We started out the year participating in the Divers Weekend at the Vancouver Aquarium. That was followed up with a successful Shipwrecks Conference in Victoria on April 7.

In June Tom Beasley, our Lower Mainland Director, and myself accompanied Vancouver Sun Reporter Jeff Lee and Duncan MacLeod, Currator from the Vancouver Martime Museum, on a short trip down the Fraser River to the resting place of the Sunny Island. The Sunny Island was a 78 foot fish packer which was abandoned in Ewan slough sometime during the second world war. The vessel was built in Barkley Sound in 1929 by Jirokichi Arimoto and is significant for its unique blending of traditional Japanese and BC West Coast design elements This resulted in a feature article in the Sun and some great publicity for both the UASBC and the Vancouver Maritime Museum.

In the early fall we successfully kicked of our Southern Gulf Islands Project with a short four day mini expedition to survey the Panther and the Del Norte. This was followed up with one day trip in November which was somewhat hampered by stormy weather. Our Southern Gulf Islands Project was the featured article in the fall News Letter from the Nautical ArchealogySociety in the UK, so our work is drawing international attention.

Another major accomplishment was the recent completion of a contract from the provincial Hertiage branch to produce historical statements of significance for six vessels. This represented a significant effort on the part of many volunteers to researh, write, edit and package the material, however, the proceeds from this work will go a long way towards funding our operations for the next year. We also managed to run two NAS courses over the fall introducing new people to our society and the basics of undewater archeaology..

Coming up in the new year is out 2017 Shipwrecks Conference which will be held in Burnaby on April 1. The theme for the conference will be Viking Maritime Heritage which should make for some very interesting presentations. Jacques Marc, our Explorations Director is working on out spring dive schedule. We are currently considering another 4 day Gulf Island trip in April to survey the Robert Kerr and the Miami. If you would like to participate in the survey work or just get out for a dive, keep an eye on the website for details..

Our behalf of our Society I would like to wish everyone Happy Holidays and a prosperous New Year.

Keith Bosson
UASBC President

Editors Message - Happy New Year Folks

Anji Smith & Gary Lambeth

Powell River is a town built on logging, a town surrounded by forest history. We do not have to go far to see it. Mowat Bay is a popular local destination with picnic grounds and a swimming area. Just under the surface of the water lays the remnants of the Anderson's lumber mill.

Andy and Clara Anderson moved their lumber mill to Mowat Bay in 1958, and the Municipality wouldn't let them run it as a commercial venture.

In 1915, Mowat and Wasser built a shingle mill which is now a popular Pub and resaurant. Powell Lake was named after Dr. Israel Wood Powell in 1881. He was a medical doctor from Ontario who worked for the British Columbia government during the 1800s. A fiord lake, it spans some 50km in length and is 24km wide. In 1924, when the Powell River Company raised its dam for a second time the lake level rose to 56m above sea level. Although a fresh-water lake, a 1961 study by the University of British Columbia proved the existence of salt water at the bottom of the lake at depths of over 1600 feet.

Lumber Mill, Mowat Bay, Powell River Photo: Anji Smith

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.

Editorial Material