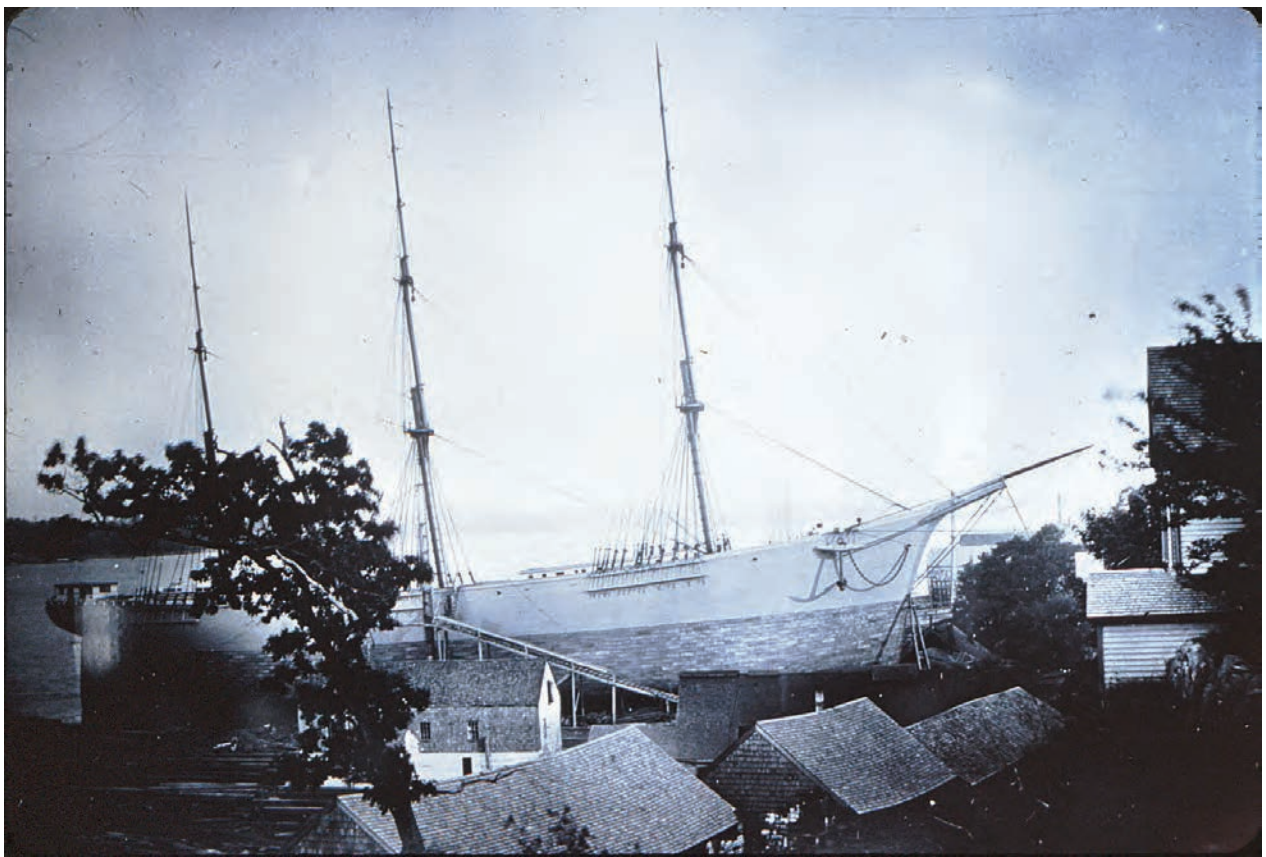


Found It!

By: Jacques Marc



John Rosenfeld on the ways of E. A. Sewall in Maine

Photo from UASBC Archives

For days in advance of 25 August 2024, I was watching the weather trying to predict whether an anticipated search for *John Rosenfeld* would go ahead. Sunday 25 August arrived, and the stars appeared to align: there was a fresh breeze and partly overcast skies, but it looked like a good day for diving.

Seven divers met at the Tulista boat launch in Sidney to rendezvous with the MV *Inde*, operated by Frank Whites Dive Shop. The group consisted of Jiri Kotler, Paul Spencer, Leila Bautista, Chris Mills, Warren Bush and Jacques Marc, and Alex Kotler, a non-diver. The *Inde* arrived on que at 0830 with Keith at the helm and Eric Keating assisting. The team quickly loaded gear and departed for Rosenfeld Reef, off the south end of Tumbo Island.

Continued on page 2



Aboard the *Inde* enroute to *John Rosenfeld*

Photo by Leila Bautista

It was a 40-minute run at 25 knots to get out to our dive site. We arrived around 09:50, and the current appeared to be almost slack. We dropped a shot line on the coordinates where artifacts had previously been located, and then watched the current. There was a gentle pull on the float, but it looked like slack might occur early. Everyone geared up and was in the water by 10:15. There was just enough residual current to make getting to the bottom a bit of a chore. Paul and Jacques landed on the bottom in about 35 feet of water. It was relatively flat and made up of smooth sandstone. The plan was to explore the southwest side of the reef, as that is where we had previously found bits and pieces of the ship. Paul and I began moving southwest and into deeper water, and within a few minutes we were finding bits and pieces of the *Rosenfeld*.

Maine's E. A. Sewall built *John Rosenfeld* and launched it on 21 June 1884. Ship rigged, it measured 256.5 feet in length, 44 feet in breadth, with a depth of hold of 28.6 feet. The ship was named after prominent San Francisco merchant *John Rosenfeld*, who owned shares in the vessel. The *John Rosenfeld* operated on the east coast for a year and arrived in San Francisco in November of 1885. After a brief hiatus it set sail on 7 January 1886 for Nanaimo and after arriving on 24 January, commenced loading coal. Captain Baker weighed anchor at 20:00 on 18 February, at which point the steam tug *Tacoma* took it under tow for the Strait of Juan de Fuca. The two vessels continued south intending to round East Point and enter Boundary Pass, but at 04:45 on 19 February the *Rosenfeld* "struck heavily on a reef off Tumbo Island." Numerous efforts were made to get it off the reef, but ultimately everything usable was salvaged and the ship was abandoned.

The first objects found by the UASBC team 138 years later were a beautiful pair of lignum vitae deadeyes and a large set of bollards/bits. Moving deeper in a southwest direction, the team found lots of individual drift bolts.

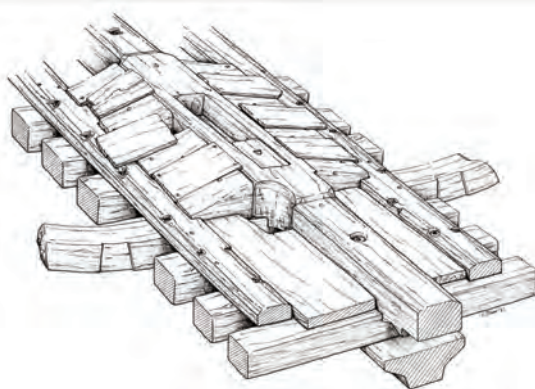
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Paul Spencer with large Lignum Vitae deadeye

Photo by J. Marc

Midway through the dive, Jacques and Paul found the motherload: what appears to be the final resting place of *John Rosenfeld*. Nestled in a depression 70 feet underwater and protected from the full force of the current was a large section of the ship's bottom, estimated to be at least 25 meters long by 8 meters wide. The extant remains consist of the keelson, sister keelsons and ceiling planking with broken frames protruding out from each side. The drawing below provides a good visual representation.



This drawing shows what the remaining hull structure on the bottom looks like

Courtesy of C. Piper

After exploring the hull section Jacques and Paul released a marker float, but after having deployed it realized that the attached line was only 50 feet long and that they were in 70 feet of water, so they moved into shallow enough water to release it. Even then they could see that the current was going to pull it down. Jacques followed the float up and found it bobbing 10 feet below the surface. He pulled on it and it came free of the bottom, but unfortunately by the time the boat picked him and Paul up a solid GPS fix could no longer be made. Chris and Leila surfaced and reported also finding a hull remnant. They marked theirs with a float and 100 feet of line, but again the current pulled it under and it couldn't locate it.

After a casual surface interval the team headed to the north end of Tumbo Island to continue searching for the sailing ship *Cowper*. Divers were put in at the north end of Pine Island and at subsequent 200-meter intervals and swam the bottom along the 30–40 foot contour. Despite covering 800 meters of bottom, they didn't find any evidence of *Cowper*.

Once everyone was back onboard the team returned to Sidney, arriving at about 15:00. The weather and currents coop-erated, and the UASBC had now confirmed the final resting place for *John Rosenfeld*, which the organization has long been researching and was the subject of a chapter in 2020's *Historic Shipwrecks of the Southern Gulf Islands of British Columbia*.

Jacques would like to recognize Mike Foreman of CHS for providing a spot current prediction for Rosenfeld Reef.



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Low profile ball-cap. Navy blue or green in colour with white UASBC logo on front and embroidered



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Congratulations to the FALL UAD Graduates

By: Jacques Marc

The UASBC ran an Underwater Archeology for Divers (UAD) course on 28 and 29 September, in Victoria.

Initially, eleven students registered for the class but by the day of the course only nine remained available. The participants came from Nanaimo, Vancouver, Powell River and Victoria. In the week preceding the course, each student spent five to six hours completing eight online course modules covering a variety of topics pertinent to maritime heritage and underwater archaeology.

On the Saturday 28 September candidates reviewed the survey techniques module and then practiced survey approaches on dry land. Late in the forenoon the students moved to the pool and spent two hours in the pool collecting measurements using a baseline offset, trilateration, and drawing-frame techniques. They plotted the results of the pool survey in the afternoon and also learned some of the pitfalls of taking and plotting survey measurements.

On Sunday 29 September, the participants and UASBC instructors travelled to Deep Cove near Swartz Bay to do a survey dive on the PGE #2, a rail barge that sank in the 1970s. Each buddy team was assigned a section to survey, and once

Continued on page 6

Congratulations to the FALL UAD Graduates

everyone completed the dive they travelled back to the Crystal Pool to plot the survey results. The day concluded with the students learning about conservation and drawing an artefact. The UASBC awarded each student a Certificate of Achievement for completing the course.



UAD Class doing dryland training at Crystal Pool.

Photo by G. Silvestrini

Congratulations to the following participants for completing the course: Left to right in photo below. Barb Craig, Darryl Craig, Hannah Brown, Alex Hess, Bruce Ward, Jordan Dills, Katherine Mumford, Andrii Kravets, and Robert Ferguson.



Congratulations to the Graduates of 28-29 September UAD Course

Photo by J Marc

Thanks to George Silvestrini for helping with the pool and open water sessions.
Thanks also to Eric Keating of Frank Whites Dive Store for providing the *Inde* as a safety boat.

The next UAD course will be offered in March 2025. Look for details on the UASBC's website in the spring.

The Captain Nemo Club 2024

The Captain Nemo Club recognizes cash donations received by the UASBC during a year.

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

To **thank our donors** the UASBC publishes their names in the Foghorn at year end 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 should you want one.

We thank the following contributors who donated during 2024.

40,000 Leaguers	\$500 +
Glen and Marjorie Olds	\$18,607

20,000 Leaguers	\$100-499
Ian Pope & Carole Valkenier	\$300
Murray & Anne Maffey	\$250
Sophie Sanfacon	\$250
Dwayne Blaeser	\$100
Paul Kraeutner	\$100
Robyn Woodward	\$100
Michael Brissette	\$100

15,000 Leaguers	\$51-99
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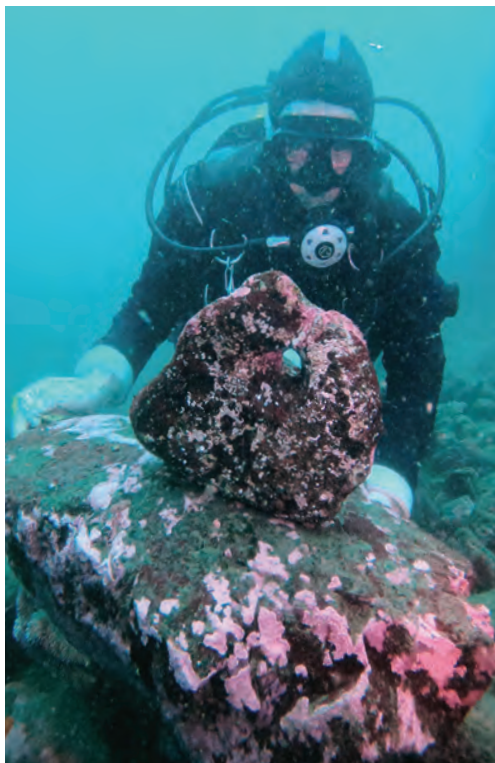
10,000 Leaguers	\$26-50
Jiri Kotler	\$50
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Jayne Gretzinger	\$10
Timothy Butt	\$10

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

Stones, Whales and Wrecks

By: George Silvestrini

Diving out of Pedder Bay near Metchosin promises some of the best diving on southern Vancouver Island. The winds were light on 5 October 2024 when a four-person UASBC team loaded Lyle Berzin's comfortable boat and headed out of Pedder Bay's marina for what looked to be a promising day. The team consisted of Jacques Marc, Paul Spencer, George Silvestrini and Sophie Sanfacon. The first stop was the site of the reef-net anchors off Smyth Head, in Beecher Bay, near Sooke. Entering the coordinates in the GPS the team located the dive site and jumped in, experiencing minimal current. Visibility was a decent 15' to 20'. After a brief search the team found an additional and previously unrecorded three more reef anchors. They were measured and photographed, and the team placed marker buoys on the locations so that we could record the coordinates back topside.



Rocks 6, 7 & 8 found on the bottom at Smyth head

Photo by J. Marc

Continued on page 9

A tour of humpback whales visited the area during the team's surface interval and put on a spectacular show, to the delight of those on Lyle's boat. The whales displayed many different types of behaviour.

For the second dive the team headed to Rosedale Reef to dive *Idaho*. The team geared up and waited for slack... and waited and waited, even after the designated slack time came and went. Still no slack water! Twenty minutes past slack after Jacques called it off and his plan B kicked in, which was the nearby *Nanette* wreck, just north of the Race Rocks lighthouse. After repositioning and dropping a marker buoy, the team dropped into the water to the cacophony of barking sea lions. The divers explored the wreck site, accompanied by the sea lions. Sophie was busy photographing the artifacts while Jacques and Paul measured and recorded several lime barrel locations. The current was quite variable on the site depending on the geography, but the divers managed to find areas where they could avoid the worst of it. Meanwhile, the number of sealions continued to grow from two to four to twelve to at least a couple dozen.



Paul Spencer with one of the many lime barrels on the *Nanette* site

Photo by J. Marc

At that point they had become hard to ignore, especially when they were tugging on people's fins. After forty minutes the current started picking up even more, and it was time to end the dive.

The team made a quick trip back to Pedder Bay marina to unload and start thinking about the next trip. Why don't you come have some fun and join us on our next dive trip?

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

UASBC Diver Explorations Spring Schedule 2025

Tentative 2025 Spring Explorations Schedule

(we have not confirmed boat charters for all the dates so some changes may occur)

Sunday February 9 - *Nanette* Survey & 21st of May

On this trip we will visit the *Nanette* site on Race Rocks. The *Nanette* was a wooden sailing barque that was wrecked on Race Rocks December 27, 1860. It eventually drifted off leaving much of its cargo on the bottom. We will continue the radial survey on the site that we started in 2023. We will also visit the wreck of the 21st of May to remove kelp and look for artifacts on the site survey. This dive is suitable for all open water divers. We will depart from Pedder Bay. Limited 8 divers. Charter \$100.00 per person.

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

Saturday, March 15- *Fanny* Wreck

We will dive on the wreck of the *Fanny* lost off Discovery Island in 1868. This will be a monitoring photography dive. We will do two dives on site as the wreck lies in 3 separate pieces. We will depart from *Tulista* Boat ramp in Sidney.

Charter cost \$100.00 per person. Maximum 10 divers.

There may be some light current. All diver levels are welcome.

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

March 22 & 23 Underwater Archaeology for Divers Course

The UAD course is a 20-hour long course and consists of 8 online modules, a pool session and an open water dive.

Graduates receive a Certificate of Achievement for successfully completing the course.

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

UASBC Diver Explorations Spring Schedule 2025

April 4 - 6 BC Interior

The objectives will be to explore some new sites in the Kootenays and visit the known sites such as the Proctor Rail cars, the *SS Ymir* tug and the CPR transfer barge at Nelson. We will also dive sites in Slocan Lake such as the Compressor barge, Silverton Ore Railcars and the *SS Slocan*. We will also document a new site in Slocan Lake.

Contact Bill Meekel: billmeekel@gmail.com

April 5 & 6 Barkley Sound Wreck Trek

Weather permitting, we hope to visit several sites around Barkley Sound namely, the *Vanlene* (1972) *Theipval* (1930), *Tuscan Prince* (1923) and *Orpheus* (1885)

We will stay at a house on Grappler Inlet and dive with Ocean Emerald Charters.

We will travel to Bamfield on Friday afternoon April 4th.

Charter and accommodation estimate is \$500, air and meals will be on top of that.

Maximum 10 divers. Some surge conditions can be expected on these dives so bring gravel.

Limited 8 divers. Charter \$100.00 per person.

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

Saturday May 10 *Swordfish*

We will try another attempt to dive on the iron bark *Swordfish*, wrecked on South Bedford Island in 1877. Our second dive will likely be at Smyth Head to continue our search for reef net anchors.

The goal on the *Swordfish* site is to continue our search for the main anchor and other artifacts discovered previously and get GPS coordinates for them. There may be some current during the first dive, but we will be using a live boat for pickup. We will depart from Pedder Bay.

Limited 8 divers. Charter \$100.00 per person.

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

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

Handley-Page Hampden P5433 Plaque Placing Event

By: Jacques Marc

It was overcast and raining on the morning of Saturday 9 November, but that was the day that the UASBC chose to place a memorial plaque on the *Handley-Page Hampden P5433* medium bomber that crashed in Saanich Inlet on 14 March 1943. The process to make a plaque is intensive: first a text panel had to be designed conveying the right message, then it needs to be printed and laminated in plastic, which is in turn sandwiched in plexiglass and sealed before being cast in concrete.



Plaque after concrete pour

Photos by J. Marc

Lyle Berzins discovered the *Hampden* medium bomber in October 2022 while filming octopus in Saanich Inlet. The UASBC visited it for the first time on 4 December 2022, shortly after its discovery. Since that time, the organization has completed research to identify the type of plane and eventually identified the specific plane, too. *Hampden P5433* took off from Patricia Bay at about 16:30 on 14 March 1943 to carry out low-level flying over the water and also to administer a night flying test. Observers recorded that they saw the aircraft going into a spin at 1,200-1,500 feet above sea level and nose-diving into Saanich Inlet at 1730. All four crew members died, and only the pilot's body was recovered. As such, the UASBC felt that a memorial plaque was appropriate for the site.

The Frank Whites Dive Shop boat *Inde* arrived at Deep Cove marina at 08:30 on 9 November and the team loaded their gear. Eight divers participated in the event: Paul Spencer, Jiri Kotler, George Silvestrini, Chris Mills, Rob Field, Mike Lewis, Kail Pawson and Jacques Marc. Allen Felker, from Global News joined the team as well, as did Dave Jackson and Lesley MacLaughlin from the BC Aviation Museum.

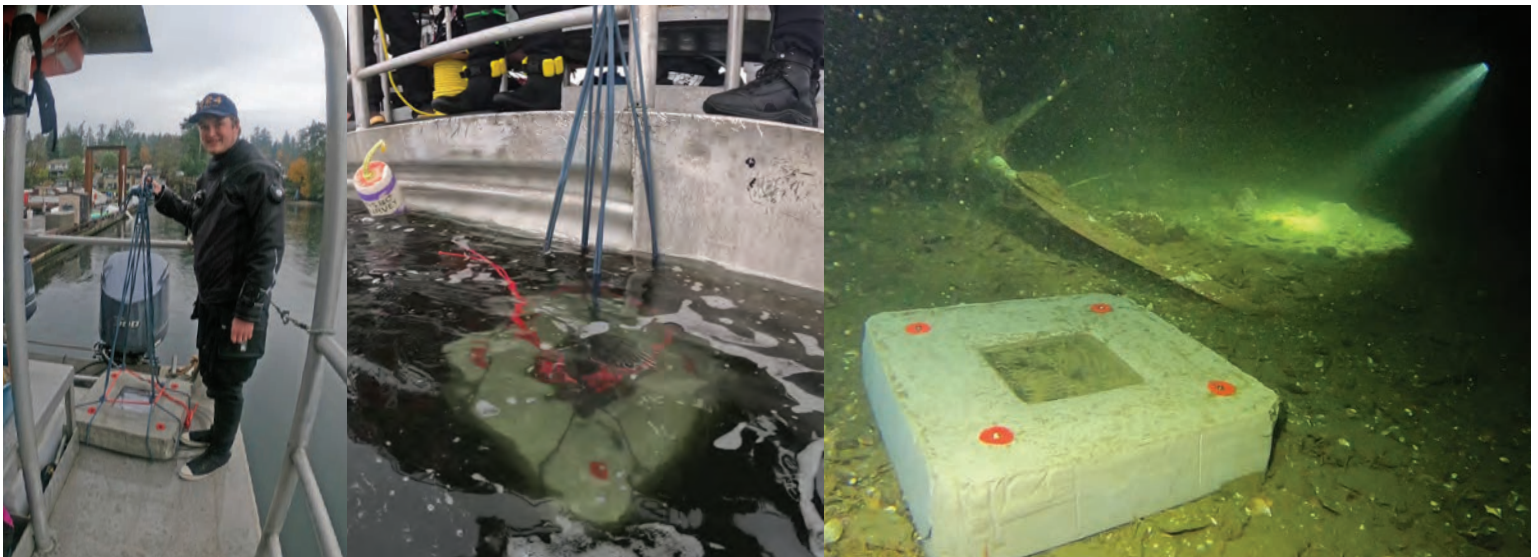


The Plaquing Crew

Photo by Allen Felker

It took the team less than ten minutes to transit from Deep Cove Marina to the wreck site. It lies about half-way between Coal Point and Warrior Point and about 500 meters offshore. Arriving on site, the team marked the GPS coordinates with a shot line (a down line with float). To place the plaque correctly each dive team had a task. It was George and Jiri's job to go down the shot line and move it to within two metres of the propeller, and also to release a float at the landing gear. They entered the water and about five minutes later those topside got the signal (repeated pulls on the float) that George and Jiri had correctly positioned the shot line.

Next, the boat was repositioned so that we could maneuver the stern in position over the site. The team prepared the plaque for lowering, and Chris Mills had built a rope cradle to ensure that it would go down securely. Rob and Kail entered the water next, and it was their job to film the plaque being lowered over the side and to follow it to the bottom to ensure it did not land on any artifacts. Once the plaque reached the bottom Chris and Mike entered the water. Their job was to attach lift bags to the plaque and move it to within two metres of the prop. While they were moving the plaque, Paul and Jacques entered the water, intending to survey the location of the navigator's compass in relation to the landing gear and then retrieve the compass on behalf of the BC Aviation Museum. This was done under *Heritage Conservation Act* Alteration Permit 2024-0318. Now recovered, the compass will travel to Ottawa to undergo treatment by the Canadian Conservation Institute.



Plaque on deck, plaque being lowered and in position on bottom

Photo by J. Marc

Everyone was back on board by 11:00, feeling the satisfaction of a job well done. The plaque was in place close to the propeller and the compass was secure in a container on deck. We even had time to hold a moment of silence at 11:11 to commemorate the lost crew members of the bomber.

We headed back to the marina to drop off Allen, Lesley, Rob, and Jiri. The remaining crew returned to the site to take more video and release the float placed on the compass. It had become tangled on the way up and did not make it to the surface. Once everyone was back on board, we confirmed the GPS position of the compass and pulled our floats and returned to land. Six of us retired to the Dickens Public House in Sidney, where awesome stories were told and videos were shared. Thanks to Eric Keating for skillfully navigating the *Inde*. Thanks to George for stick handling our media coverage. Thanks to Chris for coming up with an elaborate and secure harness for lowering the plaque. Thanks to everyone else for making the plaque placement a success.

Victoria Explorers

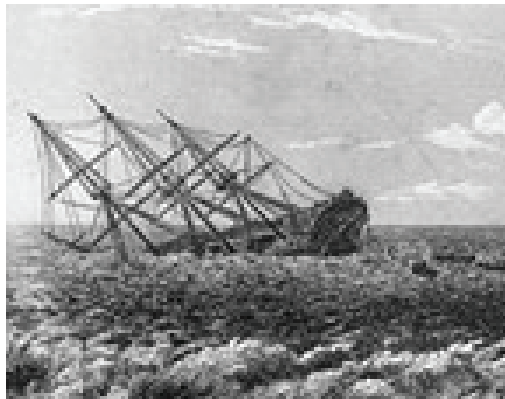
Spring Speaker Series Schedule 2025

**Meeting Time: 7 PM at the Maritime Museum of BC
744 Douglas Street, Victoria**



January 15, 2025

Ruairidh (Rory) Mackenzie is a Hydrographer at IIC Technologies. He is the Hydrographic Survey Manager in charge of global survey operations. Most of his career has been performing Multi-beam mapping operations for the creation or update of nautical charts. He will speak about the general principles of Hydrography and the basics of hydrographic survey equipment.



February 19, 2025

HMS Pandora is best known for its role in hunting down the Bounty mutineers in 1790. *Pandora* was partially successful by capturing 14 of the mutineers but wrecked on the Great Barrier Reef on the return voyage in 1791. Our speaker, Captain David Tomlinson, had the fortune to host researchers and divers on board his vessel *Flamingo Bay* to document this historic shipwreck. He will talk about the *Pandora* and other Australian wrecks.



Shipwrecks Maritime History Conference 2025

“Maritime Archaeology of the Northwest Passage”

Location: Vancouver Maritime Museum

Date: April 26, 2025



UASBC Presidents' November 2024 message

by: Keith Bossons

Hello Everyone,

As usual, our society has been busy over the fall with an active dive schedule. The highlight, in my mind at least, was the placing of a memorial plaque on the Hampden Bomber site on October 9. This garnered a fair amount of press coverage and put the UASBC in the public eye in a very positive way. Thanks to all those members that worked on making this possible.

The spring explorations schedule is found in this edition of the Foghorn, so please take a look and sign up for the trips.

The 2025 Shipwrecks Conference will be held at the Vancouver, Maritime Museum on April 26, 2025. The conference details are still being worked out but the theme for the conference will be Maritime Archaeology of the Northwest Passage.

We also are planning another offering of the UAD course sometime in late March so stay tuned for further announcements on this topic.

Unfortunately, we have had to reschedule the Wine and Cheese party, which was originally planned for this month, to February 22, 2025. The details will be sent out closer to the event.

I made a presentation about the UASBC to the Vancouver Rowing Club earlier this month which was well received. The information on the Hampden Bomber generated a lot of interest.

Finally, the Christmas season is fast approaching, and I would like to wish everyone happy holidays.

All the best
Keith Bossons
UASBC President
keith@Bossons.ca)

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

UASBC Revisits *Fanny*

By: Warren Bush

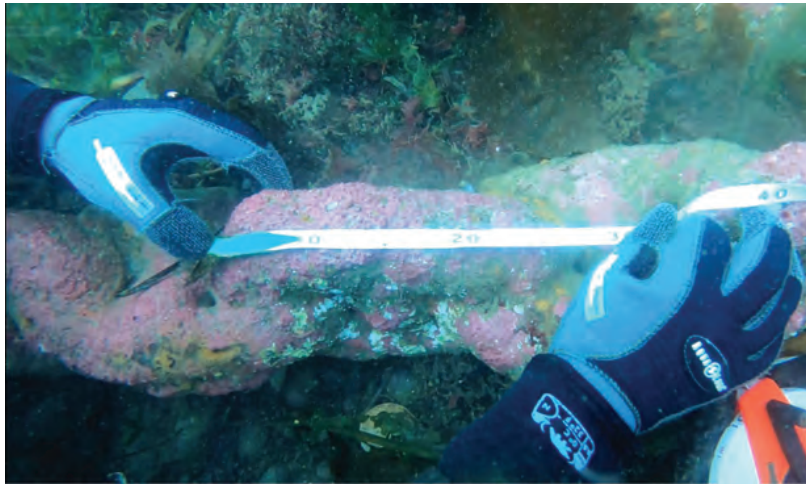
On the morning of Saturday 21 September eight UASBC divers assembled at Sidney's Tulista Park, organized their gear, and loaded it onto a dive boat intending to explore the wreck of the *Fanny*. The team consisted of Jacques Marc, Leila Bautista, Paul Spencer, Tim and Becky Butt, George Silvestrini, Rory MacKenzie and Warren Bush. The UASBC last visited the *Fanny* site on 10 June 2018, which is likely the last time that anyone was there.

Quebec-based shipbuilder E. Trahan constructed the *Fanny* and launched it in the spring of 1856. Initially named the *Vortigern*, the vessel was 176 feet long, 35 feet wide and 22 feet deep. Measuring 910 tons, the ship-rigged carvel-built vessel sailed around the world before its demise near Discovery Island on 20 March 1868, shortly after it had been renamed *Fanny*. The UASBC discovered the wreck and conducted 105 dives on it in support of a chapter in the 1990 report *Historic Shipwrecks of Southern Vancouver Island*.

The team enjoyed a smooth ride south through Haro Strait, and by the time the boat was abeam of Ten Mile Point the sun had burned away the day's earlier haze to create an ideal day. The team cruised past Chatham Islets and marked three separate locations with buoys where different areas of wreckage are known to be located. The team prepared their gear and planned to explore the stern section which is located in an area less exposed to heavier currents.

Floating just off the picturesque Discovery Island, I found myself considering the scene that must have unfolded as the *Fanny* met its end. Like many ships in the 1860s, *Fanny* had loaded coal at Nanaimo that it intended to transport to San Francisco. The captain would have charted a course south through the Strait of Georgia and Strait of Juan de Fuca, past Cape Flattery and into open water before heading south for California. However, *Fanny's* crew found themselves becalmed off Sand Heads, so hailed the passing steamer *Isabel* for a tow. *Isabel* already had the barque *Rosalia* in tow, so the crews repositioned the vessels to accommodate *Fanny's* larger size. With *Fanny* and *Rosalia* in tow, *Isabel* steamed through the Southern Gulf Islands not realizing the severity of weather that would be encountered without their protection. When the trio of ships made it to the southern extremity of Haro Strait they encountered heavy seas and strong winds that complicated the towing operation, so *Isabel's* captain requested that *Rosalia* be released. Only minutes later, the hawser that connected *Isabel* and *Fanny* parted, quickly driving the helpless vessel onto the rocks of nearby Discovery Island in the early morning hours of 20 March 1868. Everyone onboard safely evacuated using small boats, but *Fanny* filled with water and settled onto the rocks on the northeast corner of Discovery Island. The wreck was salvaged over that spring but broke up and disappeared below the cold water of Haro Strait. One hundred and fifty-six years later the dive team entered the water and visited the largely forgotten remains of that long-ago wrecking event.

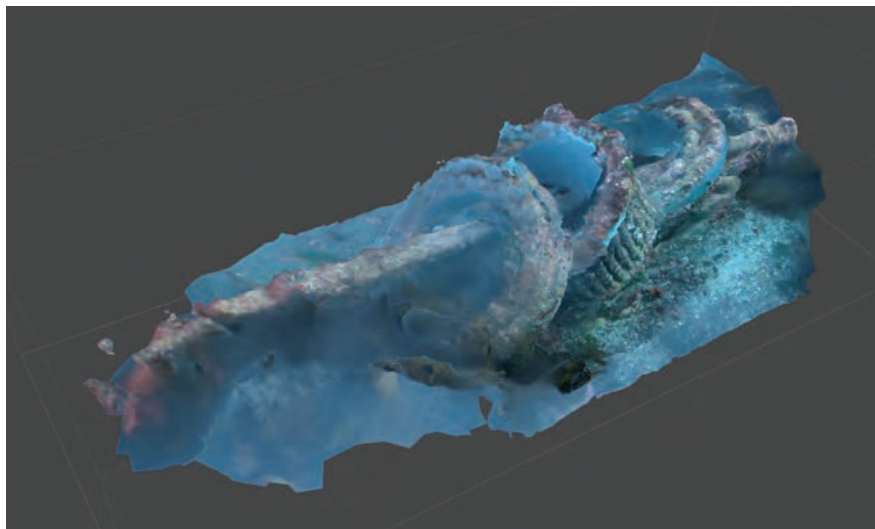
After some initial searching to confirm the location of stern wreckage, divers floated over the stern and bow sections of the wreck, enjoying good visibility but also having to deal with heavier-than-anticipated current. The site is relatively shallow, which allows for a thorough exploration, and it supports an abundance of marine life. The area was home to countless rockfish, nudibranchs, and interesting geography. The stern area mainly consists of the vessel sternpost, brass gudgeons, iron knees, a viewing port, and numerous brass pins but heavy kelp growth made finding artifacts and interpreting the site difficult. Jacques and Warren managed to swim slightly south and locate the anchor chain, which they followed to the bow area, where they removed heavy kelp growth for both documentation in support of the upcoming revised *Historic Shipwrecks of Southern Vancouver Island* (which will again feature *Fanny*) and also for the other divers, who would visit the area on their second dive. The bow area is also home to a cannonade, which is a very interesting artifact indeed. This team measured the stud-link anchor chain, confirming that the links are 29 centimeters in length.



Measuring *Fanny* Anchor Chain Link

Photo by J. Marc Photo

All divers surfaced after about a fifty-minute dive and enjoyed a surface interval and the nice weather. Repositioning slightly, two divers entered the water a little bit south, and documented the anchor known to be from *Rosalia*. After about an hour, the team prepared for their second dive on *Fanny*. All divers descended on the bow area, which only Jacques and Warren saw on the first dive. All participants thoroughly explored the area. Paul and Rory marked the cannonade so that specific GPS coordinates for it could be obtained topside. Meanwhile, Jacques and Warren swam further south and searched for the windlass, known to lay beyond the area where the anchor is. After about ten minutes of searching, they successfully located the windlass which is 30 meters south of the anchor. They cleaned the kelp off it and Jacques made several video passes as it is a likely candidate for photogrammetry. It was exciting to confirm the location of something that not too many people have seen and to have the challenge of searching relatively large area. The location of the windlass was marked as well, allowing the team to obtain GPS coordinates for it.



Preliminary Windlass model

Photo by UASBC

All divers surfaced after between forty and seventy minutes underwater, and one team drifted so far south that they came ashore at the Discovery Island Lighthouse, on the east end of the island and about five hundred meters south of the *Fanny* wreck! With all divers safely accounted for, the team headed back to Vancouver Island after a thoroughly enjoyable day of exploration and good company.

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