



“Success”

By Jacques Marc

We had two objectives on October 17th. The first was to try to relocate the wreck of the Rosalia at Discovery Island and the second was to photograph the compound steam engine at the Storm King site at Trial Island.

We marshalled at the West Bay Marina in Victoria at 09:00 to load our dive vessel. On this outing we were using a 25-foot RHIB operated by Esquimalt Eco Tours. Daniel Bouchard is the man behind Esquimalt Eco Tours and offers chartering services for scuba divers and whale watching. He is also the local Sea Tow representative.

After a briefing on boat operations, we were underway at 09:30 with Jiri Kotler, George Silvestrini, Paul Spencer, Warren Bush and Jacques Marc on board. Travelling at 35 knots we reached Discovery Island in 30 minutes. Once on site our goal was to try to relocate several artifacts from the Rosalia found back in 1989.

Rosalia was a 280-ton barque that went aground near Seabird Point on 19 March 1868. Captain Endiza had loaded 150,000 feet of lumber at Burrard Inlet's Stamp's Mill and was bound for the vessels home port of Honolulu. The tug Isabel picked up Rosalia in Burrard Inlet on Wednesday 18 March, and the same afternoon encountered Fanny loaded with coal that needed assistance. A towing hawser was strung from the Isabel to Fanny, and a second towing hawser led from Fanny's stern to Rosalia. Isabel towed the two vessels through the Strait of Georgia, Boundary Pass, and Haro Strait. At 23:30 on Thursday 19 March a "severe sou'wester suddenly sprang up. Shortly after the gale commenced the Rosalia's hawser parted and after beating about...struck on Discovery Island.



Warren Bush straddles Rosalia's Anchor with its Missing Fluke.

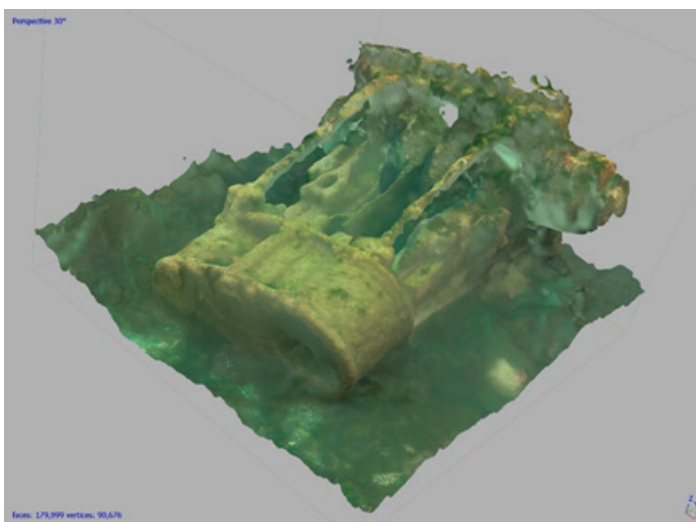
The 5 divers split into two groups. Jacques, Warren, and Paul were to go to the west to try relocating brass drift pins. George and Jiri were to go into the shallows to try find the anchor. When the two dive teams were finished and back on board there were several floats bobbing gently on the surface. George and Jiri successfully relocated the anchor as well as several iron strapping pieces. Jacques, Paul & Warren had found a large pile of brass drifts and several isolated pins. George also found a china shard with a maker's mark. It was made by William & Thomas Adams at their Greenfield Works, Tunstall, England. The mark dates 1866-1892. It is very possible that the shard came from the Rosalia.

After a successful dive at the Rosalia site, we travelled over to Trial Island to dive the Storm King. The Storm King was a 90-foot

wooden tug that over ran her course and struck Trial Island 17 December 1941.

Originally Ewan Anderson was supposed to come along to photograph the engine and generate a 3D model of it. Unfortunately, he took a tumble and injured his elbow so had to stay on shore. He explained to me how to take the video and stills needed to generate a model.

We found the engine in 12 feet of water. My first problem was I did not have enough weight to stay down in such shallow water. Fortunately, Daniel had some 5 pounders on board the boat. Now adequately weighed I returned to the engine. This time I decided to clear a bit of kelp to ensure that I could get good photos. In the process my GoPro slipped off my wrist and disappeared in the kelp. OMG now what was I going to do? After a frantic search I found it lying in plain sight on the bottom. After giving myself some time to calm down, I started the video run. I spent 7-8 minutes going around and up and down the engine. Once I got home, I took my video footage and stills to Ewan. After working some magic, he was able to generate a preliminary model of the engine.



Photogrametric Model of Storm King Compound Steam Engine.

Image Courtesy Ewan Anderson

While I was photographing the engine, the others investigated the site, but no new finds were reported.

It was a quick 20-minute trip back to West Bay. From here Warren raced for the 3:00 PM ferry while the remaining four hit Tim Hortons for a well needed coffee and treat.

It had been a successful day.

CAPTAIN NEMO CLUB 2020

The Captain Nemo Club recognizes cash donations received during the course of a year.

The categories are assigned dependent upon the amount of the contribution.

The UASBC publishes the names of our contributors in the Foghorn annually ” in recognition of their support above and beyond the volunteer hours contributed”. You too can see your name in print. Just send along a little something extra when you renew your membership.

All contributions over the membership amount will be eligible for a tax receipt.

We thank the following contributors who donated during 2020.

40,000 Leaguers	\$500 +
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UASBC Presidents' message

by: Keith Bossons

Hi Everyone,

I hope everyone is doing well and staying safe. As we approach the Christmas season, we are facing additional restrictions related to the pandemic which has once again shut down our in-person activities. This has been a long road but we need to remain patient and hopefully we can start to get back on track in a few months.

In the meantime, we will be organizing a series of Speaker's Series presentations to be delivered by Zoom. The first was held on November 24 and was well attended. The next one is scheduled for December 9 and I encourage everyone to attend. We are working on getting a speaker schedule together for the winter months.

We have also had a few other positive developments over the past few months. First off, the BC Heritage Branch has provided funding for the development of an on-line interactive shipwreck map. Work is well underway on this initiative and we hope to get the map up and running early in the new year.

In October we were notified that the UASBC had been selected to receive the SS Beaver medal which recognizes individuals and organization that have made an outstanding contribution to the marine sector in our Province. The medal is awarded annually by the Maritime Museum of British Columbia and the awards ceremony was originally scheduled for November, but not surprisingly, it has been delayed until a latter date. This is quite an honour and is recognition of the hard work done by UASBC members of the past four decades.

We will continue to monitor the situation and will resume our slate of activities as soon as we are able. In the meantime, Jacques Marc is working on our 2021 exploration schedule.

I would like to wish everyone Merry Christmas and a Happy Holiday.

Hope to see you on Zoom

All the best & Stay Safe

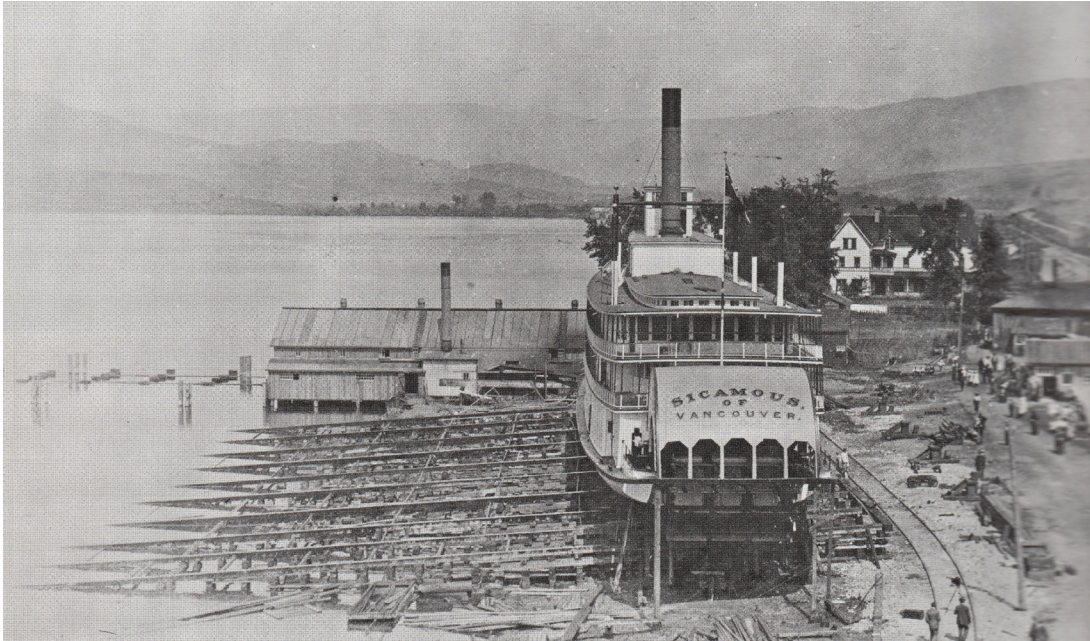
Keith Bossons

UASBC President

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

Okanagan Landing Search & Dive

By: Warren Bush



SS Sicamous on the shipways at Okanagan Landing in 1914

Photo by Charles Verey Collection Courtesy Robert Turner

On October 3 October 2020, UASBC members Bill Meekel, Dwayne Blaeser and Warren Bush rendezvoused at Paddlewheel Park in Okanagan Landing, near Vernon, on the shore of Okanagan Lake. The objective of the day was to put to sea and demonstrate the operation of the side scan sonar unit. Subsequently, the team would search the area around Okanagan Landing for evidence of sunken debris associated with historic shipbuilding, shipbreaking, and general maritime activity.

The small team discussed the day's plan, and quickly left Paddlewheel Park by boat. Initially traveling north to Beachcomber Bay, the team deployed the side scan sonar and searched for a sunken car known to have sunk after breaking through the lake's frozen surface in the 1920s. This target proved elusive, but the team confirmed that the side scan sonar was operational.

Repositioning to the southeast near Okanagan Landing, the team again deployed the side scan sonar and transited east along the shoreline. Founded in 1892 after the completion of the Shuswap and Okanagan Railway, Okanagan Landing became an important transfer point between the Canadian Pacific Railroad's terrestrial and seaborne assets. It also became a shipbuilding location, and crowds of spectators would have gathered along the lakeshore to watch the launching of ships including the SS Aberdeen, SS Penticton, SS Kaleden, SS Okanagan, SS Naramata, and SS Sicamous. The shipyard remained in service until the 1960s, and the Okanagan Landing and District Community Association purchased the land in 1971. Although no evidence of former maritime activity scrolled across the screen depicting the lakebed, it was still worthwhile to explore an area known for shipping and industry. The lake below Okanagan Landing has many waterfront homes and the water is very shallow. This makes side scanning a challenge. A return scanning trip will be required.

Clippers & Barks

Searching for History in the Strait of Georgia

By: Warren Bush

The UASBC's first dives since the start of the COVID-19 Pandemic took place on Sunday 30 August 2020. A small team consisting of Jacques Marc, Jiri Kotler, Gabriel Hill, Paul Spencer, Robert Simpson, and Warren Bush gathered at Sidney's Tulista Boat Launch at 0730 and put to sea in the Miss Emily at 0800 after loading gear.



En-route to Cowper Dive in the Covid-19 Era

Photo by J. Marc

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Okanagan Landing Search & Dive *(continued)*

The team then repositioned to Cameron Point, where they searched for a cabin cruiser reported to have sunk near that location. Thrice stymied, the team journeyed southwest to Fintry, and anchored just north of Shorts Point off the site of a large sunken wreck.

The wreck is the Canadian Pacific Railway Barge #20. Built by the Canadian Pacific Railway in Okanagan Landing in 1945, the barge was a 196.9-foot-long and 36.7 feet wide two track, eight car rail transfer barge. Many such barges shuttled goods, tourists, and settlers around the lake and to different important locations like Kelowna and Penticton. As settlers populated the region and built infrastructure like reliable roads, the requirement for barges like CPR Barge #20 decreased. By the early 1970s the CPR had sold all its barges, and they sold CPR Barge #20 to Fintry Estates in 1981. It sank at its currently location shortly thereafter and rests in 30 to 60 feet of water. The team descended on the barge, and swam along its length, enjoying excellent preservation and visibility. The barge is interesting as remnants of the hog post system can be observed on the lake bottom near the wreck.

Although the team's side scanning did not reveal anything previously unknown about Okanagan Lake, they verified the device's operability, confirmed where a few targets are not located, and had a good dive.

The day's first dive was to continue searching for the wreck of the 1024-ton clipper ship Cowper, which the society also searched for on 14 September 2019. Built by Joshua Magoun in his Charleston, Massachusetts, shipyard in 1854, Cowper was 181 feet long, 34 feet wide and 24 feet deep. The ship had a sixteen-year blue-water career hauling freight, and called at ports including England, Ireland, China, Peru, Australia, the United States and Canada. By 1865 it was operating in the coal trade on the west coast of North America and made a total of seven round trips hauling coal between San Francisco and Nanaimo before its loss. On 20 November 1869, the Sir James Douglas towed the Cowper out of Nanaimo Harbour. The crew hoisted the sails shortly thereafter but grounded somewhere north of Tumbo Island while trying to navigate past Saturna Island's East Point on their southbound transit back to San Francisco. Salvage efforts succeeded in recovering equipment and coal, but the wreck eventually disappeared from the rock during a heavy nor 'wester 17 December 1869. In April 1870 sections of the wreck washed up on San Juan and Friday Island.

The September 2019 team searched the Tumbo Reef system Northwest of Pine Islet. The 2020 team decided first to investigate a potential anomaly off a rock at the northwest end of the inner reef, followed by a search of the north and south faces of the westernmost reef north of Pine Islet. The first dive only saw two divers enter the water and search the rock in the fifteen minutes before slack water. The divers did not find anything from a wreck, so they returned to the Miss Emily which relocated to the outermost reef north of Pine Islet. Divers entered the water and searched the whole reef, home to many rockfish and evidence of previous sport fishing. Alas, the Cowper eluded the team - the divers did not find any evidence of a wreck. Visibility was around 30 feet and divers noted a modest southbound current.

Returning to Miss Emily, the team relocated to the wreck site of the barque Zephyr, located north of Edith Point on Mayne Island. Built in 1855 by the Medford, Massachusetts firm of Hayden and Cudworth, the Zephyr was a 414 ton, 125-foot-long, 28-foot wide and 12-foot deep barque active from 1855 to February 1872. The barque's travels are extensive - it called at ports in the United States, throughout the Mediterranean, Europe, South America, Oceania, and Asia while hauling freight.



Bark Zephyr Messina Harbor, Sicily 1856

The well-traveled barque's adventures came to an end on the evening of 13 February 1872. Zephyr sailed from San Pedro, California, to the quarry on Newcastle Island, and loaded stone columns intended for the San Francisco Mint. Disaster

struck shortly after their southbound transit began. First Mate George Lusk related to Victoria's Daily Colonist that "a heavy snowstorm set in during which time the best lookout was constantly kept on board," but "owing to this snowstorm it was impossible to distinguish land." Zephyr grounded on Mayne Island, and the crew quickly became aware of serious damage on the starboard side. During the night, the vessel rolled seaward to port, causing the crew to evacuate the wreck and seek shelter in a fisherman's house near present-day Active Pass. The owners abandoned the wreck, where it lay undiscovered until the winter of 1976. A major excavation took place with heavy UASBC involvement, and eventually the 5 stone blocks and the 2 columns were raised in 1987. One of the columns is now in display outside the Vancouver Maritime Museum, the other rests at the original quarry on Newcastle Island. 4 Blocks are on display at Maffeo-Sutton Park in Nanaimo, while one block is on display outside of the Mayne Island Museum. Fast forward to 30 August 2020, and UASBC divers entered the water and descended to around 30 feet to explore the site for the first time since 23 August 2008. The main features of the site from bow to stern, or west to east, are a hawse pipe, anchor chain and the capstan, followed by the remaining sandstone block cargo. Marine borers and extensive tidal action have erased any evidence of the hull. Site interpretation is aided by previous surveys completed by the UASBC.

The team felt privileged to dive these sites as conditions often do not permit diving. Although the clipper ship Cowper



Zephyr Capstan, Warren Busin in Background.

Photo by J. Marc

again eluded searchers, knowing that the wreck remains undiscovered will continue to feed the imagination of divers and historians.

UASBC Diver Explorations

Spring Diver Schedule 2021

COVID-19 PRECAUTIONS

As it will not be possible to achieve a 2-meter distance between divers on board the charter boats, all divers will be required to wear a face mask while onboard the boat, when not diving. Also, we have had to reduce the number of divers that can participate on each trip.

Saturday January 23, Chemainus Dry Dock Barges

Four wooden dry dock barges sank off the Chemainus waterfront in 2014.

They are now covered with marine life and are fun to dive. The UASBC will dive

Dry Dock Barge No. 1. We will meet at the Chemainus Kinsman Boat launch at 10 :00.

The swim out to the barge is approx 200 meters, so it is not for the faint of heart.

The barge lies in about 60 feet of water. Jiri Kotler and Bob Simpson will be our guides.

This trip is open to all skill levels and there is no diver limit.

Please contact Jacques if you are intersted so we know diver numbers.

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

Saturday February 6th HMCS MacKenzie and Trebla

The HMCS MacKenzie was sunk as an artificial reef in 1996. We havn't visited it in a while so will check it out on dive 1. Dive 2 will occur on the SS Trebla a steam tug that burned and sank in San-nichton Bay in 1923. We started a survey on this site in about 2003. We will measure the few remain-ing pieces to complete the site plan and do some photgrametry work as well.

We may experience a bit of current, but both dives are suitable for all open water divers.

We will depart from Sidney for this trip.

Charter \$100 per person. Limit 6 divers.

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

Saturday March 13th Sooke

On this trip we will try to relocate two wrecks we last dove in the 1990's.

We will try to relocate the Schooner Surprise that ran ashore and sank at Simpson Point in 1874 and we will also try relocating the auxillary schooner Reveille that sank in Sooke harbour in 1927. Both dives are suitable for all open water divers. Departure location to be determined.

Charter \$85 per person. Limit 6 divers.

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

UASBC Diver Explorations

Spring Diver Schedule 2021

COVID-19 PRECAUTIONS

As it will not be possible to achieve a 2-meter distance between divers on board the charter boats, all divers will be required to wear a face mask while onboard the boat, when not diving. Also, we have had to reduce the number of divers that can participate on each trip.

Saturday April 24th San Pedro & S.F. Tolmie

On this trip we will visit the San Pedro a large steel coal freighter that struck Brochie Ledge and sank on November 22, 1891. Our second dive will be on the wooden four masted auxillary schooner S.F. Tolmie.

The Tolmie broke free from Ogden Point wharf during a storm and was wrecked on Harrison Island. December 27, 1944. These will be recce dives in preparation for doing future survey work.

Both dives are suitable for all open water divers. We will depart from West Bay.

Charter \$85 per person. Limit 6 divers.

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

April 2021 Central Interior

Some preliminary side scan work was completed in 2020 around Okanagan Landing.

The plan is to continue to search the eastern shoreline around Okanagan Landing using sidescan looking for artifacts and the hull of the SS Aberdeen which was reported beached south of OK Landing.

The project is expected to occur in April 2021.

For details contact Bill Meekel : billmeekel@gmail.com

Saturday May 8th Idaho & Barnard Castle

On this trip we will visit the Idaho wreck on Race Rocks and the Barnard Castle in Pilot Bay.

The Idaho was a steamer that grounded on Rosedale Reef in 1889. It eventually drifted off leaving its internal equipment on site. The Barnard Castle was a coal collier that struck Race Rocks and sank in Pilot Bay in 1886. The Idaho will be an exploration dive. We hope to trim some of the kelp on the Barnard Castle for an eventual photogrametry project. There may be some current during the first dive, but we will be using a live boat for pickup. Cost: \$85.00 per person. Limit 6 divers.

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

Alpha & Lorna Foss

By: Jiri Kotler

An exploration crew of UASBC divers gathered in early hours at Deep Bay Marina (just south of Courtney) on September 20, 2020. The goal was to dive the wreck of SS Alpha, located off Chrome Island, and the wreck of Lorna Foss, an old wooden tug that mysteriously sank in Deep Bay on April 5, 2016. The gang comprised of ('the usual suspects') Paul Spencer, Bob Simpson, Warren Bush, George Silvestrini, Jiri Kotler, all led by Jacques Marc. For most divers it was a long drive from the Victoria area. Nevertheless, everybody arrived at the pier by 9 AM. After politely talking to a young lady in charge of the pier access gate all the gear was loaded onto 'Good Vibrations' – a well-equipped dive boat operated by UB Diving Ltd. Captain Sean Smyrickinsky gave us an in-depth safety briefing that included instructions on how to use an exit elevator mounted on the port gunwale – a nice convenience rarely seen in this area.

The first dive was on Alpha – a 200-foot iron steamer that was wrecked off Chrome Island on 15 December 1900. Subsequently the wreck was extensively salvaged. It is scattered in shallow water (depth ranging from 20 to 30 feet) on the south-east side of the Island. What remains of the ship consists of some winch parts and pullies at the bow, an engine mount at mid-ship, and a lot of iron ribbing and plates. The visibility was in the order of 40 feet. Most divers stayed under for well over 40 minutes taking advantage of the good visibility and relatively calm waters (the ebb was just starting). Based on an earlier survey (from the 1990's) by Jacques, the wreckage has changed little.



Wreck of Alpha – Iron ribs and plating

Photo by Bob Simpson

As it is with many west coast shipwrecks it would be hard to recognize it as one without prior knowledge. Apart from the larger pieces it was also quite interesting to look at the very small items hidden among rocks such as pottery shards or small fasteners. As a bonus, and true to his form, Paul recovered an item unrelated to the wreck - a small modern anchor with a length of heavy chain.

The second dive was on the wreck of a 70-foot tug boat Lorna Foss in Deep Bay. It is said that it sank accidentally due

to surreptitious and unskilled removal of some 'essential' plumbing items by local squatters. The wreck sits upright at about 90 feet (bottom) and is marked by a mooring buoy. While still intact it shows signs of deterioration. The elements of note include a four-bladed propeller, a rudder quadrant on the aft deck, and a towing bit. Bottom time for most divers was limited to about 30 minutes that was just long enough to explore the vessel's exterior.



Lorna Foss in 2006 on Lake Union

Photo by Brendan Leber

The visibility at the wreck area was much less than on the first dive, estimated at 20 feet. With U/W lights it was possible to also peek into the interior of the wreck that appeared to be by-and-large 'salvaged'. Captain Sean indicated that over the years he had taken a number of still photos and videos of the wreck that are available on UB Diving Ltd. website. Upon disembarking Good Vibrations, the crew posed for the usual group picture. Everybody appeared to be very appreciative of the on-board exit elevator and congratulated captain Sean on the idea.



Exploration group on dive vessel Good Vibrations

Photo by S. Smyrickinsky

The return drive to Victoria area turned out to be more than routine as most people were delayed for up to 2 hours by highway emergency crews dealing with a burning vehicle just north of Nanaimo.

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