



## **SOS NEWSLETTER**

Newsletter of Save Ontario Shipwrecks, Inc.  
<http://www.saveontarioshipwrecks.on.ca>

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# THE VIEW FROM THE BRIDGE

*Jim Hopkins, SOS President*

I would first like to thank you for your patience in the organizing of this year's AGM. As I mentioned in the letter sent to each of you, the original intention was to organize this year's AGM in Kingston at the Marine Museum, but when the opportunity arose to work once again with the London Museum of Archaeology, we thought this would provide an excellent venue as it did three years ago.

However as it turned out, the dates in London did not provide us with enough lead-time to prepare the by-laws, so we will now be meeting in Ottawa on May 20th. I would like to thank those who worked with the lawyers on the development of the proposed bylaws, Nino Mangione, Marg Barker and Gord Dewis for their efforts on this project over and above their other work for the organization.

It seems like it was just yesterday that I was sitting down at the computer to write my first View from the Bridge and I was thinking oh !@#\$, what have I gotten myself into here. Now I am writing my last edition as President of SOS and I realize what a mistake it would have been if I had said no when I was asked to fill the position. The past four years have truly been a learning experience for me, from how the government process works to the intricacies of marine heritage policies of other provinces, states and countries.

I would like to thank each of you for your help over the years and especially those who I worked with on the board and other positions with the executive. The names are many and what I think really made it a pleasure is that none are the kind who would like to be singled out for thanks. Many people probably do not realize the many hours of work they contribute, but having seen them in action, I cannot thank them enough.



# Eastern Region Quick Report...

*by Brian Prince*



Ottawa Chapter finally received permission for 2 land plaques on the Rothesay and the Conestoga from municipal governments. Planning to start design soon. Thousand Islands is gearing up for the new chain to be laid between the Lillie Parsons and the rock wall to aid divers swimming upstream. There will be Blocks with a plaque that reads something like "Use the Chain, Save the wreck". Our thanks to Dive Tech for supplying the long chain. Installation is planned for April. SOS Quebec has been quit and activity there is a concern, but membership is growing in part by the Upper St. Lawrence Charter Association members joining. Great to have you folks on board.

All chapters are actively planning buoy installations. Buoys have been reported deployed in Toronto and in Lake Erie already. Check the Website for updates under the buoy program.



# **Divers Turn Over Artefacts Threat of Criminal Prosecution Prompts Change of Heart**

A group of scuba divers known as the Boston Sea Rovers led by charter operator Eric Takajian have returned to U.S. Federal authorities artefacts that had been illegally removed from a sunken Coast Guard lightship. Originally the group planned to fight the order to return the artefacts but they changed their minds when informed criminal charges would also be sought.

The artefacts in question were removed from the Coast Guard Lightship Nantucket, which was on sunk on May 15, 1934 fifty miles from Nantucket Massachusetts. During a heavy fog, the passenger liner Olympic, sister ship of the Titanic ran down the anchored lightship. Four crewmembers went down with the lightship and three later died from their injuries suffered in the collision.

Takajian discovered the wreck in 1998, resting in two hundred feet of water and immediately began to dive the site. In 1999 Takajian applied for permission from the Coast Guard to carry out diving activities at the site and claimed he was given permission. However Coast Guard records show that he was in fact denied permission to dive the Nantucket.

Takajian dove the wreck more than a dozen times and removed the ships signal bell, binnacle, helm, telegraph, portholes and signal light. He then set out to present lectures at diving conventions showing photos of the wreck and recovered artefacts. Member of the Coast Guard Lightship Sailors Association found out about the content of Takajian's presentations and reported it to the Coast Guard. A formal investigation began in 2004.

Justice Department maritime lawyer Mathew Glomb stated in his brief that the divers "personal ambitions led them to run roughshod over the requirements of the National Historic Preservation Act." The group relinquished their rights to claim any of the recovered property, promised to never again dive on the Nantucket or to release the location of the lightship wreck to the public.



# **Two More Wrecks Found In Superior**

## **Discoverers Of Benjamin Noble Confirm Findings**

The group of Lake Superior wreck researchers led by Jerry Eliason who found the Benjamin Noble last year have confirmed that two other wrecks have been confirmed discovered as well. The wooden barge Harriet B. was discovered in 650 feet of water about three miles south of Two Harbors Minnesota while the remains of the steel steamer Theano were found at Trowbridge Island near Thunder Bay, Ontario. The discovery of the Theano culminated a search that originally began in 1981.

The Theano (U.K. 110350) was built at Rotterdam, Netherlands and was launched in 1890 at the Smit shipyards. The Theano Measured 241' x 36' 17' and had a gross tonnage of 1646. She had been built for the Hudig & Veder Company of Rotterdam

In 1900 the Theano was sold to the British division of the Algoma Central Steamship Company and was then transferred to the Canadian division of Algoma the following year.

On November 17, 1906 the Theano was fighting her way through a strong gale and heavy snow carrying a cargo of steel rail from Sault Ste Marie to Fort William. While passing Trowbridge island, headway was lost and the Theano drifted eventually being driven broadside onto the shore of the island. For over two hours the crew worked to save the ship but it became apparent that their efforts were not going to succeed. Shortly after abandoning the Theano, the cold lake water reached the ships boiler and they blew up, the Theano sliding off the shore into deep water.

The wood barge Harriet B. actually began it sailing career as the railroad car ferry Shenango No. 2 sailing between Conneaut Ohio and Port Dover, Ontario. The Shenango No. 2 had been built by the Craig Shipbuilding Company of Toledo Ohio in 1895 for the U.S. & Ontario Navigation Company. The ship measured 282' x 53' x 19' and could carry 26 rail-cars.

In 1907 while in the employ of the Pere Marquette Railway Company of

Ludington Michigan and now called the Pere Marquette 16, the ship was badly damaged in a storm. Pere Marquette decided the car ferry was not worth the investment to repair, so it remained idle for almost eleven years when it was sold to the Hammermill Paper Company of Erie Pennsylvania.



**Harriet B.**

In 1918 Hammermill renamed and converted the ship into a rather unusual looking bulk freighter to haul logs from the shores of Lake Superior to their pulp mill in Erie. In 1921 Hammermill elected to convert the ship into an un-powered barge. This work was performed at the Hicler Brothers Shipyard in Sault Ste Marie, Michigan.

On May 3, 1922 the Harriet B. was in tow of the steam barge C.W. Jacobs when they dropped anchor approximately one mile from their destination, Two Harbors Minnesota where they were to load pulpwood. However when they arrived a heavy fog blanketed the area and the captain of the Jacobs felt it would be prudent to wait for the fog to lift prior to attempting to enter the port.

A short time after anchoring, the steel steamer Quincy A. Shaw emerged from the fog. There was no opportunity to manoeuvre and the Shaw sliced into the Harriet B. The towline was cut and the crew abandoned ship and the old barge drifted away, sinking some twenty minutes after the collision.



**Theanno**



# It Sank Three Times!

## George J. Whelan Discovered

Although the George J Whelan sailed for only twenty years, it was a very eventful career. The Whelan was launched as the Erwin L. Fisher (U.S. 207617) at Toledo, Ohio in 1910, having been built by the Toledo Shipbuilding Company. Measuring 220' x 40' x 15'. The Fisher was built for the Agro Steamship Co. of Cleveland.

The year following her launch, the Fisher was sailing on the Detroit River on May 4, 1911 when it collided with the steamer S.L. Clement near Grassy Island. The Fisher settled to the bottom where she stayed for a short period of time then was raised by the Great Lakes Towing Co. and was returned to service.

Since the Fisher was a "canal sized" boat she was an ideal candidate for ocean service to augment the war effort. The Fisher was so assigned but instead of serving on the U.S. east coast as many of the Great Lake ships did, she was transferred to the Bay Steamship Co. of the U.K. and renamed Bayersher (U.K. 140270).

While sailing in the English Channel in 1918, the Bayersher struck a mine. The captain realizing his boat was going to sink immediately headed for the English shore where the Bayersher settled in the shallows. Again repairs were made and the Bayersher continued in her war efforts.

<b>Name Changes of the George J. Whelan</b>			
<b>Vessel Name</b>	<b>Dates</b>	<b>Registry</b>	<b>Official #</b>
Erwin L. Fisher	1910 - 1916	U.S.	207617
Bayersher	1916 - 1921	U.K.	140270
Port De Caen	1921 - 1921	France	
Bayersher	1921 - 1923	Canada	140270
Claremont	1923 - 1930	Canada	140270
George J. Whelan	1930 - 1930	U.S.	207617

By 1921 the Bayersher was back on the Great Lakes where she sailed for the Interlake and then the Misener steamship companies. In 1930 Misener sold the Bayersher to Sandusky Ohio based Kelley Island Lime and Transportation Co. At this time the Kelly Island Company gave the George J. Whelan her final name and converted the ship from a bulk carrier to a sand dredge.

On July 29, 1930, the George J. Whelan was making its first voyage as a sand sucker sailing to Tonawanda, New York but not carrying sand, the Whelan had a load of limestone. While working its way through what were described as moderate seas, the stone cargo shifted and the George J. Whelan suddenly rolled over and sank. Fifteen of the twenty-one crewmembers aboard died in the accident.

The six survivors said many of the crew had gone into the cargo hold to try and redistribute the cargo and were there when the Whelan capsized. The six clung to the overturned hull until it sank and then started swimming for shore some eight miles away. They could hear an approaching vessel and their cries for help were heard by the passing Amasa Stone that stopped and lowered a boat to rescue the six.

Well known wreck researcher Garry Kozak of Derry New Hampshire this past year teamed with Jim Herbert of Barcelona New York to search for

the remains of the Whelan. Kozak who works for Klein Associates, the manufacturers of the equipment used in the search was in the area searching for a recently lost aircraft when he contacted Herbert. The pair had searched for the Whelan before but had been unsuccessful due to conflicting stories of the ships demise.

Through archival research the pair selected a 32 square mile area where they believed they would find the Whelan. With the advanced equipment they had, it only took ten hours to search the area.

The hull of the George J. Whelan was found in the search area, lying on its port side in approximately 140 feet of water. The remains are described as being in excellent condition with portholes open and many artefacts strewn about the site.



**SAVE ONTARIO SHIPWRECKS**

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# Destruction of Toronto's 1833 Queen's Wharf

*By Judy Hernandez, SOS Toronto*

"What a beautifully intact piece of history," archaeologist Ron Williamson says in a March 25, 2006, Toronto Sun article about the 1833 Queen's Wharf recently unearthed at the foot of Bathurst St.



A front-page news story in The Toronto Star on March 17 trumpets the discovery of a piece of Toronto's heritage

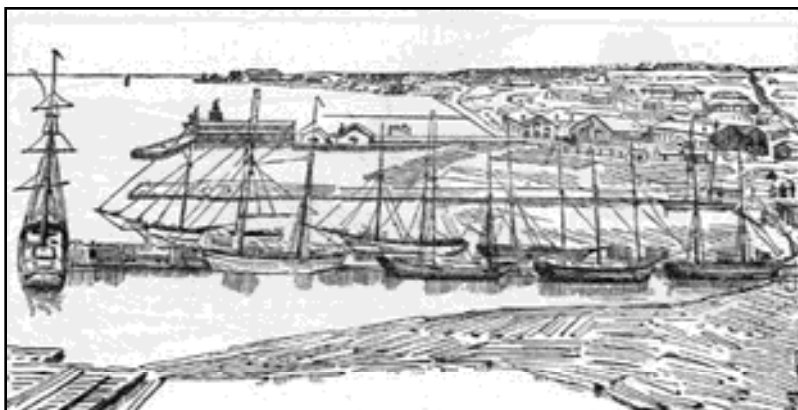
In a city that was born on the waterfront, workers excavating for a condominium development unearthed a beautifully constructed and well-preserved 173-year-old wharf, only to savagely destroy it within days. This barbaric destruction was allowed to happen despite the following:

- This issue was addressed by the city's Heritage Preservation Services, which acknowledges on its website, "The archaeological sites that are the physical remains of this [Toronto's] lengthy settlement history represent a fragile and non-renewable cultural legacy." In August 2004, the city acted on this sentiment by issuing Master Plan of the Archaeological Resources for the City of Toronto: Interim Report, in which the Queen's Wharf is clearly identified as a site of significant heritage value.
- The issue was also addressed by Heritage Toronto, a body mandated to advocate for



The discovery: A structure almost 40 metres long built of 28-centimetre square white-pine timbers, still held together with wooden dowels and iron spikes





Queen's Wharf looking west in 1849. It provided a place for schooners and tall ships to unload their goods. At its zenith, it had rail tracks to make moving freight easier.

heritage preservation. The following quotation is taken from Heritage Toronto's website: In the area of advocacy, Heritage Toronto has recently adopted a set of Advocacy Principles for Built Heritage and Built Heritage Issues Criteria for Evaluation. It is with these documents that we ensure our objectivity, credibility and soundness for decisions on issues presented and identified by Toronto's heritage community.

- SOS Toronto pulled together a team of six people willing to go to the construction site and document the timbers for reconstruction. Archaeologist Ron Williamson was willing to show us how to do the work properly.

Developer Roni Hirsch at Malibu Investments Inc. was willing to let us onto the construction site. The crib would have been taken apart, but the numbered timbers would have been put aside until a home could be found. Unfortunately, we were too late.

## GTA Weekend

### BEHIND THE NEWS: Pier review wins old wharf new future

The City of Toronto's new \$1-billion waterfront development plan, which includes the Queen's Wharf, is a major step in the city's future.

With the news that the city has approved a \$1-billion waterfront development plan, the city is taking a major step in the future of the waterfront.

The plan includes the Queen's Wharf, which is a major step in the city's future.

The plan also includes the Queen's Wharf, which is a major step in the city's future.

The plan also includes the Queen's Wharf, which is a major step in the city's future.



©/TheCityNews

A piece of old Queen's Wharf is removed yesterday at Harbourfront, and taken to Fort York.

On March 25 a small corner is removed and sent to Fort York

Our "non-renewable cultural legacy" was unceremoniously demolished and its smashed timber relegated to a landfill site.

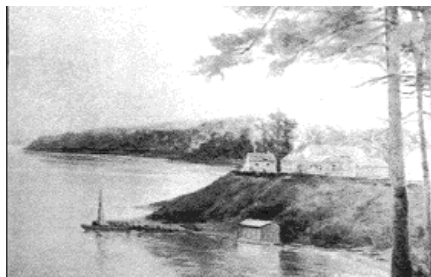
A fragment of the structure was given to Fort York. This miserly token of an impressive and well-preserved artifact is all that was considered worth preserving for Toronto's visitors and citizens by the authorities on the city's archaeological resources. An article in the Toronto Star, March 18, 2006, poses the question, "So why doesn't the wharf merit a full-scale preservation effort?"

Around the world, the value of historical wharves is widely recognized. For example, the historical wharf complex in Bergen, Norway, is on UNESCO's list of protected cultural sites. Another example is the Fort Vancouver National Historic Site in the United States. The National Park Service's draft 2002 plan for the site mentioned the need for an underwater archaeological study to determine if any remnants of the historic Hudson's Bay Company wharf still

exist. The management plan called for the reconstruction of this historic waterfront trade and commerce.

The immediacy of historical artifacts allows us to connect directly with our inherent value both psychologically and socially. Consequently, the reason to ensure the preservation of historical artifacts so that our society can be enriched.

SOS Toronto intends to remain involved. The Toronto Preservation Board will be voiced. As an organization dedicated to preserving our maritime heritage, we will work in concert with those who intend to demand that the City to protect our heritage.



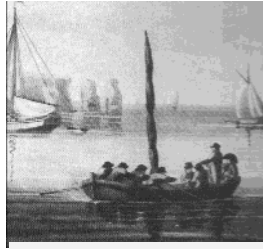
1796



Ma



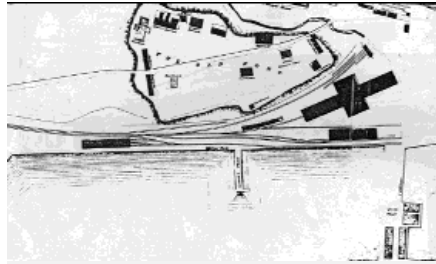
1810



1812



Master Plan



Fort York & Queen's Wharf in 1835



1876

Wharf to interpret nineteenth century

our past – a connection that has  
and être of heritage organizations is to  
be reached by them.

This meeting on May 18 and protests  
for heritage, it is essential that SOS join  
the project.

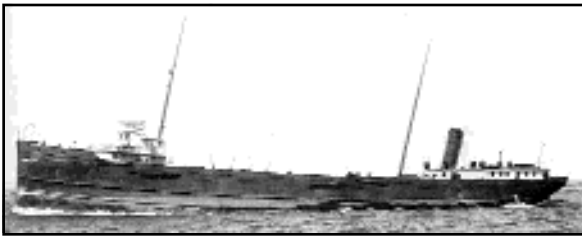


# Steamer Grecian Foundered In Lake Huron

## 100 Years Ago

In the late 1880's the Menominee Transit Company was looking to expand and in order to do so they signed a contract with Globe Iron Works of Cleveland for the construction of 6 freighters. During the years 1890 and 1891 Globe delivered the ships to Menominee Transit who named them, the Briton, German, Norman, Roman, Saxon and Grecian.

The Grecian (U.S. 86136) was launched in 1891 and measured 296' x 40' 21' and had a Gross Tonnage of 2348. The Grecian sailed for Menominee for ten years when in 1901; the fleet was absorbed into the Pittsburgh Steamship Company fleet.



Five years later on June 7, 1906, while negotiating the channel of the St. Mary's river, the Grecian struck a rock near Detour Michigan. The crew worked frantically to keep the Grecian afloat, their efforts being rewarded by the

Grecian settling to the bottom only after reaching the Detour dock.

Over the next several days temporary repairs were made and the hull pumped out. To prevent flooding, the hatches of the Grecian were then sealed and the cargo hold pressurized to help keep out any water leaking in. The Grecian was then taken in tow by the fellow Pittsburgh ship Sir Henry Bessemer, their destination being the Detroit Dry Dock Company where permanent repairs were to be made.

Less than two weeks after her initial sinking, fate once again intervened; only this time there was to be no escape for the Grecian. On June 15, 1906, the Bessemer and the Grecian encountered a Lake Huron storm. Whether it was a failure of the patches or the failure of the hatch seal that caused a loss of pressure in the cargo hold, the Grecian began to fill with water.

Five miles from Thunder Bay Island the Grecian began to founder. The crew still on board were rescued by the Bessemer and soon the Grecian settled below the wave of Lake Huron. Although attempts were once again made to salvage the Grecian they proved futile.

Today the Grecian rests in waters that are a part of the Thunder Bay National Sanctuary. She sits in 105' of water with 70' of water covering her decks. The wreck is described as being in very good condition, broken amidships, the forward decks collapsed by salvage attempts, but the stern section intact.



## **A New "Use" For Zebra Mussels City of London Undertakes Pilot Project**

The arrival of Zebra Mussels in the Great Lakes has meant different things to divers. On the negative side they have covered some wrecks to the point they are almost unidentifiable. On the positive side, the filtering action of the Mussels has increased the visibility in the lakes, most notable Lake Erie.

It is this filtering action that has brought about the development of a pilot project at the city of London's Greenway sewage plant. If the Zebra Mussels can filter lake water, can they filter raw sewage? Tony Van Rossum, a chemical engineer with the city of London thinks they might and if it does, it could save the city millions of dollars.

One of the most important elements to be removed from the effluent is phosphorous; typically the effluent is treated with chemical to remove it. In Van Rossum's experiment, 20 of the 90,000 litres of effluent that flow into the plant each minute are diverted into his mini filtration system.

The diverted effluent flows through a series of five 40-gallon barrels, three containing about 5,000 mussels, another outfitted with an ultraviolet filter to ensure any mussel eggs are destroyed and a fifth to monitor if any mussels escape. The flow from this filter system is then diverted back into the main flow for full treatment since it is an experiment.

So far results have been varied ranging from 0 to 75 percent removal of the phosphorous. Van Rossum believes the mussels may not feed if they do not find the proper mix of effluent in the water.

The effort will continue. "If it works, it could make treatment cheaper for everyone," Van Rossum said.



# **SOS 25<sup>th</sup> Anniversary T-Shirts**

**In celebration of our 25th anniversary  
SOS has commissioned commemorative t-shirts.**

**These beautiful high quality t-shirts are available in  
white or navy, men's and women's styles,  
and sizes from XS to XXXL .**



**Only \$40 including tax,  
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**To order contact your Local Chapter President.**

# Help Wanted

## SOS NEEDS A QUARTERMASTER

to

Manage Inventory

Order stock

Manage funds

Report activity

Ship orders to Chapters

Receive orders from suppliers

Work with webmaster to manage online form and display

If interested please contact Brian Prince or your Local Chapter President.

## NEWSLETTER EDITOR

### **JOB DESCRIPTION:**

- Plan, assemble, and layout articles provided.
- Prepare a camera-ready copy of the quarterly SOS Newsletter.
- Liase and provide instructions to printer and assure return proofs from the printer are accurate for final printing.
- Ensure that the Newsletter is printed and ready for distribution by the first day of the month in which it is published.
- Attend all board meetings.

Please contact Brian Prince or your Local Chapter President.

# Remains of Shipwreck Found at Building Site

*By Ron Harris, Associated Press  
September 7, 2005*

San Francisco. – The Remains of a massive Gold Rush-era sailing ship dating to the early 1800's have been discovered at the site of a large construction project in downtown San Francisco, archaeologists at the scene confirmed Tuesday.

The ship's decaying bow peaked through mounds of earth as workers under the direction of an archaeologist brushed away generation of dirt from its aging timbers. A dig crew unearthed the first portions of the ship last week as they carved dirt to lay the foundation for a 650-unit condominium development.

"This is awesome. Everybody gets excited about this. It makes digging in all that mud worthwhile" said James Allan, an archaeologist with Williams Self Associates overseeing the removal and cataloguing of the ships remains.

The city of San Francisco, the site developer and Allan's firm have a standing agreement to record the historical value of any submerged cultural resources they come across at such sites, Allan said. It's certainly not the first such find, and the cities financial district rests atop a nautical morgue, of sort, with hundreds of ships forming a portion of the landfill that used to be prime waterfront.

Allan said the ships remains do not have anything of value in it, other than history.

The ship was likely abandoned as Gold Rush fever overtook the region in the mid-1800s. In the 1850s, as many as 600 ships were abandoned in San Francisco's harbour, burned or simply junked by owners who switched their focus to mining the rich gold veins in the states interior, according to Wolfgang Schubert, who gives historical walking tours of the San Francisco waterfront for the Golden State National Recreation Area.

What's left of the ship would be removed, up to the Folsom Street property line. The rest of the ship, likely most of the stern will remain buried, Allan said

In a warehouse across the street from the construction sites, Angela Cook, 28 also an archaeologist for WSA, worked on sketches of large timber pieces already removed from the site. Many of the thick wooden beams bore numbers carved into them, while others were held together by decaying iron bands.

The waters of the San Francisco Bay and the nearby coastline are a graveyard for shipwrecks from centuries past, as schooners, steamers and clippers failed to properly navigate the regions rugged sea floor. The wreckage of the Frank H. Buck and the Lyman Stewart can still be seen jutting from the waves at minus tides.



# Yesterdays News

*Reprinted with permission from the newspaper files of the Historical Collection of the Great Lakes, Bowling Green State University. The following article appeared in the Chicago Inter Ocean April 21, 1880.*

## Work And Wages

### Trouble In The Harbor

Grain and lumber freights having gone much below what vessel-owners supposed and hoped the figures would be, there is a good deal of grumbling as to the asking rates of sailors wages, and a number of owners of lumber craft yesterday asserted that hereafter they would not pay more than \$1.50 per day. The union rate is \$2.00

There is a disposition among lumber vessel owners also to oppose the figures asked by the Lumber Unloaders Union for discharging cargoes. The mills will soon start up now and lumber will be coming forward freely, and the vessel owners say that united action will be taken.

The grain-trimmers are consulting and holding conferences, and they talk of advancing the rate from \$1.25 per 1,000 bushels to \$1.50. The men have already made the advance at Milwaukee.

The coal unloaders – men who work in discharging the cargoes of coal-laden vessels arriving in Chicago – have been threatening trouble for several days. At two or three yards the shovelers yesterday stopped work and within two hours the advanced figure asked for was paid. The strike was not general, but is like to become so.



## Lake Ontario Maritime Cultural Landscape Project

Over the next three years, archaeologist Ben Ford will be leading a survey of Lake Ontario's maritime cultural landscape. Ben is looking for volunteers to help record archaeological evidence of past human occupation along the margins of Lake Ontario. The goals of the project are to explore how the physical and cultural environment influenced where people settled and established sites and how they in turn affected the environment.

Ideally, the study will address why certain sites were situated in specific locations, how site types and locations changed with time, and what are the long term repercussions of human occupation on the shoreline. The project will bridge the gap between terrestrial and marine archaeology by surveying on both sides of the waterline in an attempt to identify sites that allowed maritime commerce to interact with terrestrial exchange and society.

During the summers of 2007 and 2008 the survey will consist of terrestrial pedestrian surveys combined with marine remote sensing surveys such as side-scan sonar, magnetometer and sub-bottom profiler. These surveys will be geared towards creating an inventory of site types along Lake Ontario's margins. However, the first phase of the survey will be research and reconnaissance. Ben, a doctoral student at Texas A&M University, will be in Toronto during July and August, 2006.

If you would like to share information regarding sites along the shoreline that pertain to human occupation, please contact him at [bford94419@aol.com](mailto:bford94419@aol.com). Additional information is available at the project website:  
[http://nautarch.tamu.edu/cmac/students/Ford06/Ford\\_Ontario\\_index.htm](http://nautarch.tamu.edu/cmac/students/Ford06/Ford_Ontario_index.htm)

## Updating the Divers' Guide

The Divers' Guide to Ontario's Marine Heritage, one of SOS's most popular publications, needs updating. SOS Toronto has agreed to manage the rewriting, updating, design and publishing, but would like to encourage SOS members from around the province to become involved.

Discussions have already been held with the Ontario Ministry of Culture, which is eager to see a new version of the book published. The Ministry will allow SOS to continue to use the many images and photographs that are in the current edition. We will also have some access to the Ministry's archaeological staff and its unpublished archives. Only the barest outline has been presented to the Ministry, but we would like the new edition to have a stronger archaeological focus along with the history of Ontario.

We also see the book containing plenty of how-to practical information that will allow readers to understand how archaeology is done. Discussions on such topics as site types, process of site formation, fragility of sites, search methods, and conservation could be explained and illustrated with examples from archaeological research that have been done in Ontario over the years, including work done by SOS members over the years.

The goal is to produce a Guide that could be used as a textbook for the Nautical Archaeological Society Introduction and Level I training program.

If you would like to be involved please contact Elaine Wyatt at [ewyatt01@hotmail.com](mailto:ewyatt01@hotmail.com). Please put "Divers Guide" in your subject line.

# 2006 International Lighthouse Conference

June 1 to 4, 2006 Bruce County Museum and Cultural Centre  
Southampton, ON, Canada

**YOU CAN REGISTER ONLINE AT**  
**[www.chantryisland.com](http://www.chantryisland.com)**

Exact Times and Details too!  
Marine Heritage Society  
Box 421, Southampton, ON Canada N0H2L0

## What You Will Learn

- Experts: We have assembled world experts on Lighthouses that you will interact with and enjoy.
- Museum: The venue is the newly expanded Bruce County Museum and Cultural Centre which has an extensive Marine Gallery. You will learn about setting up a Lighthouse Museum too!
- Preservation: Enjoy hearing the experiences of people who have done it. They have hands on experience with the issues of Lighthouse Preservation including government relations
- Research: Learn how to do research in the digital age about the history of the world's historic Lights and the families and Keepers who manned them.
- Marketing: Learn how to market your Light with focused marketing, advertising and photo-journalism.
- History: Learn about the lore and stories of the past and its charming stories and songs.
- Volunteerism: Find concrete steps that will allow you to get the job done.
- Marine Archeology: You will hear one of the world's great marine archaeologists describe the shipwrecks that abound around Lighthouses with particular emphasis on the amazing discoveries near Chantry Island Light.
- Art: You will meet and hear a top meteorologist describe his field as it relates to our maritime history. As a scientist and gifted artist he will connect to Lighthouse and Shipwrecks.

## The Total Experience:

- Lighthouses: We have 4 Lighthouses within a radius of 2 miles and many more up the Bruce Coast. You can visit them on your stay in Southampton.
- Art and History Live: We will give you a guided tour of the Museum including the Marine Gallery and the fantastic Paul Kane Collection that includes paintings from his 1845 visit here in which he painted the aboriginal people before the impact of the European Culture.
- Top Entertainment: We will entertain you with the "Great Character of Canadian Music", Valdy who is a two time Juno award winner (Canada's Grammy) and multiple Composer of the Year.



# Last Word

*Shirley & Nino Mangione*

The introduction of the new SOS By-laws will mark a new beginning for SOS as it celebrates the 25th Anniversary of its foundation. This change is welcomed and should serve to both modernize and rejuvenate the organization. One specific change of note is the creation of a Newsletter Committee that is nominated yearly in conjunction with the Membership Annual General Meeting.

For personal reasons, unrelated to Save Ontario Shipwrecks, we have decided not to seek nomination to the Newsletter Committee.

It has been our privilege over the past three and a quarter years, or 13 SOS Newsletter issues, to be given this responsibility with trust and without censure. We have met many dedicated volunteers and made some good friends. Having started when we were novice divers, we have learned much.

Our first introduction to SOS was at the Kanata Diving Supply Treasure Hunt when we had so few dives that they could be counted with our fingers. Money raised at that event was given to SOS to repair the stairs leading down to the Rothesay. The Rothesay has become one of our favorite dive sites and the following spring we volunteered to become editors. (Ed. It may have been the year after that that SOS finally got around to repairing the stairs)

In the future we will continue to support the goals and mission of SOS, and, encourage others to do so as well.

Sincerely,

Shirley & Nino



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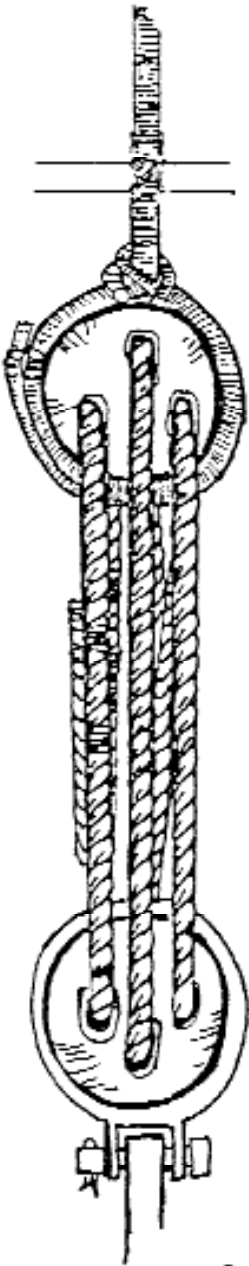
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WELCOME  
ABOARD

