

SAVE
SOS ONTARIO
SHIPWRECKS

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SOS NEWSLETTER

May 2007



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Save Ontario Shipwrecks gratefully acknowledges the support and financial assistance of the Ministry of Culture.

Deadline submission for next issue is July 1, 2007.

The Editor Notes

Thanks to the contributors of this issue. It is great to get articles from members for the newsletter.

I encourage all chapters to submit a brief article with their upcoming events to ensure everyone is involved and informed. Deadline for submissions for next issue will be July, 2007.

In this issue, I have brought together a slew of stories and articles to help you expand your knowledge of our marine heritage and SOS. My goal is to expand the newsletter and welcome from the members and the public articles, studies and reports for publication.

Have a great upcoming summer season.

Jody Bulman

The Mission of Save Ontario Shipwrecks is the preservation and promotion of marine heritage through research, conservation and education.

SOS President's Report 2006

By Brian Prince

I am pleased to submit my first President's report for the year ending 2006. Elected in May 2006 at the AGM, I previously held the chair of Vice President for a number of years. Also elected as officers of the corporation were Marg Barker continuing as Secretary Treasurer and Elaine Wyatt as Vice President. Board members include Jonathan Ferguson, David Taylor, Gordon Dewis and Jim Hopkins.

I would first like to thank Jim Hopkins for all his leadership. The Board of Directors presented Jim with the SOS Directors Award for his commitment and dedication to furthering the goals of SOS. Highlights during his tenure included: the "Dive to Preserve" framework; Trillium grant for the buoy project; lobbying to ensure that Ontario has a staff marine archaeologist; and Transport Canada and Marine Heritage consultations.



SOS, after years of lapse, presented the SOS Marine Heritage Award in February 2006. It was presented to the Minister of Culture at the opening events of Heritage week by Elaine Wyatt, the Toronto Committee Chair. This award was bestowed upon the Minister & Staff for their dedicated work in creating new legislation to protect marine heritage.



E. Wyatt & Hon. M. Meilleur



M. Johnson, L. Pella, E. Laanela,
W. West, R. Scatnetti, N. Jafri

Photos By David Lee

TRAINING & EDUCATION in 2006 consisted of NAS 1 programs in Ottawa and London. Ottawa hosted the NAS 1 in place of 1000 Islands because of their time commitment in organizing Scuba in the Park in Brockville. Toronto NAS 1 was cancelled due to low enrollment. NAS 2 credits were available for attending: a two day Rigging Workshop & lecture series in Toronto; Limestone City Conference in Kingston; and Shipwrecks in Welland. Further, we have started to publish educational articles in the newsletter. I have written the first series of 3 on GPS Technologies. We look forward to submissions from the Ministry and other members.

OUT REACH in 2006 consisted of SOS having a staffed booth at the Toronto Outdoor Adventure show. Approximately 28,000 people attended over the 3 day event. In addition, the Central Region display was setup by Toronto and Hamilton chapters at Shipwrecks in Welland with approximately 500 in attendance. Scuba in the Park was organized by the 1000 Islands chapter. A smaller attendance of 150 due to a rainy day was disappointing but the chapter still managed to make a slight profit.

A new membership brochure was initiated by Jim Hopkins and will be used to promote SOS and help gain membership. SOS now has a total of 6 field guide slates, 2 being produced in 2006, and 2 more will be produced in 2007 due to the continuing work of Marg Barker. SOS also produced (designed by Gordon Dewis) floating key chains to be given to the OPP as handouts to boaters who have been inspected on the water. These key chains instruct the public to call OPP or Crime Stoppers if anything pertaining to heritage is seen being removed from the water. Doug Miller, Chair of 1000 Islands, presented a new poster and T-shirt with the "hands off" theme that was created in a local elementary school contest.

Jody Bulman, a Toronto chapter member, has graciously volunteered as News Letter editor and is making ongoing improvements. Shirley & Nino Mangione of Ottawa did this task previously. We appreciate Shirley and Nino's years of service and their help in a smooth transition. Jody has produced 3 issues to date and is always looking for articles. Thanks Jody for stepping up. It is great to have you on the team.

BUOYS in 2006 were deployed and removed with the required notification to the Canadian Coast Guard NOTSHIP desk. Three buoys

were damaged beyond repair in the 1000 Islands; replacements were provided for deployment in 2007. Ottawa chapter has installed a replacement 90 gallon drum mooring buoy on the Eastcliffe Hall site with a CCG approved light. Although this light is not mandated by the CCG, the chapter decided to put one on because of the proximity to the main shipping channel.

ADMINISTRATIVE progress has taken a major step forward. At the 2006 AGM, the SOS bylaw committee presented a totally rewritten Bylaw with accompanying Resolutions. The review of this document was a major effort over many meetings of the Board. The previous bylaw had too many confusing and contradictory areas and did not reflect the current prevailing legislation by which SOS is governed. The AGM was well attended and a proxy vote system was setup to ensure representation and a vote for all members. Bylaw #2 and Resolutions passed unchanged. Congratulations to Gordon Dewis and committee for this work under the guidance of legal counsel. Bylaw #2 created the position of Honourary Counsel within SOS and this has been filled by Frank Nisi who was the lead legal advisor on the Bylaw.

In 2006, SOS passed the first written formal expense policy. This is now part of the new SOS Handbook and includes the Bylaw. More policies will be added in 2007. Under the leadership of Jonathan Ferguson an SOS Code of Ethics was created and formally adopted in 2007.

CHAPTERS of SOS grew in 2006 with the resurrection of SOS Quebec with Chair Nathalie Lasselin, and SOS Huron Shores with Chair Krissy Nickle. SOS Quebec wants to get involved with buoy deployment, site line repairs and placing a plaque on the J.B. King. SOS Huron Shores plans on holding a NAS 1 and will represent SOS at the sinking of the Maitland Star in Goderich. They have done some research in the museums microfilm archive relating to local marine heritage.

SURVEY WORK AND PROJECTS (with OUC insurance thanks to David Taylor):

1000 Islands resurveyed the Lillie Parsons to see if it has shifted and found it has not moved. This chapter also installed blocks and a chain along the side of the Lillie Parsons so divers can pull themselves

against the current without touching the wreck 1000 Islands continues to do work on the prop of the Muscallonge which is right in the middle of the seaway shipping channel - a challenging site.

Hamilton set up a long term display of local marine history at the Steam & Technology Museum. They also did research at the National Archives in Ottawa and published a local chapter newsletter.

Sarnia was monitoring progress of the CSL docks and Monarch shoreline area redevelopment. This area has had a complete facelift with no impact on the heritage resource. The Sarnia chapter also helped with the NAS 1 in London.

Toronto Chapter has started a 5 year monitoring project on the Sligo. Toronto got involved with the Queen's Wharf and Roller Boat issues to help protect them from total destruction and to raise awareness at local government.

Manitoulin members were diving on the Northwind and Edward Buckley and more interesting information has emerged. Since there are few active divers in the Manitoulin area, they have also been doing research for Michaels Bay Historical Society.

Port Dover has been working on membership and with the local marine museum to improve the SOS display.

Ottawa put a hold on Twisted Sisters work in 2006 due to the Project Director's busy summer travel schedule. Overall, they have worked 3 years on this site with 3 excellent reports produced.

FUNDRAISING was spear-headed by Gordon Dewis in 2006 when he took over Ships Stores. Chapters can order online or via email and Ships Stores will maintain the accounts of each. Items ordered by and sold to dive stores directly will be credited to the local chapter. Overall, chapters have a total bank balance of \$17,784 to support projects and activities in 2007. In 2006 chapters received \$8304 in revenue and spent \$7237 of which an average of 7.8% was administrative expense versus money spent on outreach. Much of this additional \$1067 was raised through NAS courses, fundraising (i.e., selling of Ships Stores inventory) as well as from a few donations.

OVERALL, it was a busy year with 4 new team members (Nathalie, Krissy, Frank, Jody) pitching in to help. With the NAS 1 course schedule already on the SOS events page, 2007 already looks promising. Michelle Chiarelli has also volunteered to do some great things in 2007. I look forward to helping in Chapter activities, NAS courses, and survey projects and encourage you to contact me with any creative ideas or feedback.

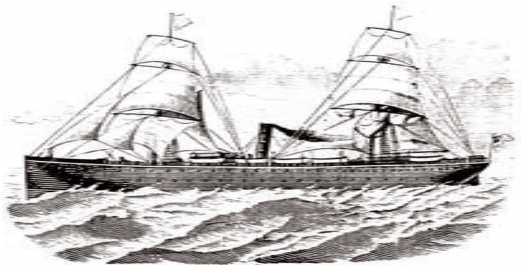
As a parting thought, I urge everyone to please focus on membership in 2007. Our members are our greatest resource and the people that pass on the message. Their numbers count when we are asking and lobbying for change, so please ask one person in your chapter to focus on recruiting new members and renewing past members.

Thank you to everyone for all you have done in the past year, it is very much appreciated and has set us up well to move ahead in 2007 with a bit of housekeeping, new brochures, slates, buoys, projects, plaques, and surveys. New for 2007 is the request to members to submit a copy of license reports to SOS.

Sincerely,



Brian Prince
SOS President



The History of the Iron Ore Trade Part 2

A multi-part series from an article that appeared in the 1910 Annual Report of the Lake Carriers Association.

Among the men attracted to the peninsula was Herman B. Elay, who, as soon as he saw the deposits, recognized the need for a railway. He obtained the cooperation of the mining companies, but met with a cold response from capital sources elsewhere. The two mining companies then in existence waited patiently for a year for Mr. Elay to begin construction of his railroad, and then perceiving no sign of movement on his part, engaged jointly in the construction of a plank road to the mines. The first shipment of ore in any quantity consisted of 152 tons, which was sent by the Cleveland Iron Mining Company to the Sharon Iron Company in Sharon, Pennsylvania in September 1853. It took four vessels to move the ore from Marquette to Sault Ste Marie, Michigan, where it was portaged over the falls to be reloaded on another vessel. It was delivered to Erie, Pennsylvania and sent by canal boats to Sharon. The first boat was delivered to the Sharpsville furnace.

The vessels on Lake Superior at the time consisted of three or four schooners ranging from 15 to 20 tons burden, and a couple of small steamers, all of which had been hauled over the portage at Sault Ste Marie. Meanwhile, congress had authorized a grant of land and a company known as the St. Mary's Falls Ship Canal Company was organized to build a canal around the rapids at Sault Ste Marie, Michigan. Mr. Erastus Corning of Albany New York was president of this new firm. Actual construction work was begun in 1852. Meanwhile, the two iron companies were working on their plank railroad; Herman Ely, who by now had been somewhat successful in raising some capital, was busily working on building his railway. In the interim, ore was being hauled in sleighs, as had been the practice. The tariff for the haul from the mine to the lake was \$3.00 per ton and the price of the ore on the dock at Marquette was \$8.00 per ton. The cost of mining was \$0.50 per ton which allowed a handsome profit if any good volume could be done.

Nearly the whole of the 1,000 tons of the ore on the dock when the navigation opened in 1854 was taken by the Forest City Iron Company. It was wheeled aboard the steamers Sam Ward, Napoleon and Peninsula in barrels and dumped upon the deck. At Sault Ste Marie, it had to be unloaded and carried over the portage where it was again wheeled upon the vessels and taken to the lower lakes. In this business of portage it may be said in passing that Sheldon McKnight and his old grey

horse and cart occupy a picturesque and commanding position. The faithful animal had the honour in 1845 of hauling every pound of freight that passed to and from Lake Superior.

The canal at Sault Ste Marie was opened on June 18, 1855, but it was not until November 1, 1855 that the plank railroad was completed to the mines. It lived a strenuous life for two years. The motive power was mules and the cars held about 4 tons each. A team could not make more than one trip a day, sometimes not even that, and the entire motive power to move 35 tons from the mines to the lake was counted a big days work.

When the Land Grant Act was passed in 1856, the plank railroads made overtures for consolidation with Ely's steam railroad. At this juncture Herman B. Ely suddenly died in Marquette, but work which he had undertaken was assumed by his brother, Samuel P. Ely. The steam railroad was finished to the mines in September, 1857. The locomotive Sebastopol was the first locomotive to be used on this railway and therefore the first in iron country. It had been built by the New Jersey Machine & Locomotive works of Paterson, New Jersey and was carried to Marquette on the deck of the brig Columbia in 1856. The same brig carried the first cargo of iron ore from Marquette through the canal on August 17, 1855. Its cargo consisted of 132 tons consigned to the Cleveland Iron Mining Company of Cleveland Ohio. In all, 1,477 tons were shipped through the canal its first year of operation. The little dock at Marquette was a flat structure without trestle work, and the vessels were loaded by means of wheelbarrows. The crews of the vessels loaded the ore, being paid for doing so at the rate of \$.25 per hour.

Practically all the shipments during the first few years were carried by schooners. All steamers in those days carried only passengers and were ill fitted to carry iron ore, though they would occasionally carry a deck load. As a rule the steamers avoided this freight if they could. None had thought of such a vessel as a bulk freighter. It was many years thereafter before the ore trade assumed any considerable volume. It had reached 114,401 tons in 1860, but fell to 49,909 tons in 1861, the slump being caused by the breaking of the Civil War. The grain trade was then, and continued for many years thereafter to be, the premier trade on the lakes. For instance, the grain receipts at port of Buffalo, New York alone in 1866 were about 1,500,00 tons, and the lumber receipts at Chicago, Illinois were about 400,000 tons, whereas the receipts of iron ore at all Lake Erie ports amounted to only 278, 976 gross tons.

At this time, dimensions of the locks at Sault Ste Marie were 350 feet long by 70 feet wide, with a depth over the sills of 11 feet six inches. This of course, regulated the draft of vessels in Lake Superior service.

When working on shipwreck surveys, there are two kinds of people: those sensible folks who are happy to use the well-worn, but perfectly functional, equipment belonging to the survey team (like me!), and the equipment junkies who build up monogrammed kits of surgically-precise tools that they polish to a spit-shine daily and protect from other team members like pitbulls (like my partner!). Here are some suggestions for gear that both new project directors outfitting a survey team and Inspector Gadget-types may find handy. The list is not exhaustive, but these are the basic tools that I have found are used most often on survey (versus excavation) projects. While I hope that, someday, we will all be issued handheld waterproof laser scanners to speed up the job, in the meantime my equipment mantra is: “If it gets the job done - the simpler and cheaper, the better.”

Measuring tapes/Open reel fibreglass tapes

Your basic tools on a shipwreck survey will be a collection of open reel fibreglass measuring tapes in lengths between 30 m and 100 m. Be sure to get fibreglass tapes, as plastic ones will stretch. The open reel design has the advantage of not trapping water or sediment inside the case and drying faster. Tapes made by Eslon, Lufkin, and Stanley are all good quality. These are available in metric/imperial or metric-only. I recommend metric-only as there is less chance of confusion, unless you have a specific site you plan to map using imperial measurements.

A 50 m or 100 m tape may be suitable for your baseline, depending on the size of the site. A 30 m tape will be long enough for most offsets, and for triangulation on a small site. If the pin inside the reel rusts and becomes unusable, don't throw out the fibreglass tape! It can still be used as a baseline, or can be cut up into shorter sections to be used as small measuring tapes.

In addition to the fibreglass reels, it's handy for each diver to have a smaller tape or ruler for taking measurements of things like frames, plank widths, etc.

Folding rulers

Rigid folding rulers are nice to use underwater since they can often be used with one hand for small measurements. Most hardware stores sell folding wooden rulers. These are handy, but deteriorate quickly. Although they are harder to find, it is well worth the effort to

purchase a fibreglass one, since it will last much longer. One of the few places that sells them online is Forestry Suppliers Inc. Make sure you buy the metric version, Rhino Ruler model 71112!

Other measuring tapes

Many people use retractable 5-m metal measuring tapes, but I find that they have a very short lifespan underwater (although this may not be as bad in freshwater). In general, I recommend using a fibreglass ruler over these tapes as it will last longer and is easier to handle.

Any dollar store will sell 2 m-long flexible measuring tapes as part of a cheap sewing kit. Buy a bunch, and give the needles and thread to your grandmother. Although these are sometimes plastic, stretching is not usually too much of a problem since you won't be putting much tension on the tape. For small measurements, they are easier to handle underwater than a reel, and can be stuffed into a BC pouch. There are also small round fibreglass tapes that come in a round case with a manual winding arm, and these can also be quite versatile.

Waterproof paper

There are a number of brands of waterproof paper available, including Duksbak, Rite-in-the-Rain, Duracopy, and others. Some of these can be run through a photocopier, allowing you to pre-print project information and forms onto the page. Whatever brand you buy, and regardless of any claims that it is copier-friendly, proceed with caution the first time you run it through a copier! The wrong paper will stick onto the drum, producing the pleasing aroma of melted plastic. Try explaining that one to your office manager. Even with paper that I trust, I am careful to run through only small batches to prevent the drum from getting too hot, just in case.

I have had the best results using DuraCopy, which I have successfully used in our industrial-sized laser printer at the office. It's "reasonably" priced at about \$60. for 100 sheets. However, a box should last quite a long time if you are a bit stingy with it. The Duksbak sheets are about twice as expensive, and are not copier-friendly. Rite-in-the-Rain is "water-resistant" rather than "waterproof." However, some of my students use Rite-in-the-Rain paper underwater, and say that it holds up well. It is considerably cheaper (about \$40. for 200 sheets), so it is definitely worth trying. Mylar, a translucent drafting film, is also commonly used on underwater archaeology projects. It's a good alternative, but does not have any real advantages over waterproof paper. It is equally expensive, and you usually have to cut pieces from a roll, which makes

the odd-sized pieces you end up with harder to file in the project archives. Also, you cannot run it through a copier to preprint it with any project information or forms you may wish to use. However, Mylar is indispensable if you decide to hand-ink the final site map.

Slates

In general, you will want a larger slate than you can normally purchase in a dive store - typically one big enough to attach an 8" by 11" sheet of waterproof paper on each side with duct tape. Larger slates can be easily and cheaply cut from sheets of white PVC. This allows you to customize the slate to your needs. You may wish to drill holes into the slate in order to attach pencils, compasses, brass clips, lanyards, etc.

While I admit to sometimes coveting the hot-rod slates some people have built, being on the simple side, I have personally never had a need for anything more elaborate than a standard-issue hard plastic clipboard from the office supply store. They are the right size to hold sheets of waterproof paper, can easily be drilled to add holes if needed, and are cheap, lightweight, and easy to find. A compass mounted directly onto the slate can be a very handy add-on. It's particularly helpful to have this feature when you are mapping new sites. It's probably not necessary if you are working on the same site for a long period of time (by that point you'll be pretty well oriented on the site), and you may find it gets in the way when you tape a full sheet of paper to the slate.

Pencils

This is a matter of personal preference. While some people prefer wooden pencils underwater, I find that they break more easily when they become soggy, and I hate having to sharpen them. Personally, I have always preferred mechanical pencils for underwater work. The yellow Papermate Sharpwriter pencils that twist work better underwater than the Bic-type pencils that click to make the lead advance - the springs inside the latter rust quickly.

Surgical tubing is great for attaching the pencil, but a length of string with some duct tape to hold the pencil in place will also do the trick. In either case, avoid the rookie mistake of cutting the line too short to reach the farthest edge of the slate! And always, always make sure you have an extra pencil taped to your slate. There is nothing more embarrassing than calling an entire dive because of a lost pencil.

Bevel gauges

A sliding bevel gauge (or "T-bevel") is very handy for quickly

recording angles underwater. For example, if you want to record the angle at which two timbers meet, simply set the gauge to the angle, then trace the angle onto your recording sheet. No need to read tiny numbers off a protractor underwater! You can then trace the angle directly for your drawing as you map out your survey results.

A decent bevel gauge can be had at Canadian Tire for less than \$20. For durability, save your money and get one made from metal and plastic, without any wood. Some of them come with a round knob for locking and releasing the blade. These can be difficult to handle with gloves, and the very short screws often fall out underwater. Replace this with a slightly longer screw and a large, easy to handle wing nut - get brass if you want to be fancy.

Plumb bobs

One way to improve the accuracy of a two-dimensional survey of a three-dimensional site is to use a plumb bob. To do this, the survey team keeps the measuring tape as close as possible to horizontal, then uses a plumb bob to project vertically to the point they are measuring. Because it can lead to task overload, this requires some experience. It is a question of balancing the level of accuracy you want for the site map against available bottom time, site conditions, and the experience of the team. It's not really recommended for people who are just learning basic survey methods or on sites with difficult conditions, especially heavy current. Obviously, a brass plumb bob is best for underwater work, but steel is fine as well. The more current on the site, the heavier you will want the plumb bob, but, in general, a 14-ounce or heavier plumb bob should do you right.

Suppliers

There are a number of forestry suppliers that sell rugged professional-quality surveying equipment. Out of habit, I usually order from a Vancouver company called Deakin Equipment (www.deakin.com), but there are other good Canadian suppliers. Large US companies include Ben Meadows (www.benmeadows.com) and Forestry Suppliers Inc. (www.forestry-suppliers.com). If buying from the US, be extra careful to determine whether you are ordering metric or imperial products. Lots of places sell this stuff, so it is a matter of googling to find the best prices. I'd be interested to hear of any other equipment finds or solutions that SOS members have come up with. Necessity is the mother of invention, and it's always amazing to see what new uses people can find for "ordinary" equipment in order to solve a problem on their project!

Hamilton Chapter

By Walther Irie

The year 2006 saw us finish with an increase in both our membership and in our account balance from the previous year. I would like to thank the efforts made by our members, our guest speakers and associated groups for assisting in our projects, hosting our NAS course and attending our meetings. I've listed some of highlights of 2006.

In March of last year members of our chapter travelled to Ottawa to conduct research at the National Archives of Canada. In this joint venture with the Canadian Harvard Aircraft Association one of our goals was to research the history of the Hamilton area in regards to shipping losses with the aim of finding potential target areas for the proposed survey of the beach strip being organized for the near future.

In June we held a NAS I course with assistance from the Sarnia Chapter. The course was held in London to provide central access for students from all over south-western Ontario. We would like to thank the instructor Erika Laanela from the Ministry of Culture, Terry Kovacevic of London Scuba Centre for providing the facilities, John Charest from the SOS Sarnia and our members for assisting throughout the weekend as guides and safety divers.

During the summer and fall we provided a long term display about local marine history at the Hamilton Steam & Technology Museum for their patrons to enjoy. The display included photographs and survey work of the wrecks in Confederation Park along with historical background information.

We publish a quarterly chapter newsletter so as to inform our membership and the public of our activities, historical information and the activities of other similar related groups.

For 2007 our goals are to continue to attract new membership along with promoting our committee within the community. This includes being active in research, searches and participating in dive related events. Some of this year's projects include another trip to the archives in Ottawa, a survey of a barge located near Burlington, searches along Hamilton's shoreline and an Intro Course to Side Scan Sonar Technology for NAS III credits.

All meetings are currently being held at the Hamilton Steam & Technology Museum 7:30 PM on the third Thursday of each month. For more information on our committee please visit on the web at www.soscentral.ca

Thousand Islands Chapter

By Douglas Miller

The 2006 year started off with our annual get together at Cathy Bigalow's house on January 22. Nineteen members gathered to enjoy refreshments, diving videos and conversation. This event has always helped to set the tone for the upcoming season. Our membership weighed in at 54 members. We continued to sell diver guides, and this year we increased our product line by adding four slates that were produced by the board. We also produced a t-shirt promoting "hands off diving". The chapter developed a laminated poster that was distributed to all charter boat captains that promoted low impact diving.

Two survey licences were attained from the province. The first was to re-measure the shift movement of the Lillie Parsons. This work was completed and a report was filed. The second licence was to survey the Prop of the Muskellunge. The survey requires considerable coordination as the survey site is precariously located in the shipping channel. This survey was not completed in the 2006 season and will resume in 2007 pending the licence to survey. On the last Saturday of April, four of the six mooring buoys were installed by a crew of SOS members working under the direction of Tom Scott, our buoy manager and captain. The other two near Rockport were installed by Wayne Green.

On the last Sunday of April, a large number of members installed a chain beside the wreck of the Lillie Parsons. This chain is anchored by nine concrete pads such that divers can pull themselves against the current rather than using the wreck. This initiative was implemented to absorb some of the strain suffered by the wreck as this is one of our most popular dive sites. Tom Scott agreed to resume chapter Thursday night dives off of his boat, with the first held on May 18 and the last on September 21 at a cost of only \$12.00 per member of SOS 1000 Islands. These dives were normally attended by about 8-10 members with a few nights being very busy, 20 plus. The committee worked on an information hand out that was distributed to the local training centers. The hope is that new divers will either join SOS or at the very least dive with a low impact mentality. SOS 1000 Islands hosted "Scuba In the Park" which is a dive festival that took place at St. Lawrence Park, Brockville, on September 23, 2006. SOS used this event as a method to educate the general diving public about our concerns while attempting to make some money to support some of our chapter projects.

Three of the buoys were severely damaged over the season and have been replaced by the corporation. Steps are being taken to prevent this from happening in the future.

Sarnia Chapter By John Charest

SOS Sarnia has been monitoring progress on the popular dive sites known as “The CSL Docks” and “The Monarch shoreline area” which was getting a complete facelift. The shoreline was completely restricted while improved water access was being undertaken. The only way to dive in this area was by doing a drift from the Bluewater bridge area. By November the site was officially opened to the public for use.



Before renovation



After renovation. Minimal damage to wharf piers with stairway access to water

The Sarnia Chapter helped with the NAS 1 course that was taught in London. The open water portion was done in Sarnia on the Gladstone just off of Canatara Beach.

In 2007 SOS Sarnia will be placing a new line going from the new shoreline entry point out to the Monarch wreck. We are planning to do our first survey project on a wreck that was discovered last year in the Bright's Grove area that is only 4 miles from shore and sitting in 40 feet of water. This work will be put towards the requirements for NAS 2 certification. The Chapter plans to have underwater field guide slates and divers guides made for the Monarch and the Gladstone sites. We also plan to make underwater plaques for these sites similar to the one on the Conestoga site.

Huron Shores Chapter By Krissy Nickle

Membership

SOS Huron Shores has been using email, posters, and media coverage to get the word out about our Chapter. Recent articles in the *Goderich Signal Star* and *Huron County's Focus News Magazine* have attracted several enthusiastic divers and marine history buffs.

Marine Heritage Land-Based Research Project

The Chapter has started a project to review the historical newspaper archives in the microfiche collection at the Goderich Branch Library for articles relating to marine heritage in the area. Our hope is that these articles will expand our knowledge of marine activities around the Port of Goderich, and possibly assist us in the location and identification of wrecks in the local area. A log book is being kept at the library so that volunteers can record which microfiche rolls have been searched. Printed articles from the search are also kept in the log book. This project is being undertaken with funding from the Goderich Marine Heritage Committee in the amount of \$200 to cover expenses.

Shipwreck Surveys

The Goderich Marine Heritage Committee (GMHC) is in the possession of side-scanning sonar equipment. Together, we hope to have training sessions this winter and spring on how to use the equipment, software and how to interpret the sonar readings. Once the weather is warmer, we will put our training to use locating shipwrecks and marine sites. A boat has been volunteered for the use and storage of the equipment. The dockage and fuel for the boat will be paid for through the GMHC and fundraising by our Chapter. Presently the GMHC is waiting for budget approval, which will likely happen around the end of February. Upon NAS training and licensing by the Ministry of Culture, the Chapter plans to document several known wrecks off the shores of Lake Huron, including the "Labour Day Wreck".

Field Trips

The Chapter is planning field trips to museums and other places of related marine interest. Inquiries are being made into the funding of these trips.

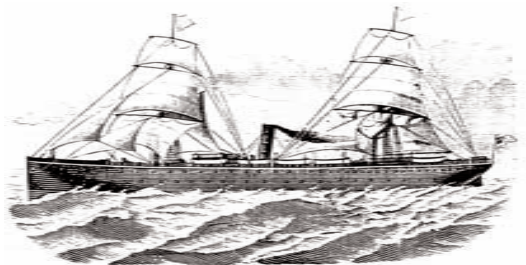
Manitoulin Chapter By Jim Hopkins

The past year saw both archival and in water work performed by chapter members. In water, Ian Morley conducted several dives to the remains of the steam-barge Edward Buckley, resting in 110' of water near Little Current, Ontario. Built in 1891 at Manitowoc, Wisconsin the 162' Buckley was destroyed by fire as it approached Little Current on September 1, 1929. Ian also continued exploration of the remains of the North Wind near Clapperton Island, which although discovered over 30 years ago continues to reveal new and exciting information.

SOS Manitoulin also continued archival research for the Michaels Bay Historical Society as well as offering guidance on how to research Great Lakes Ships. Based on the research the chapter is now considering pursuing an archaeological licence for the 2007 season. To date, four possible wrecks have been identified to be in the area, the most intriguing being a steam barge that reportedly burned shortly after leaving the Michaels Bay sawmill on the south shore of Manitoulin Island. Extensive documentation has been found documenting not only the loss of the ship, but her entire career. The ship targeted is the Buckeye.

This research was included as part of a presentation made to the Michaels Bay Historical Society when I was asked to be the guest speaker at the organizations AGM in October. This resulted in a front-page article in the Manitoulin Expositor that contained significant information on the work and principals of SOS as well as the Manitoulin marine heritage.

One drawback to the chapters work, is always the very small number of active divers in the area.



SOS Toronto continues to fight City Hall

During the past year, SOS Toronto again became involved in lobbying a municipal government to prevent the destruction of marine heritage. We also participated in consultations with Ontario Ministry of Culture to advance the evolution of heritage planning in the province, expanded SOS's partnerships with other heritage organizations and held two events aimed at enhancing our knowledge of marine heritage and archaeology.

Queen's Wharf and the Rollerboat

In March, SOS Toronto gathered a team of six members willing to drop their day-to-day responsibilities to save Queen's Wharf. This wharf was built in 1833 to serve Fort York and was Toronto's largest wharf during its shipping heyday. It had been buried in the 1920s, but was uncovered on March 15, 2006 during excavation for a condominium. SOS Toronto offered to work with Archaeological Services Inc., the project archaeologists, to number the timbers on one crib for possible reconstruction later. Unfortunately, the wharf had been destroyed before we could save it.

To protest the destruction of the wharf, SOS Toronto made presentations to the Preservation Services Board and City Council. We asked the city to stop all development along the waterfront east of Yonge Street until the Toronto Waterfront Revitalization Corporation (TWRC) develops plans to protect, preserve and interpret any archaeological resources that might be discovered during development. City Council passed a motion demanding an explanation from the TWRC. It also placed a hold on development at 215 Lakeshore Blvd, the probable site of the Knapp's Rollerboat.

The Rollerboat was designed by Frederick Knapp and built by Polson Iron Works in the late 19th century. Both Polson's and the Rollerboat are identified in Toronto's archaeological master plan as archaeologically significant, but neither the TWRC nor the City of Toronto Heritage Services Branch have developed plans to protect these sites from the bulldozers, despite the demands of City Council. The fight to save these sites continues. As a result of our efforts, SOS Toronto is now an official participant in matters related to heritage in the City of Toronto.

Extending our reach

SOS Toronto re-established a relationship with the Ontario Heritage Alliance (OHA). The OHA consists of the 13 provincial heritage organizations (PHOs) funded by the Ontario Ministry of Culture. These organizations meet regularly to discuss issues and challenges common to heritage organizations. Participating in the OHA raises our profile within the heritage community and strengthens the voice of the OHA in its discussions with the Ministry. We attended three meetings of the OHA during 2006. More information about Ontario's PHOs can be found at: www.culture.gov.on.ca/english/culdiv/heritage/pholist.htm

As a result of our involvement with the OHA, SOS was asked to participate in the Ontario Archaeological Society's Archaeology Day on September 16 at the historic Jesse Ashbridge House. This event attracted 400 visitors. SOS had a booth close to the entrance of the show, which gave us the opportunity to talk to many people about our goals and projects. Toronto SOS also gave two presentations during 2006: 100 members of the Royal Canadian Yacht Club in April and 60 members of the Toronto Kiwanis Club in June.

Ministry of Culture consultations

In February SOS Toronto participated in a forum to discuss the challenges and opportunities for heritage education and training organized by the Ontario Ministry of Culture. In September, we participated in the Ministry's stakeholder consultations on the final draft of the new Standards and Guidelines for Consultant Archaeologists.

Deploying heritage buoys

Heritage buoys were deployed on the Julia B. Merrill, the Sligo, and the Lyman E. Davis. Despite requests to leave the buoys in place over the winter, the buoys were removed in early November.

Site formation processes

In response to concerns expressed by our members over the rapid deterioration of the Sligo, the chapter launched a five-year project to monitor the ship. We placed approximately 30 datums on the ship and captured measurements in September and October. Our goal is to take measurements every spring and fall to identify changes from season to season.

Education

As part of our education and outreach initiatives, SOS Toronto

helped to create displays for three events including the 2006 Outdoor Adventure Show, 2006 Shipwrecks Symposium in Welland and the Ontario Archaeological Society Archaeology Day.

In April 2006, SOS Toronto held a two-day workshop of lectures and hard labour. Lecturers included Captain Rhys Weed, Master of the STV Playfair, who lectured on the history of sailing vessels on the Great Lakes, Captain Chris Chafe, Master of the STV Pathfinder, who lectured on the history of rigging, and Chris Sabick, a marine archaeologist with the Lake Champlain Maritime Museum, who discussed the history and reconstruction of the Nancy, a transport vessel that sank during the War of 1812. This event was limited to 20 participants, who spent Saturday evening and Sunday rigging the two tall ships.

In July SOS Toronto welcomed Ben Ford to Toronto. Ben is a graduate student in the Texas A&M nautical archaeology program. He was seeking help with a landscape survey of the Lake Ontario shore and foreshore to improve our understanding of our early relationship with the lake. SOS Toronto has offered to help Ben when he returns to Canada to conduct fieldwork.

2007 Plans

2007 promises to be another busy year as we will build upon the activities of 2006 and launch new projects. We will continue the survey of the Sligo. SOS members who are interested in refining their surveying skills are discussing a full survey of the site. To refresh our own skills and recruit new surveying talent for this project, we will host a NAS I course in Barrie in June 2007. This will be SOS Toronto's first NAS I program.

To promote education of marine heritage, we plan to host another rigging workshop with the Toronto Brigantine Inc. (TBI). Speakers knowledgeable about shipping on the Great Lakes have been invited to lecture.

Finally, the Toronto chapter will support Brent Hornick, a chapter member, in his effort to help protect the J.C. Morrison, which will celebrate the 150th anniversary of its sinking in August. Brent's campaign promises to raise awareness of the wreck to the local diving, boating and public community of Barrie. The Ontario Underwater Council has also pledged its support as they launch the Aviva Barth Memorial project, a project aimed at raising awareness of the diver-down flag to the boating community. We welcome the opportunity to work with Brent and the OUC for this project.

SOS Code of Ethics

In accordance with the objects of Save Ontario Shipwrecks(SOS), members shall adhere to the following Code of Ethics. Contravention of any of these principles constitutes grounds for expulsion from SOS, in accordance with its Constitution and By-Laws.

1. **PRINCIPLES:** SOS fully supports the objects and principles of the UNESCO Convention on the Protection of the Underwater Cultural Heritage (2001) and expects all members to adhere fully thereto.

2. **STEWARDSHIP:** SOS and its members act as stewards of our maritime heritage through the preservation, documentation and interpretation of shipwrecks and other submerged or nautical-related material culture.

3. **PRESERVATION:** SOS is dedicated to the in situ preservation of shipwrecks and other archaeological remains. Members should practise low-impact diving techniques and refrain from collecting artifacts, except as part of a licensed archaeological study. Arrangements must be made for the conservation and curation of any remains recovered.

4. **RESPONSIBILITY:** SOS members shall adhere to the letter and spirit of all applicable legislation (e.g., the Ontario Heritage Act, the Cemeteries Act, and the Public Lands Act), and should inform the relevant authorities (including police or government bodies) of any contraventions thereof.

5. **STANDARDS:** Members of SOS shall ensure that they are sufficiently trained and qualified for their role in any archaeological project. Members are encouraged to participate in training programs, including Nautical Archaeology Society courses.

6. **DOCUMENTATION:** The results of SOS projects shall be preserved through the production and dissemination of reports. Project leaders must maintain an archive of records, including field notes and reports, or make appropriate arrangements for this purpose.

7. **COMMUNITY:** The results of SOS projects must be communicated to the archaeological community and to the general public, including local media and related communities. Members must take extra care to not disturb human remains, and project leaders should encourage local representation and involvement.

8. **PUBLIC OWNERSHIP:** Artifacts on or recovered from marine heritage sites remain public property, even when collected under an archaeological license. Members shall refrain from the commercial trafficking of marine heritage artifacts, particularly the buying or selling of unlawful or undocumented artifacts.

9. **INTEGRITY:** The name or logos of SOS shall only be used for promotions, publications or projects sanctioned by SOS.

SOS Financial Statements

Statement of Operating Fund Operations and Changes To Fund Balance For the Year Ended December 31, 2006.

<u>Revenue</u>	<u>2006</u>	<u>2005</u>
Grants- Ontario	\$15000	\$15000
Trillium Foundation (Buoy Project)		560
Sales-ship stores	2768	345
Membership	4929	5192
Interest	<u>756</u>	<u>505</u>
	<u>23453</u>	<u>21602</u>
<u>Expenditures</u>		
Buoy project costs to date	500	276
Publicity and administration	6317	75
Donations	805	
Cost of sales-ship stores	2175	342
Newsletter	2764	2764
Travel and related expenses	8816	5616
Insurance	2060	1053
Membership, programs and general	1043	539
Office	737	1056
Courier	491	89
Postage	1187	808
Hamilton & Scourge Seminar	200	1091
Professional Fees	4565	1170
Outdoor Show	2076	
	<u>33736</u>	<u>14879</u>
<u>Excess of Revenues Over Expenditures</u>	(10,283)	6723
Fund Balance, Beginning of Year	41082	34359
Fund Balance, End of Year	<u>\$30799</u>	<u>\$41082</u>

Port Dover Chapter By Jim Murphy

Picked up two new members, Mr. Doug Gagon, lives in Jarvis and Mr. Darren L. Helimer from Delhi Ont. had a chat and sent them some locations re local in bay dive sites, had hoped to get together with them and other member plus Erika Laanela and Eva Salter. (membership 6)

Regarding some projects in 2007 and the Ministry of Culture will do it in spring. I keep our presence open in town, through Board of trade, Marine Museum, Provincial M.P.P., Federal M.P. plus Prov. of Ontario Marine Arch Division. As well as the Citizen Culture group as well. Even though we are small we still have strong contacts in the community and other agencies. These include working gas well tug operations, who have supplied us with large dive vessels for investigating new wreck sits for documentation, and commercial fishing fleet, from where 99% of wreck locations come from, still let us know if something new shows up or if we need confirmation re sites.

Been recovering from heart bypass since end June, no meetings mostly telephone dialogue. Still have 16-- 4700 lb. mooring blocks in Port Dover. Need group to install buoys and maintain them plus in and out installation on blocked wrecks.

Reportedly couple new charter groups going to be in town next year, need to approach them re: Wilma --17 fathoms and Brown Bros at 22 fathoms wrecks (all have blocks on them and divers using jugs. Some may be tied off to wrecks) Some rumour more diving on deep wrecks outside end of point, need to look at mooring blocking these wrecks, but big expense to do it, need big equipment to handle this project as it is 35 miles to sites, in open lake. Been working with the local marine museum, hope to upgrade S.O.S. display with any material available. We have a collection of pieces of wrecks turned in by people found or caught in fishing gear, and are building around that. Ian Bell is curator 519-583-2660. Great museum take a look, when you are in Port Dover.

If more diving on deeper sites, coast guard should be made aware possible diving injuries may happen. All the more reason to block, buoy and put wreck sites on map and notice to mariners.

Ottawa Chapter By Marg Barker

This was a quiet year for SOS Ottawa activities. Busy work schedules and family commitments were necessarily put before our marine heritage activities. I suspect that this is not uncommon in volunteer organizations and it has given us an opportunity to sit back and rest up for a booming year in 2007. Our first task for 2006 was to deploy the buoys on the sites we are responsible for including The Rothesay, The Conestoga, Red Pine Bay Wreck, Belly Dumper, Mille Roche Power House, Hoople Creek Bridge and The Eastcliffe Hall. This task could not be completed without the assistance of some dedicated volunteers and once again we got them all placed in good time. We also reported the deployment of the buoys to the CCG as required.

At the end of 2005 it was determined that the big 80 gallon drum used to mark the Eastcliffe Hall had seen its last days. There were gaping holes and it is a wonder that it still floated, a testament to its superior construction. I was able to get two new drums donated (one for back up) and Andy Fytche and Nancy Binnie built a new buoy. As well, we decided to put a flashing light on the new buoy. This was not Canadian Coast Guard required for this marker but we thought it a good idea because the marker is so close to the shipping channel. At this time all of the markers have been removed for the season and are stored in my garage.

The Twisted Sisters survey project had to be put on hold over the summer of 2006 due to Nancy's very busy travel schedule for work. We are hoping that a further dollar contribution from SOS Ottawa for 2007 and perhaps some added volunteers for organizing survey schedules would allow for the completion of work on the first wreck in 2007. We have had a lot of interest from NASI students to participate in the survey. Dates and times will be posted on the SOS Ottawa web site as well as the SOS Corporate web site. Stay tuned!

SOS Ottawa did well on fund raising in 2006. The Board provided us with anniversary golf shirts that we could sell for profit in the Chapter. They are a one of a kind shirt. There are still some left to purchase but when they are gone, that's it. As well, the Board produced 6 dive slates to sell to local retailers, charter operators and individuals to make money for the Chapter coffers. Our revenue from those sales was almost \$700.00 and we are hoping to keep this going.

Again in 2006 we were lucky to be able to offer a NASI course under the direction of Erika Lannela, Marine Archaeologist for the

Province of Ontario. We had an excellent turn out. This year we did things a little differently by renting a classroom and pool together. It made a huge difference in that the participants did not have to travel between sites and could spend more time concentrating on diagrams, field notes and the other requirements of the course. As usual, the enthusiasm of the students for the course was exceptional and everyone had a great weekend.

Although it was not our turn to hold a NASI course in 2006, we were given the opportunity because SOS Thousand Islands felt they had too much on their plate for last summer. The NAS schedule for 2007 has not been determined but I don't expect that we will be able to provide one this year. One never knows though so again, stay tuned to the web sites for details.

We rounded out the year with a barbeque at my house in October. It was a lot of fun and a great chance for folks to rehash summer adventures, discuss winter travel schedules and make plans for the summer on 2007.

I have been President of SOS Ottawa for six years. It is time for me to move on. Some joked that I would be president for life but that cannot be. I am heading into a new adventure myself. After more than forty-five years living in the Ottawa area I am heading home to Kingston. I will not be too far so I will be back to visit and to take part in SOS Ottawa activities. I hope that any of you, who may be in the Kingston area, diving perhaps, will drop in to visit me.

I want to wish you all the best. We have a strong Chapter going here and I trust that this will continue. We have made great strides in the protection and preservation of Ontario and Canada's marine heritage. Thank you for the opportunity to be a part of it.

Privacy Policy



Personal information is collected by Save Ontario Shipwrecks solely for the purpose of furnishing membership services. Personal information (postal address, phone number, email address, etc.) will not be disclosed to third parties other than the OUC for insurance purposes unless required by law. Member names only may be used for outreach purposes in electronic or printed media without notice. Policy changes will be posted in the Newsletter, which will constitute due notice.

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Contents

<i>President's Report 2006</i> By Brian Prince	1
<i>History of the Iron Ore Trade</i> Part 2	6
<i>Toolkit for Surveys</i> By Erika Laanela	8
<i>Hamilton Chapter</i> By Walter Irie	12
<i>1000 Islands Chapter</i> By Douglas Miller	13
<i>Huron Shores Chapter</i> By Krissy Nickle	14
<i>Sarnia Chapter</i> By John Charest	15
<i>Manitoulin Chapter</i> By Jim Hopkins	16
<i>Toronto Chapter</i> By Elaine Wyatt	17
<i>SOS Code of Ethics</i>	20
<i>SOS Financial Statements</i>	21
<i>Port Dover Chapter</i> By Jim Murphy	22
<i>Ottawa Chapter</i> By Marg Barker	23
<i>Privacy Policy</i>	24

