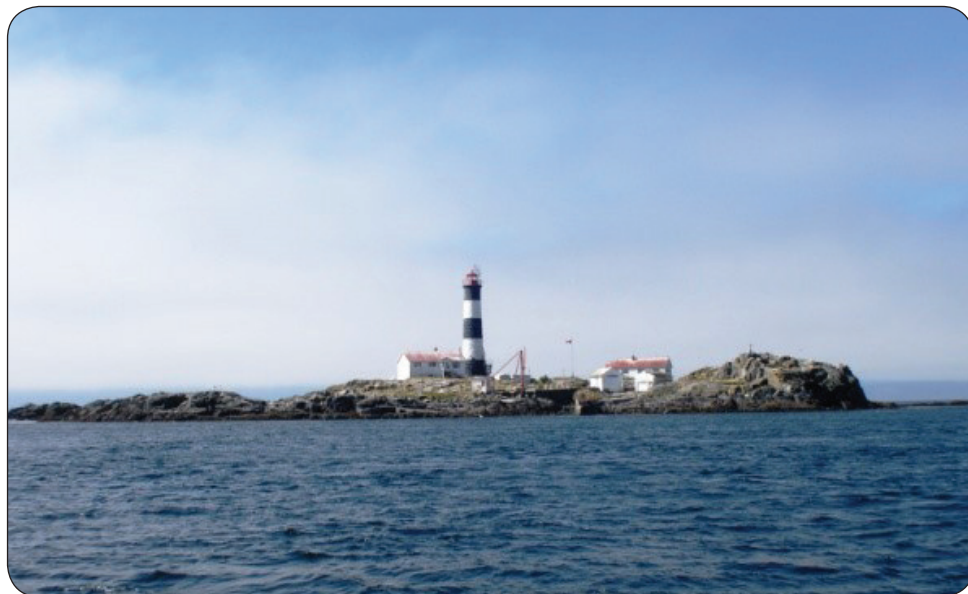


Race Rocks Mystery Wreck (AKA Nanette)

By Ewan Anderson



Race Rocks Lighthouse as seen from Mystery Wreck Site. Photo by: J. Marc

The last dives of the Spring Expedition season were completed on June 15. A full complement of divers including Jacques Marc, Jiri Kotler, Paul Spencer, George Silvestri, Warren Bush, Mike Lewis and Ewan Anderson met at Pedder Bay on a distinctly warm and sunny morning. A slight chop on the water made the trip out to Race Rocks aboard the Juan de Fuca Warrior bumpy and a bit wet, but we arrived in plenty of time to catch slack tide.

Our first dive was on the Race Rocks "Mystery Wreck" which is represented by piles of bricks, distinctive lime formations cast in the shape of long-since rotted barrels, a concreted pile of anchors; pintles, gudgeons and other fittings; and glassware (including black glass bottles). Although the UASBC has dived this site several times, no objects have been found which conclusively identify the wreck. Is this the wreck of the Nanette, which ran

aground on Race Rocks in 1860?

The Nanette was a 118-foot (36 m), all-wood, three-masted barque, laid down and launched in Quebec City in 1857. She was sold shortly afterwards and sailed out of Greenock, Scotland from 1858 onwards, sailing for Singapore and the East Indies before her final voyage from London to Victoria in 1860.

After entering the Strait of Juan de Fuca, the Nanette hove to in thick fog on the evening of December 22 with the intention of drifting with the tide to the entrance of Esquimalt Harbour by the next morning. A couple of hours later, the clearing fog revealed Race Rocks nearby - and the current carrying the barque closer at a rate of seven knots! By midnight, they had reached rapidly shoaling water so dropped anchor. They went ashore

Race Rocks Mystery Wreck(AKA Nanette)(continued)

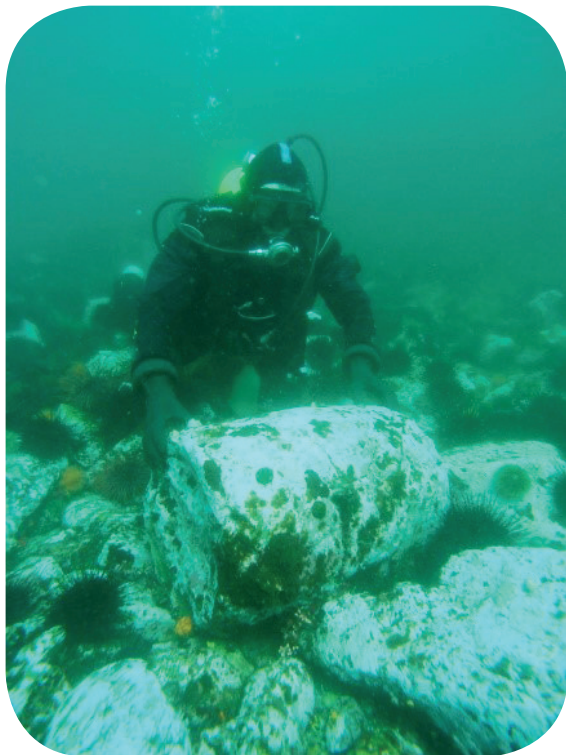
on Great Race Rock to get assistance from workers who were installing the light at Race Rocks. But even following advice from the “locals” the Nanette grounded hard and started taking on water. By about 5 am the next morning all crew had disembarked to Race Rocks; by 11 am only the Nanette’s masts, davits, and bowsprit cap remained above water; and at 2 pm she sunk in 15 fathoms (27.5 m). Salvage started around Boxing Day and proceeded in a chaotic fashion as numerous legitimate and illegal salvors fought to recover as much of her full load of cargo as possible.

The timing of the Nanette’s arrival in the straits adjacent to Victoria was particularly unlucky. The newly operational Fisgard Light marking Esquimalt Harbour had not yet been charted. The ship’s master reports seeing the light, but of course could not identify it from his charts. Race Rocks light itself was not lit for the first time until just three days after the Nanette’s sinking.

The UASBC has completed well over 60 person-dives around Race Rocks, but the site of the Nanette wreck has never been conclusively identified. The Mystery Wreck

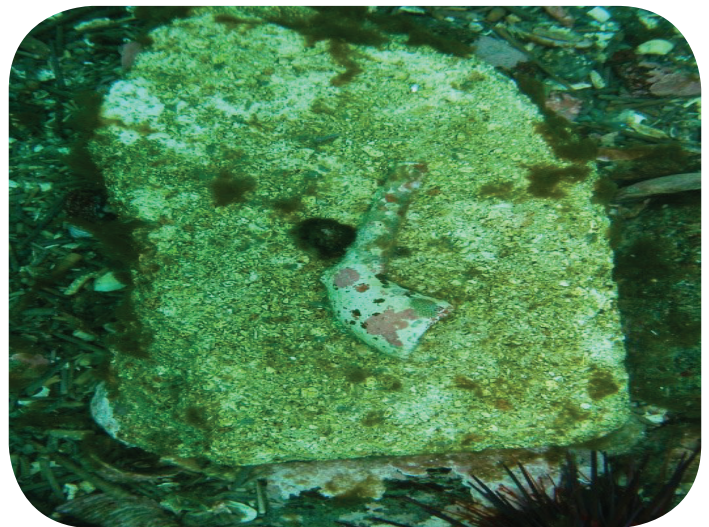
location was reportedly first identified in 1993 by Richard Smith. The wreck site covers at least a 30 m long area in a narrow valley no deeper than 12 m. While the site is certainly shallower than the reported sinking depth of the Nanette, the presence of a type of black bottle glass which was uncommon after the mid-1800s dates the wreck to the appropriate time period.

During our dive on June 15, we searched for ceramics and glass that might identify the vessel, photographed some previously identified artifacts and features, and completed 3D photogrammetry on the anchor pile and one of several lime barrels. Conditions for our dive at this site were very good. Currents were slack to light for at least an hour, and underwater visibility was approximately 10-12 m. The site is covered with urchins, which obscure some of the smaller artifacts, but have kept the kelp at bay over most of the wreckage. During our dive, we were closely watched by harbour seals, dozens of which were sunning themselves on the surrounding rocks (the appearance of a sea otter also provided entertainment during our wait for slack tide!).



Paul Spencer with one of the many Lime barrels on site.

Photo by J. Marc Photo.



Small Clay Pipe found on site.

Photo by J. Marc Photo.



Empress of Canada Aground on Albert Head
(BC Archives F-00272_141)

After wrapping up at Race Rocks, we zipped over to Albert Head to inspect the site where the Empress of Canada grounded in October 1929. The dive was uneventful, other than dive teams fighting a “sporty” current! Even if the visibility had been better than a mere 2-3 m, and the rocks hadn’t been covered in a mixed forest of kelp, the chances of identifying evidence of the grounding were a long shot.

Only two days after her grounding, the Empress of Canada was refloated and towed to drydock in Esquimalt, and after repairs, she resumed service. Her encounter with Albert Head wasn’t her only brush with disaster during her 23 years afloat. In 1923, she arrived in Tokyo just days after a deadly earthquake. During World War II, the Empress of Canada was converted for use as a troopship, transporting ANZAC troops to Europe, as well as prisoners of war. She was torpedoed and sunk in 1943 with the loss of 392 lives.



Dive Group Relaxing at Pedder Bay Marina after the dive.
Photo by George Silvestrini

ARCHEOLOGY DAY AT POINT ELLICE HOUSE, VICTORIA

By: Jiri Kotler

For a second year the UASBC participated in Archaeology Day held on the grounds of Point Ellis House, one of the Victoria's historical houses. The idea was to join other organizations, connected to archeology and history of British Columbia, to showcase their various activities and programs. There were eight exhibition booths on the lawn of the Point Ellis House. The Moon Underwater Brew-pub and the Saltchuck Pie Company provided the refreshments and food.

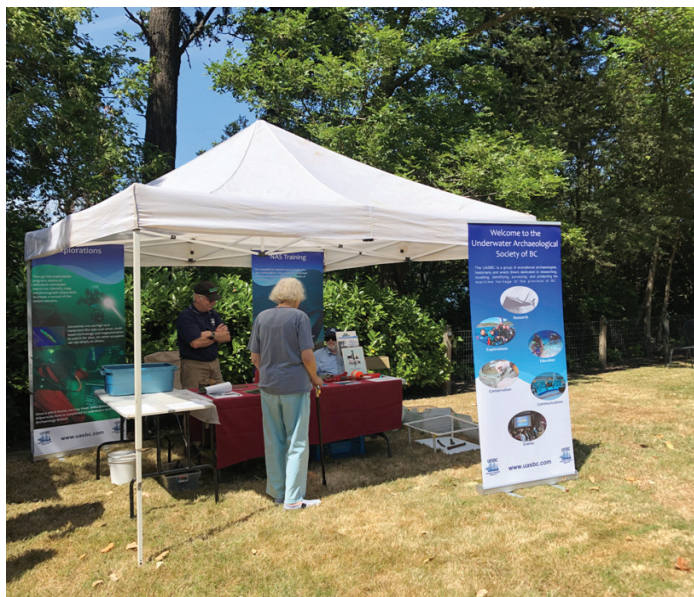
The Society booth had its usual complement of pop-up posters, selection of publications and pamphlets, and a few wreck artefacts (most inherited from Fred Rogers' collection). In addition, there were two 'activity' set-ups to illustrate what underwater work may look and feel like. Adult visitors appeared to be more attracted to the drawing grids. Kids on the other hand appeared to have a lot of fun 'searching' for, and identifying artefacts in a tub of sand, either wearing gloves, blanked-out mask, or both. The overall attendance of the event was not as good as 2018. However, there were a number of people who came to the booth genuinely interested in the Society's purpose and its on-going activities.

Thanks go to Jacques Marc, Ewan Anderson, Murray Maffey, Carole and Ian Pope and Jiri Kotler who volunteered to set up, staff and dismantle the booth.



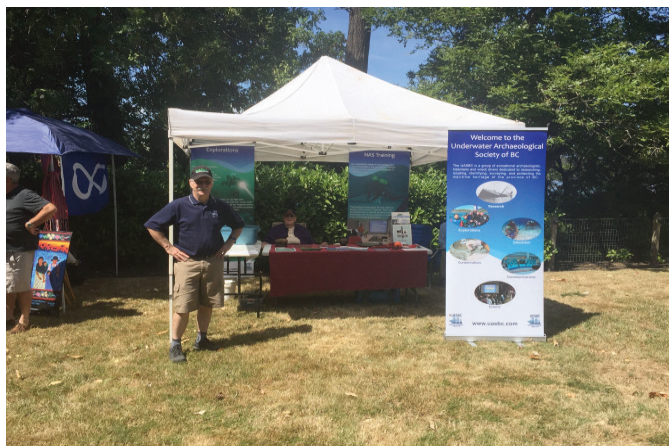
UASBC set up at Point Ellice House Archaeology Day

Photo by Brian Fardoe



UASBC Setup at Point Ellice House Archaeology Day

Photo by Ewan Anderson



UASBC Presidents' message Fall 2019

by: Keith Bossons

Hi Everyone,

I hope everyone has been having a great summer and had a chance to get out on or under the water. As we pretty much wind things down over the summer I don't have much to provide in the way of an update. Over the next few weeks we will start ramping up for the fall.

Over the past year or so the meeting schedule for the Lower Mainland chapter has been somewhat sporadic and we will try to get back to a routine schedule for this coming season. We will be having four meetings a year two in the fall and two in winter or spring. The dates for the fall meetings are Sept 25 and November 27. Details can be found on the website. The Victoria Chapter will continue with its format of monthly meetings.

We are getting close the wrapping up the Gulf Islands project and will be working on putting the written report together this year.

The fall dive schedule is provided elsewhere in this edition of the Foghorn as well as on the website. I encourage everyone to come out and participate if you can.

*All the best
Keith Bossons
UASBC President*

A Special Thank you Volunteer Work Appreciated

Thanks to Ian Pope for scanning back issues of the Foghorn.

Ian spent 56 hours scanning each page and saving them to JPG format.

I have been picking away at loading the JPGs that make up each newsletter into Power Point and then saving each newsletter as a PDF. In time we should have most back issues available for our library and maybe eventually on the web page.

**Please refer to
WWW.UASBC.COM for latest Updates!**

Spending Time with the Parks Canada Underwater Archaeology Team

By: Jacques Marc

In May and early June, I had the opportunity to join the Parks Canada Underwater Archaeology Team as they put their new vessel the RV David Thompson through a shakedown cruise in the Gulf Islands and on the West coast.

The RV David Thompson was purchased from the Canadian Coast Guard in 2016 to provide support for the Erebus and Terror work in the Arctic. Launched in 1992 as the Arrow Post (a fisheries patrol vessel) the Thompson is 29 meters long and has accommodation for 11 researchers and 3 crew.

It is equipped with a crane, Rigid-hulled Inflatable Boat (RHIB), fresh water maker, a sewage treatment plant, satellite communications and multi-beam sonar. The ship is named after David Thompson the famous explorer and fur trader; who made the first accurate map of western Canada.



RV David Thompson off Salt Spring Island.

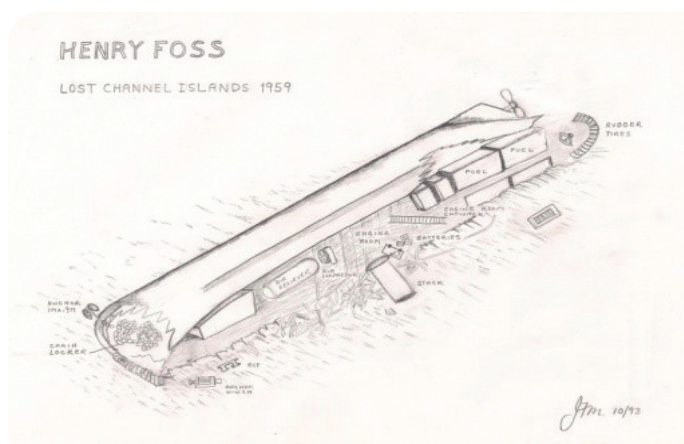
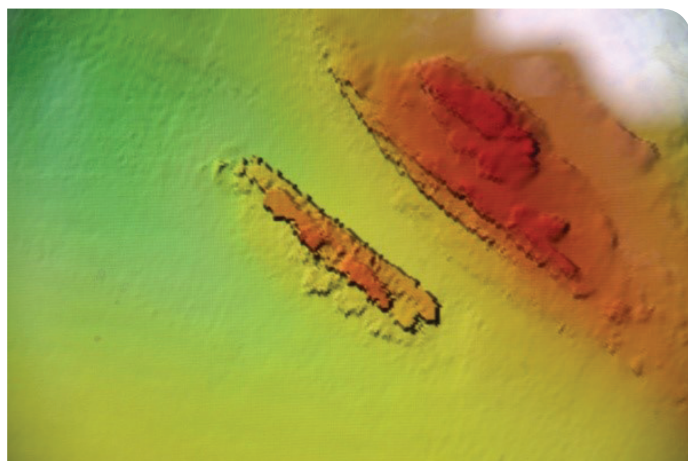
Photo by J. Marc Photo

The David Thompson overwintered at the Coast Guard Base on Patricia Bay. In order to get the ship ready for the 2019 arctic season the Archaeology Unit thought that they would show the flag on the West coast by doing some work in the Gulf Islands and on the West Coast.

The work in the Gulf Islands consisted of studying some clam garden sites, looking at prehistoric shorelines and

doing some work on wrecks. Jon Moore explained that they would like to get acquainted with some of the wrecks in the Gulf Islands Proposed National Maritime Conservation area. I provided him with a list of potential sites to visit and a UASBC work list (i.e., things that the UASBC would like to accomplish in the area). Over the course of two weeks I joined the group for a total of 5 days in the Gulf Islands. During that time we accomplished several projects. A target in Trincomali Channel thought to be the Emily Harris was scanned with multi-beam and found to be topography. We carried out a multi-beam search in Cable Bay on Galiano Island looking for the wreck of the Admiral Knight. We covered an area 3 kilometers long and water depths from 30 meters to 60 meters and found no evidence of the Admiral Knight. We scanned the Henry Foss to get a clearer idea of what she actually looks like.

Lastly, we checked out a couple of sites in Satellite Channel. One, an unknown target, could not be found. We did find the second target, Canso 9771 which crashed in 1945, but it does not look like much in 450 feet of water. In addition to the remote sensing we did orientation dives on the Panther and Robert Kerr wrecks. I have incorporated the findings in our Gulf Island Shipwrecks report which we hope to get out in the spring of 2020. Once the work in the Gulf Islands was completed the RV David Thompson set sail for two weeks on the west coast.



2019 Multi-beam image of Henry Foss and 1993 Sketch.

Photo by J. Marc Photo

I joined the vessel on this leg for five days. We departed the Institute for Ocean Sciences on May 28th and traveled to Port Renfrew. When off Sheringham Point we completed a quick one hour multi-beam survey to find a known mystery wreck. We successfully relocated the wreck, but the new information collected has not helped me to identify it. After overnighting in Port Renfrew, we headed up the coast to look for the Duchess of Argyle wreck. The wind and sea conditions were very favorable. Jon Moore and I were the first in the water. We found the bottom was inundated with surge channels. We swam in and out of the surge channels, staying in 20-30 feet of water but found nothing. Ryan Harris and Alex Poudret-Barre followed our dive but did not fare any better. Despite having an X on a chart and swim-

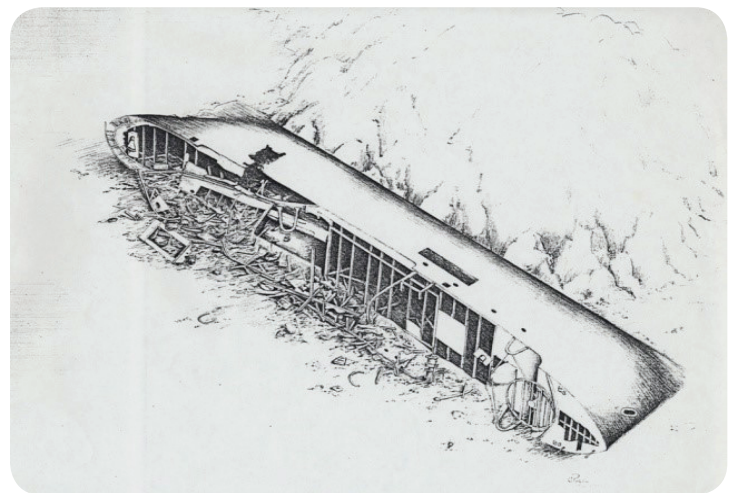
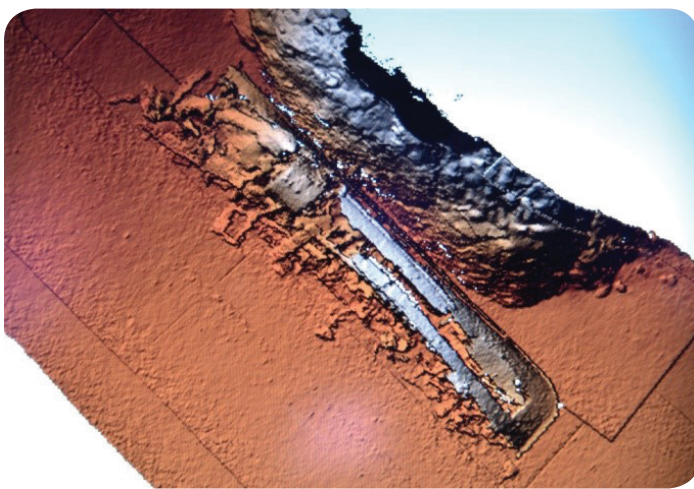
Continued on page 8

ming 500 meters of shoreline we came up empty handed. It was very reminiscent of the UASBC's last search for this wreck.

After completing our dive we headed for Barkley Sound where we did a dive on the HMCS Theipval. The wreck has deteriorated significantly since the last time I was on it in 2010. We found that much of the hull plating has fallen off the upper (port side) leaving a gaping hole between the deck beam shelf and lower hull. This is visible on the multi-beam image below. I also found that the circular shaped deck beneath the gun emplacement has collapsed into a heap inside and outside the wreck. The gun base has also fallen out of the wreck and the foredeck windlass lies on the bottom just aft of the bow. I found the UASBC plaque about half way along length of wreck and cleaned it off so that it is legible again. The stern remains somewhat the same, except that the boiler is more exposed.

On Friday May 30th, the Underwater Archaeology Team wanted to document HMCS Theipval with multi-beam. Given its proximity to a reef and the fact it is shallow water meant that the RHIB would have to be used. A custom made multi-beam unit fits on the bow for shallow water work. It took several hours to set up and calibrate the RHIB multi-beam but the results were well worth the wait.

I thought the Canadian Hydrographic Service had done a great job on the Erebus. However, Ryan Harris generated a 3D image of the Theipval that defies imagination. The multi-beam laid the wreck open in its entirety. Its shape and the existing damage are visible in great detail. The image below is the first cut. Ryan promises an even more spectacular image in the future.



Multi-beam image of HMCS Theipval and 1989 Drawing (Courtesy Parks Canada)

After completing the Theipval survey, the David Thompson proceed to Ucluelet, where I got off and new researchers and adventurers got on. Thanks to Mark-Andre Bernier (Manager), Jon Moore (Team Lead) and the rest of the team for letting me tag along.

Fall Exploration Schedule 2019

Saturday September 14th Cowper Search - Gulf Islands

The clipper ship Cowper struck a rock northwest of Tumbo Island November 21, 1869 and was lost. The UASBC will conduct a search for this wreck. We may experience a bit of current, but this dive is suitable for all open water divers. We will depart from Sidney for this trip.

Charter \$100 per person. Limit 7 divers.

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

Sunday September 15th Reef Net Site Investigation

The UASBC was contacted by Katie Hughes at UVic's Legacy Art Gallery about getting video footage of a Strait Salish people's traditional reef-net fishing site on Pender Island. We agreed to give it a shot. We will travel out to the site and plan to do two dives.

On the first dive we will try to find known anchor stones and mark them. On the second dive, we will try to get video of the site for use in the exhibit. We may experience a bit of current, but this dive is suitable for all open water divers. We will depart from Sidney for this trip.

Charter \$100 per person. Limit 7 divers.

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

September (dates TBA) Okanagan Landing

The UASBC and INA will be conducting a side scan sonar survey of the Okanagan Landing area of Okanagan Lake. This project will be using small personal boats so space is limited.

Contact Bill Meekel for details: billmeekel@gmail.com

Saturday, October 12 Nautical Archaeology Society (NAS) Introduction Course

Crystal Pool and Fitness Centre, 2275 Quadra St, Victoria, BC

Lectures include: principles of underwater archaeology, site types, laws and basic survey techniques.

The practical session includes hands-on surveying experience in the pool and plotting up the results.

Non divers can participate and practice on land or in the shallow end of the pool.

Cost: UASBC Members \$90 Non Members \$130

To register contact Jacques Marc (250) 474-5797 or email jmarc@shaw.ca

Sunday, October 20th Swordfish Wreck - Southern Vancouver Island

We will be diving on the wreck of the Swordfish in Pedder Bay near Race Rocks. The Swordfish was an Iron bark that sank in 1877. Weather permitting we may try look at a reef-net site in Becher Bay or do a dive at Swordfish Island. We will depart from Pedder Bay for this trip.

Charter \$100 per person. Limit 7 divers.

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

UNDERWATER ARCHAEOLOGICAL SOCIETY OF BC UNDERWATER EXPLORERS SPEAKER SERIES Fall 2019

**UNDERWATER ARCHAEOLOGICAL SOCIETY OF BC (UASBC)
UNDERWATER EXPLORERS SPEAKER SERIES
Fall 2019**

SEPTEMBER 11 (WED)

TOUR OF JOINT RESCUE COORDINATION CENTER (JRCC)

ERIC DINN, JRCC COORDINATOR, CFB ESQUIMALT

Please Note: This event is fully booked.

<http://www.ccg-gcc.gc.ca/e0003868>

The Joint Rescue Co-ordination Centre (JRCC) Victoria is one of three JRCCs in Canada operated by the Canadian Forces (CF) in conjunction with the Canadian Coast Guard (CCG); the others are in Trenton, Ontario and Halifax, Nova Scotia.

JRCC Victoria is located at Canadian Forces Base Esquimalt and is responsible for planning, co-ordinating, controlling and conducting aeronautical and maritime search and rescue (SAR) operations within Victoria's Search and Rescue Region (SRR). The Victoria JRCC consists of approximately 920,000 km² of mainly mountainous terrain of Yukon and British Columbia and 560,000 km² of the Pacific Ocean extending to approximately 600 nautical miles offshore including over 27,000 km of rugged British Columbia coastline.

October 9

TECHNOLOGY IN ARCHAEOLOGY

CHRIS MUNDIGLER – ARCHAEOLOGIST UVIC

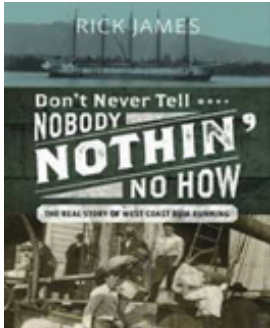
Christian Mundigler is an archaeologist, ethno-historian, explorer and photographer who has spent his career researching, teaching and leading tours. He will talk to us about the growing use of technology in archaeology and the impacts it is having. His talk will include a look at technology such as GIS, photography, laser scanners and 3D printing to replicate reality and to preserve a record so that a site or artifact can be more efficiently and widely studied.

**The UASBC Victoria Chapter meets at
The offices of Terra Archaeology
45 Bastion Square in Victoria
at 07:00 PM
The 2nd Wednesday of the month**

November 13

RUM RUNNING: "DON'T NEVER TELL NOBODY NOTHIN' NO HOW"

RICK JAMES – MARITIME HISTORIAN AND AUTHOR



Maritime Historian Rick James separates fact from fiction in this authoritative look into BC's rum-running past.

At the stroke of one minute past midnight, January 17, 1920, the National Prohibition Act was officially declared in effect in the United States. From 1920 to 1933 the manufacture, sale, importation and transportation of alcohol and, of course, the imbibing of such products, was illegal. Prohibition was already a bust in Canada and it wasn't long before fleets of vessels, from weather-beaten old fish boats to large ocean-going steamers, began filling their holds with liquor to deliver their much-valued cargo to their thirsty neighbours to the south.

Contrary to popular perception, rum-running along the Pacific coast wasn't dominated by violent encounters like those portrayed in the movies. Instead, it was usually carried out in a relatively civilized manner, with an oh-so-Canadian politeness on the British Columbian side. Most operated within the law. But there were indeed shootouts, hijackings and even a particularly gruesome murder associated with the business. Using first-hand accounts of old-time rum-runners, extensive research using primary and secondary documentation, and the often-sensational newspaper coverage of the day, *Don't Never Tell Nobody Nothin' No How* sets out to explain what really went down along the West Coast during the American "Noble Experiment."

DECEMBER 11

Research Vessel (RV) DAVID THOMPSON – PARKS CANADA

JACQUES MARC – Explorations Director, UASBC



Jacques will talk about his recent exploration voyages on board the 29 meter, 228 tonne Research Vessel David Thompson recently acquired by Parks Canada. The David Thompson will support Parks Canada's marine science and underwater archaeological work. Launched in 1992, she has accommodations for 11 researchers and 3 crew and is equipped with a crane, work boat, fresh water maker, a sewage treatment plant, and satellite communications. She will be used for work off the East and West coast as well as on Arctic projects such as the Erebus and Terror.

Lower Mainland Chapter Exploration Speaker Series Fall 2019

Wednesday, September 25

7:30 pm at the Vancouver Maritime Museum

Lost Ships of the Canadian North

The recent discoveries of the wrecks of *Erebus* and *Terror* in the Canadian Arctic have focused attention again on the maritime history of our northern waters. Few Canadians, however, are aware of earlier lost vessels like Jens Munk's Danish frigate *Unicorn* caught in the ice of the estuary of the Churchill River in 1619 and sunk there a year or two later or the stories of *Breadalbane* and *Investigator*, two Royal Navy vessels sunk in the search for the lost Franklin expedition but found decades ago. And there is the ghost ship of the Arctic, the HBC's *BayChimo* that traversed northern waters for decades after its crew abandoned it. Hector Williams was raised in Churchill and has sailed the NW passage twice in the past five years as a lecturer. He was one of the founders of the UASBC in 1975 and has served on the Board of the Vancouver Maritime Museum for nearly 30 years. He is currently working on the papers of Sir Edward Belcher, commander of a search expedition for Franklin, who lost four of his five ships in an unsuccessful attempt to solve the mystery.

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