

SAVE
SOS ONTARIO
SHIPWRECKS

Newsletter

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SOS NEWSLETTER

Newsletter of Save Ontario Shipwrecks, Inc.
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**THE VIEW
FROM
THE BRIDGE**

By Brian Prince, SOS President

As the new President and chair person of the Board, I'd like to thank Jim Hopkins for all his hard work over the past 4 years and for holding on to the lines in that gale wind for the extra year so that we could take care of some important business... namely Bylaw #2. With this and many other reasons including his dedication and commitment during his 4 year tenure as President, the Board was honoured to present to Jim Hopkins the "SOS Directors Award" for 2006 at the AGM. Thanks Jim!

The passage of Bylaw #2 at the AGM this past May marks a growth point in the life of SOS. The old bylaw served us well, however the new one is clearer, more concise, with a few small changes to take into consideration current legislation and improved operations for the next 25 years. I thank the Bylaw Committee for their hard work and the legal firm for their assistance at a substantially reduced rate.

Also I'd like to thank all the members who attended the AGM and who proxied their votes. Of all the SOS AGM's I've attended since 1997, this one had by far the largest representation of membership - approximately 90 in person and via proxy. Thank you for caring and putting in the effort to be heard. The 25th anniversary cake and chat afterwards were well worth the wait.

I hope we continue to do all we were doing (NAS courses, Educational programs, Guest speakers, Dive To Preserve, OUC Insurance, New brochures, Slates, Surveys, Presentations, keeping a watchful eye on our non-renewable heritage resources, plaques, buoys and maintenance of same, spreading the word among peers) and that we are inspired to also move ahead and do more.

Yes... More.... We have 2 slates out now: Rothesay and Conestoga... Committee Chairs (previously referred to as Chapter Presidents) in attendance at the AGM received their Ships Stores order form and many samples. We have nice "his" and "hers" - navy and white SOS/Dive to Preserve golf shirts in stock now. We have 4 more slates on the cutting press as I write this (Lillie Parsons, Daryaw, Muscallonge, Robert Gaskin). We placed a land plaque at Red Pine Bay many years ago and now are working on the land plaque for the Conestoga. These are top quality productions (UV resistant, burn, spray paint, scratch, break, cut proof) same quality as you would see at any National Park. There are a lot more plaques and slates that can be made for all areas of the province... each local committee is encouraged to take the existing divers guide, update it and send



it along as a new slate. Sites in their areas will appeal to local dive stores and divers. Land and U/W plaques can be made and we have plenty of expertise around the province to help you with the project. If you are not sure who, email me.

One of our biggest benefits is that we are a registered charity... People think of this as SOS receiving monies... but mostly, projects have been done primarily from donated items: Cement, wood, steel, paint, plastic, bolts, rope, chain, blocks etc.. and members donating their time and effort. SOS can provide a tax receipt for donated items with the submission of an invoice showing a reasonable amount for such items and clearly marked DONATION. Please note that services are not donatable for a tax receipt, but they can be paid for and the funds then donated back to the Local Chapter Committee through head office. Our status as a charity can be easily lost if misused, so ask first if not sure.

A lot of new Chapters always ask, "How do we get off the ground?" A bit of organization... Raise a few funds, get items donated and do small projects, then bigger projects. Ships Stores will help you raise funds... You buy at cost, sell to Stores and Divers. There is a 3 tier price structure - everyone wins. You can't lose. Decide what you want to do... eg: U/W plaque near the block of shipwreck XYZ... get wood forms, cement, chain, bolts and plastic donated. Pay for the engraving (i.e., a service) from funds raised. Get everyone in the Chapter involved mixing cement and having fun. Plan and implement a safe deployment. Then take credit and write about it in the newsletter.

The Board has a number of committees that people can help out with as well. For instance, Shirley and Nino did a great job on the Newsletter for 3 years. We thank them for their contribution and with their offer of assistance to our new Newsletter Editor from Toronto - Jody Bulman. I recently emailed an announcement about Jody to all Chapter Committee chairs with a request to forward to members. This issue will be Jody's first and I'm sure he can use all of the info you can forward to him. Thanks Jody for stepping up and helping out with the voice of SOS. If you did not get the email, check with your local Committee chair, visit the website, or email me if you want to be one of these people.

Well, I'm running out of space here... I'm big on support so call and be active. We need more members everywhere and one of the things that makes future members want to join is events and doing things... people like to be involved... they want a reason to dive and be involved. They need an organizer and we have people like YOU across the province who want to do something.

Safe & Fun Diving,
Brian Prince



Goderich Artificial Shipwreck

By Bob Carey

There just is not enough room here to thank everyone for their support. This endeavour has sky rocketed far higher than even the most enthusiastic divers could imagine. This has turned into a real community project; everyone is pulling on the rope in the same direction; volunteers, dive shops and clubs, businesses, media, Ontario Underwater Council, Save Ontario Shipwrecks +cash donation+, Ontario Government Ministries, Federal Government Ministries, UWO Surface Science, Huron Business Development Corporation +cash donation+, Maitland Valley Marina, Transport Canada. Again the list is endless. I apologize for the hard working people I missed in this quick update. We will compile a complete list of recognition for publication after the sinking.

Ontario Underwater Council President Raimound Krob and Safety Director Ron Irvine inspected the ship last week and made several valuable suggestions to make for safer and interesting diving at the site. Our sport is in good hands with people like Raimond and Ron at the helm, Brent Bamford, South Western Ontario Dive Association Liaison, and all round Good Guy, physically slugged 3 days doing final prep work to the ship. Brent is a mainstay for this project, volunteering to be liaison with Dive Shops and Clubs through the project. Jan Hawley, Goderich Marine Heritage Committee, has spent endless hours on the phone and computer coordinating volunteers and approvals. *Other than a good sweeping and vacuuming the boat is about ready to GO!!!*

Everything is progressing on target. We have given ourselves a little more breathing room by delaying the sinking a few weeks until mid to late August. We will give everyone at least 3-weeks notice when the actual Sinking Celebration Day is finalized ... herewith referred to as the “SCD”.

Safe Diving
Bob Carey



2006 Presidents Report

By Jim Hopkins

On behalf of the executive of Save Ontario Shipwrecks I am pleased to present our annual report. I would like to extend to each of our members a thank you for your time and efforts over the past year, they are very much appreciated. A special thanks must also be given to all of you who have made the time to attend here today. I would once again like to apologize for the rescheduling of the AGM from it's original date and location in London, but too much time and effort had been put into the proposed by-laws, the executive did not want to have to postpone their presentation to the membership for a full year while respecting the need for the membership to be able to review the new by-laws prior to the AGM.

Two very key issues were dealt with over the past year by the organization. The first involved the developing of the new set of bylaws for the organization. To accomplish this a bylaw committee was formed last year and a budget was provided to the committee to obtain legal help in the drafting of the document. The committee consisted of Marg Barker, Nino Mangione and Gordon Dewis. SOS was fortunate in that it was able to draw upon members who had previous experience in drafting bylaws for other organizations and having lawyers who put a great deal of time and effort into writing the bylaws and having the patience to answer our many questions, providing this service at what I feel is a minimal cost to the organization.

Without a doubt our old bylaws had become dated and due to previous attempts at modifying them, they had become convoluted in many areas. In some cases the bylaws as they presently exist also put the corporation in questionable legal waters as well. The challenge was to draft bylaws that would fill all the needs of the organization now and into the future. I am sure that you will find that the document that has been crafted will fulfil this role, providing a strong framework for the future of Save Ontario Shipwrecks. I would like to thank the bylaw committee and the lawyers for their efforts over the past year in bringing this project to fruition.

A second critical issue that required attention was insurance for SOS sponsored activities. The need for added insurance protection has been recognized for some time and was brought to a head this year when we were informed that the Province would not facilitate NAS courses without proper insurance coverage. This is unfortunately a sad reality that we must deal with.

Although an "in-house" solution would have been preferred this was not economically feasible. We have therefore opted to work with the Ontario Underwater Council to provide insurance coverage for SOS sponsored events, the



details of which will be provided to all chapter presidents. Although parts of this process may appear cumbersome, this is a new reality that must be dealt and we will work to ensure that these requirements are incorporated as seamlessly as possible.

This new relationship with the OUC will provide many exciting opportunities for SOS for SOS beyond insurance coverage. Working with Raimund Krob, president of the OUC and an SOS member, we see many opportunities to use our relationship to benefit and grow both organizations in a framework of safe diving and the long-term preservation of our marine heritage.

SOS was once again well represented when invited by the Ontario Ministry of Culture to partake in the discussion of the “Development of the Regulation for Prescribing Marine Archaeological Sites for Special Protection. These discussions having been brought about by the Ontario Heritage Amendment Act, 2005 (Bill 60) that “provides the Ministry of Culture with enhanced powers to protect the provinces most significant and vulnerable marine archaeological sites.”

SOS members from across the Province attended these forums ensuring SOS was well represented. The Province of Ontario is well on it’s way to having one of the most progressive marine heritage acts in the world, ensuring both the preservation of it’s history yet respecting the rights of divers. It should be a source of pride for all members of the organization, that our opinions on marine heritage are not only sought out, but also well respected at both the provincial and federal levels.

At the Fall Board Meeting held in Brockville the executive examined more closely our priorities for the future. Key areas examined included our delivery and use of NAS Courses, The role of the Newsletter, Development of new Brochures, how to reach out through other organizations. I would like to touch briefly on a couple of the topics discussed

NAS Courses

Facilitating the delivery of NAS courses is an important component of SOS’s mandate. The NAS courses are both key to developing diver awareness as well as a fund raising activity for chapters. We must ensure delivery of these courses is being done to the best of our ability and understand how these courses can be used to further develop chapter activities. Areas looked at included

Organize Dates As Early as possible, an improvement that should be noted this year.

Organize more workshops to be used as credits for the advanced NAS 2 and 3 courses.

Develop a brochure for the NAS courses explaining what they are and



where they are to be held.

Develop a Dive Slate to be used in conjunction with the NAS course. This slate would also be suitable for use with the Adopt A Wreck program for note taking. This would also help generate income for the chapters.

Need to have more follow-up programs for people taking the NAS courses so that newly learned skills may be put to use. A way to do this would be to encourage chapters to apply for archaeological licences (some already do) to perform basic site surveys of wrecks in their region. This work would cover three key goals of our organization: (A) Encourage active participation of divers in marine heritage preservation. (B) Aid chapter presidents in chapter development. (C) Provide contemporary information to the provincial marine archaeologist on the condition of heritage sites in the province. (D) The information collected, particularly photo documentation, would also greatly assist when instances arise where an artefact has been removed from a site.

Brochures

We must develop new brochure for distribution at dive shows etc, the goal being to showcase our heritage and what divers can do to preserve it.

(1) Completion of the Adopt A Wreck Brochure. This brochure has been completed. To ensure that the information obtained would be valuable to the Province and that the work involved would be within the Ministry of Cultures Guidelines that may be completed without a licence, this brochure was submitted to the Provincial Marine Archaeologist for review.

(2) Develop a Low Impact Diving Brochure. The concept of low impact diving is most important to the preservation of our heritage sites. Peter Engelbert had developed a Low Impact Diving Course, but to date it has not caught on. The goal of this brochure is to introduce to all divers the concepts of the course. This brochure is complete and also has been reviewed by the Provincial Marine Archaeologist to ensure accuracy of message

(3) We are virtually out of SOS brochures. A new brochure has been developed for the organization.

I had hoped that these brochures would be ready for the AGM but this has not proved possible. At present the three brochures are being professionally prepared so that they may have a consistent feel that will bring a greater sense of professionalism to them. They will be available for distribution to the chapters in the near future.



This year also saw the reintroduction of SOS Dive Slates with four being developed to date. SOS had not produced dive slates for several years and this is an initiative that serves three objectives of the organization, it provides a central project for chapters, provides publicity for the organization and provides a source of income for the chapters.

Set-up under the initiative to re-establish ship stores, corporate is funding the cost of the slates and will only see a return of the cost of the slate, any profits made will be retained by the chapter selling the slate. Ideally we will have slates from all areas of the Province to provide a wide range for potential purchasers.

In support of the government initiatives surrounding marine heritage and the need to educate the general population about the importance of marine heritage preservation and the laws surrounding it, it was recognized that a first step had to be taken as an outreach to non-divers. To facilitate this SOS members developed the concept of a floating key chain with heritage information on it. This has been specifically targeted at non-diving boaters, to educate them and remind them of heritage laws and who to contact if they should see artefacts being removed illegally. It is recognized that this is only a small first step, but one that has received very favourable responses from boating organizations.

At the core of any organization of course are its members and through the dedicated efforts of the chapters where we saw our membership rise this past year. Chapter projects undertaken in the past year ranged from archival research, and site surveys through the development and presentation of educational courses. These efforts by the chapters are indicative of the vast interests of our members. Combining the work carried out by the organization and its members coupled with the underlying principles of the organization truly makes SOS a unique organization in the world's maritime heritage community, a fact each of you should truly be proud of.

Without a doubt, there is always room for improvement. The challenges of maintaining and organization spread out across the province on a minimum budget in such a challenging area as marine heritage preservation are many, but SOS has persevered through good times and bad for 25 years delivering a clear consistent message about the importance of marine heritage preservation.

As this is my last report as President of SOS, I would like to thank everyone who over the past four years has been involved with this organization. I fully appreciate the fact that each individual has many demands put on them in their day to day lives and I very much appreciate the fact that so many have made a point to make the effort to give some of themselves to an organization I very much believe in. It has very much been my pleasure to serve Save Ontario Shipwrecks.



100 Years Ago

By Jim Hopkins

The Schooner Reuben Doud Wrecked

On August 23 1906 the schooner Reuben Doud under the command of John Joyce departed Charlotte, New York for Toronto, carrying her typical cargo coal, as she worked for the Conger Coal Company. By late afternoon the winds on Lake Ontario had risen substantially and by early evening the Doud was in growing seas being driven by near gale force winds. By the early morning hours of the 24th, the Reuben Doud had reached the approaches of the Eastern Gap, the route planned by captain Joyce to enter Toronto harbour.

Upon reaching the entrance captain Joyce discovered that not only had he to contend with winds and seas, but a dredge had been anchored in the channel where it was engaged in the removal of silt. Believing he could still navigate the channel, captain Joyce continued on. Soon however he realized that he was out of position and he attempted to turn back out into the lake but it was too late, the Doud shuddered as it hit a shoal losing her rudder. Drifting helplessly, the Reuben Doud soon struck Ward Island beach stern first where she settled in the shallow waters.

Within a couple of hours the Reuben Doud's crew was rescued but there was nothing that could be done for the schooner. The gale was just beginning and for the next two days wave after wave pounded the helpless schooner until there was little left. Much of the wreckage came ashore at Ward Island and some was found days later in the middle of the lake but the lower portion of the Reuben Doud's hull remains buried at Ward Island.

The three-masted schooner Reuben Doud (C100305) was built by Cecil Gibson at Winneconne, Wisconsin in 1873. The schooner measured 145' x 26' x 13' and was built for her namesake Mr. Reuben Doud. Mr Doud operated a lumber business and in order to grow his business around the lakes had the Reuben Doud built to haul lumber. It was Mr Douds previous business dealings; he was the owner of the Wolf River Transportation Company that add a unique twist to the life of the schooner.

Most of Mr Douds business activities with the Wolf River Company were inland operations away from Lake Michigan. When he contracted to have his schooner built, he turned to a familiar yard that built small steamers for navigating



the inland waters of Wisconsin, thus when the Reuben Doud was launched, she was almost forty miles inland from Lake Michigan! To complicate the issue the waters of the Wolf River were low, the Doud was stuck in the mud as soon as it was launched.

Teams of oxen were employed to begin dragging the schooner down river, but this met with only limited success. There was only one other practical alternative, Mr. Doud had a series of small temporary dams constructed to raise the level of the river and the Doud was then floated down stream from one pool to the next until finally she reached water deep enough to navigate on her own. a rather unusual beginning for a “Great Lakes” schooner.



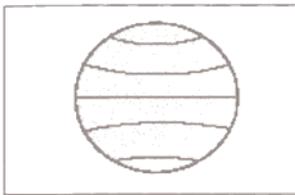
GPS Coordinates

By Brian Prince

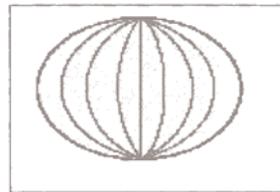
This is the first article in a series that I hope will become a standard in the newsletter. People have always been confused by the various GPS coordinates and accuracies. I'll talk about GPS technologies in a future article and focus here on GPS Coordinates.

If we have a shipwreck, we need to know where it is. We may not want to tell everyone just yet, but we certainly need to be able to find it again and be able to report it. Maps of the world use many Datum's - check the legend. Nautical Charts in Canada use NAD27, NAD83 and WGS84. Older maps use North American Datum 1927 (NAD27). Newer charts use NAD83 (1983) which is exactly equivalent to World Geodetic System 1984 (WGS84). It is imperative before anything else to check that your GPS is set to WGS84 - all else is next to useless otherwise. Check your Chart is not NAD27. If it is, get an updated one immediately.

Locations in the world today are recorded in Parallels of Latitude and Meridians of Longitude - LAT and LON for short. The equator is at 0 degrees of Latitude above which we then have Degrees North and below the equator Degrees South in Latitude to 90 degrees at the poles. The 0 degree mark of Longitude is Greenwich England. East of which we have East degrees of longitude and west of which we have West degrees of longitude to 180 degrees each way.



Parallels of Latitude



Meridians of Longitude

So the center of Canada is in the Northern Latitude and Eastern Longitude. Therefore a given central place in Canada is roughly 60 degrees N latitude and 100 degrees W longitude. We always mention LAT first, then LON. This is simple... where it gets more complicated is when we need to be more specific. Since there is a lot of distance between degrees, we break these down into various formats using decimal degrees, minutes, decimal minutes, seconds and decimal seconds in some cases.



Example:

N60 23.956' W100 45.003' (DDD MM.mmm)

is the same as

N60.399267 W100.750050 (DDD.dddddd)

is the same as

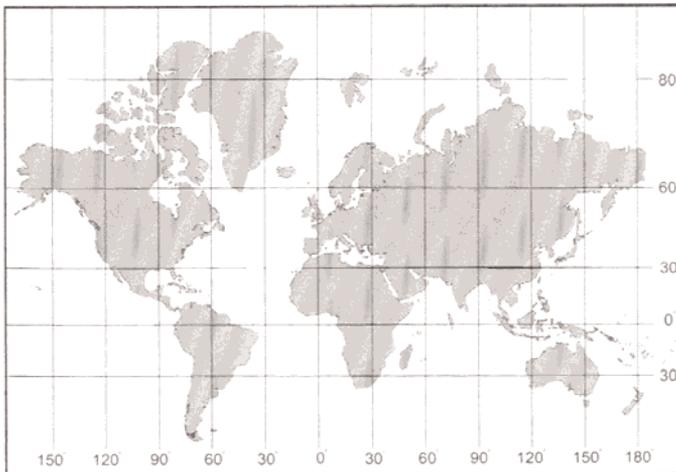
N60 23' 57.360" W100 45' 00.180" (DDD MM SS.sss)

or roughly and simply written as

N60 23' 57" W100 45 00 (DDD MM SS)

Now if someone gave you these numbers would you know the difference? The periods and spaces are the keys to getting these right. Not everyone puts in the single and double quotes to designate minutes and seconds. Nor does everyone put in the leading zero on the longitude. But you can see if you get these wrong, you can be off by a long distance. Most of today's GPS's like to use DDD MM.mmm, but some can be changed to DDD MM SS and other formats. Interesting the CCG always seems to like DDD MM SS format more. There is a nice little tool for conversions that is free on the Internet for keeping you error free at: <http://www.mentorsoftwareinc.com/freebie/FREE1198.HTM>. There are many other online conversion tools too if you Google for "degrees minutes seconds converter".

Note that the most common error regarding coordinates and using a GPS is human error, including transposing numbers, misreading the format or altering it such that you understand but others get confused. You'd hate to end up on the rocks because of a digit/format error... ruins your whole summer! So be wise and understand these formats and the difference.



SOS Recognizes All Current Members

Listed below are all the SOS members names and their years of service as we have them in our membership database. There may be some inaccuracy for those that are the longest time members as this data may not have been captured way back. If this is you, do contact the membership chairperson.

Membership makes a difference as the total number is used many times as a measure of the support we have for views and people that believe that preserving marine heritage and spreading the message is important.

Thank you to each and every one listed below for your continued support.

2006 Membership	B	Mainville	L	Leppington
Length	H	Séguin	L	Prince
LIFE	G	Steffler	J	Ritchie
P Engelbert	M	Barker	T	Rudden
26 to 30 Years	6 to 10 Years	A	Thayer	
R Cowalchuk	V Dokis	M	Mainville	
F Gregory	D Durant	L	Pansing	
21 to 25 Years	L Lundy	H	Poirier	
R Neilson	I Robinson	S	Price	
L Pullen	M Spears		Toronto Ref. Library	
B Ligthart	J Wilson	S	Welch	
A Ligthart	E Kosakowski	K	Welch	
D McCartney	P Langevin	1 to 5 Years		
16 to 20 Years	R Lemgruber	D	Brooks	
R Pickering	L McInnes	J	Charest	
T Roberts	B Mitchell	G	Dewis	
W Sigen	M Mueller	J	Dinyer	
T Kowalczk	G Mueller	S	Donovan	
B Roy	J Childs		ErieQuest	
St Clair Shores Pub Lib	S Hatch	R	Glass	
O MacDonald	D Nichol	J	Hernandez	
B Sawchuk	K Ripley	K	Johnson	
N Hopkins	Sharky's Scuba Supply	E	Kosakowski	
J Hopkins	B Snow	J	Muller	
11 to 15 Years	S Welch	T	Scott	
P Carroll	C Welch		Sea N' Sky Scuba /	
St Catharines Pub. Lib.	P Wright		Seeway Vision	
G Boyer	Ajax Scuba Club	S	Sutherland	
J Hayward	V Assinewe	D	Taylor	
L Joyce	W Barnard	E	Wyatt	
D Wilson	N Binnie	M	Brooks	
E Laevens	P Eichenberg	P	Chapple	
I Morley	T Falardeau	G	Cornelius	
B Prince	M Falardeau	S	Donaldson	
J Stewart	C Harnett	J	Holton	
C Bigalow	R Jones	W	Irie	



M	Kallon	M	Loo	B	Lane	
M	Liness	A	Mackenzie	D	Lawrence	
J	Luyt	N	MacMillan	C	Lawrence	
S	Mangione	H	Mandoda	D	Mandziuk	
N	Mangione	D	McKenzie	C	Marks	
E	McKenzie	J	Millar	M	McAllister	
A	McKenzie	N	Miller	B	McAllister	
C	Mullin	D	Miller	D	McConnachie	
Niagara Diver' Association						
T	Skelton	C	Moore	W	McLeod	
M	Stephenson	B	Morris	B	McLeod	
P	Taylor	F	Mummery	M	Merlo	
T	Timmons	C	Noël de Tilly	M	Merlo	
T	Utman	R	Ogilvie	J	Mooney	
S	Utman	C	Phinney	M	Musclow	
K	Utman	Port Colborne Historical & Marine Museum			K	Musclow
J	Utman	J	Rutland	T	Peever	
C	Venn	C	Schroeder	L	Phillips	
W	West	B	Thomas	L	Porter	
C	Winter	W	Tully Sr.	L	Saganski	
C	Bilodeau	S	VanSchyndel	B	Sterling	
S	Bondy	K	VanSchyndel	A	Superville	
D	Brodeur	J	VanSchyndel	B	Taylor	
R	Bromley	N	Waltho	R	Tremblay	
Hart House U/W Club						
J	Hulbert	D	Watt	L	Vandehei	
R	Krob	<u>New</u>			C	Vandette
S	Lounsbury	Aquacat Charter			H	Vandette
P	Lounsbury	A	Aylard	A	Verbrugge	
I	Lounsbury	M	Babiski	D	Verkley	
C	Lounsbury	E	Brooks	L	Ward	
B	Lounsbury	J	Bruce	J	Ward	
D	Rogers	L	Burnah	G	Wheeler	
A	Salway	E	Burt	R	Whitbread	
M	Segal	W	Chung	C	Wilson	
R	Swann	P	Colwill	B	Wolff	
M	Swann	T	Coons	S	Yankoo	
J	Tagliaferro	F	Curnon	R	Zimmer	
W	Tully Jr.	Deep Blue Expedition				
T	Acker	A	Dendy			
I	Allan	T	Dodd			
A	Ayers	T	Dodd			
J	Bulman	K	Dodd			
A	Dejulio	E	Dodd			
R	Deluca	A	Duckworth			
R	Engel	B	Elling			
J	Engel	J	Fedora			
B	Engel	D	Gagnon			
G	Farrar	C	Gander			
J	Ferguson	B	Gander			
M	Frost	C	Gault			
A	Fytche	J	Gill			
K	Gault	K	Graham			
K	Gray	D	Gunther			
B	Kerr	J	Happl			
N	Kopp	D	Helmer			
G	Lambert	T	Kovacruic			
		A	Lake			



The 1000 Islands Chapter Update

By Douglas Miller

The Lillie Parsons' Chain

After noting that the wreck of the Lillie Parsons has suffered some unintended abuse from the many divers who visit it ever year, our chapter decided to address the problem of divers pulling themselves against the current by using the wreck for hand holds. The solution was to lay a chain beside the wreck so that divers would have a decent means to work against the current. A local dive shop (Divetech, Mallorytown, ON) donated the money to purchase the 175' of chain while signs were donated by D & D Promotions. We already had 9 pads of concrete with steel loops in our possession so our next step was to plan the dive. The dive was to take place before the charter boats started to run so this meant that April 30th was the date of choice (Brrr 46 degrees F Many of us were in wet suits). Tom Scott, our boat captain and buoy manager, said that, because of the current, the only way to get the 9 concrete pads and the box of chain in position was to drop them over board as quickly as possible. We decided to send up a sausage marking the wreck. We also created teams and assigned each team a task. The pads were numbered with a map attached indicating the exact location that it needed to be moved to. Each team would go and pick up and move their concrete pad with a lift bag after the box of chain was dropped up stream of the wreck. All the pads and the box of chain landed on the bottom 15 to 30 yards up stream of the wreck the chain being the last item dropped indicating that it was safe to proceed. A couple of the pads had signs in both English and French so they were placed near to where the ends of the chain would lie. The rest of the pads were placed no closer than 5' to the wreck. After all the pads were placed, then the chain was thread through the steel loops and shackled in place. The "Chain" as we call it has been monitored and seems to be doing its job well. Many divers comment that it was well overdue which gives many of us involved a real sense of pride. Most of us were just having fun as we don't often get a chance to play under water engineer.

The Survey of the Muskie Prop and Rudder

This work is not complete yet but will be finished in August.



The Movement of the Lillie Parsons

The 1000 Islands Chapter was granted a license from the province to continue follow up measurements to determine if the Lillie Parsons is in fact moving off the ledge which it sits on. After finding only two of the original nails that were driven into the rock face beside the wreck we took what measurements we could. Two teams went down to the wreck and worked independently to measure the predetermined points on Thursday, July 13. The team of Bruce Lounsbury and Eric McKenzie and the team of Deb Brooks and Douglas Miller determined, through almost identical measurements, that the wreck is not moving. A report to this affect will be submitted to the province by our project manager Deb Brooks.

Scuba in the Park

Back by popular demand, Scuba in the Park will be happening again this year. In the past, the local Charter Boat Association has run this event, but this year 1000 Islands SOS will be running the fall dive festival. Many of you will be familiar with the format but for those who are not, here is a brief snapshot of the day.

Sept 23rd at St. Lawrence Park from 12:00 – 7:00 pm

Dive the Lillie Parsons

See the latest dive fashions

Visit dive gear venders

Win Door Prizes

Attend a gear swap

Try out an Inspiration rebreather

Enjoy the canteen, beer garden & live music

\$5.00 admission

\$10.00 to dive the Lillie must show cert card.

Many of the local motels are supporting this event by offering special rates. Come and make a whole weekend out of it. There will be lots of time to go on a charter on Saturday morning and all day Sunday. Contact Douglas Miller at 613-342-7191 or dmiller@ripnet.com for more information.



Save Ontario Shipwrecks Financial Statements

Statement of Operating Fund Operations and Changes To Fund Balance

For the Year Ended December 31, 2005

<u>Revenue</u>	<u>2005</u>	<u>2004</u>
Grants-Ontario	\$15000	\$12500
-Trillium Foundation (Buoy Project)	560	6022
Donations	-	10
Sales-ship stores	345	1525
Membership	5192	7007
Interest	<u>505</u>	<u>533</u>
	<u>21602</u>	<u>27597</u>
<u>Expenditures</u>		
Buoy project costs to date	276	6685
Publicity and administration	75	4539
Cost of sales-ship stores	342	-
Newsletter	2764	4523
Travel and related expenses	5616	4166
Insurance	1053	1036
Membership, programs and general	539	673
Office	1056	1169
Courier	89	699
Postage	808	569
Professional Fees	1170	1075
Hamilton & Scourge Seminar		1091
	<u>14879</u>	<u>25134</u>
<u>Excess of Revenues Over Expenditures</u>	6723	2463
Fund Balance, Beginning of Year	34359	31896
Fund Balance, End of Year	<u>41082</u>	<u>34359</u>



NAS I Course

By Erika Laanela

I've just returned from the first NAS I course of 2006, and I couldn't be more pleased with the outcome of the weekend. The class was completely full, with sixteen students. One enthusiastic student even made an 11-hour drive from Indiana to attend! Congratulations to all of the new graduates!

The course was organized by volunteers from the Hamilton chapter of Save Ontario Shipwrecks, but was held in London to provide central access for students from all over southwestern Ontario. All proceeds from the course will be used to support SOS activities. The course was coordinated by Walther Irie, with the able assistance of Paul Chapple, John Charest, Kirk Grey, Aaron Happl, Mike Merlo, and Greg Steffler. Thanks to all of the volunteers, and also to Terry Kovasevic for hosting the course at the London Scuba Centre and for "discovering" the wreck of the steamship *L.S.C.* in his parking lot, which came in handy for the dry land practice session.

Students listened to lectures on the history of marine archaeology, archaeological theory and ethics, and basic survey methods, then developed their skills in dry land and pool practice sessions before applying them on a survey exercise on the remains of the *Gladstone* in Point Edward on Sunday. Luckily, the weather was fabulous, and we were soon able to relocate to the Bridge Tavern in Sarnia to finish up the maps and field notes.

Based on the smiles remaining on the faces of the students at the end of an extremely busy and demanding weekend, the course seems to have been a success! The students were exceptionally dedicated, and on Saturday all of them worked enthusiastically without any complaint from 9 am until 10 pm, staying late to work on their notes and maps. I'd like to thank all of the students for maintaining their great attitudes despite the many last minute schedule changes and their growling tummies.

Many of the students have expressed an interest in applying for archaeological survey licences and taking the initiative to start up projects on shipwreck sites in their local areas with their local SOS chapters.

I will be teaching several other NAS I courses this summer in Kingston, Ottawa, and Toronto. Please check the SOS and POW websites for the latest dates.

Best regards,
Erika Laanela



Editor Notes

Thanks to the contributors of this issue. With a busy summer season for all, it was great to receive support. It is important to bring more archaeological knowledge to members of the organization and to the interested members of the public. We need to encourage public support for our work as cultural heritage management has implications for all.

I encourage all chapters to submit a brief article with their events update to ensure everyone is involved and informed. Deadline for submissions for next issue will be October 1, 2006.

Have a great summer,

Jody Bulman

In the Nov 2005 edition we printed a letter to an SOS Chapter Committee Chairperson from an SOS member. In that letter the author made a statement about an unspecified member of a group who he “believed” might have been responsible for removing artifacts from a local shipwreck. In printing that letter, like all letters SOS might print from time to time, these comments and beliefs were those of the author and in no way represent the opinion of SOS or the Board of Directors. We certainly did not intend to cause harm to anyone’s reputation, but simply to report that a serious event affecting a heritage site may have occurred. We have discussed this issue at length and advised better editorial review before publication. This alleged contravention of the Heritage Act may still be under investigation by the OPP and no one has yet been charged to our knowledge.



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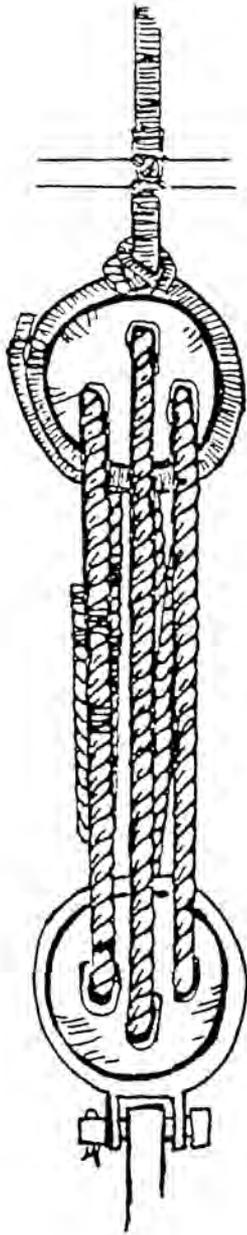
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CONTENTS

View From The Bridge

By Brian Prince 1

Goderich Artificial Shipwreck

By Bob Carey 3

2006 Presidents Report

By Jim Hopkins 4

100 Years Ago

By Jim Hopkin 8

GPS Coordinates

By Brian Prince 10

SOS Recognizes Current Members

By Brian Price 12

The 1000 Islands Chapter Update

By Douglas Miller 14

Financial Reports

16

NAS 1 Course

By Erika Laanela 17

From The Editor

By Jody Bulman 18



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