

SAVE
SOS
SANTARIO
SHIPWRECKS

Newsletter

Winter 2003 Christmas Issue



SOS NEWSLETTER

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

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Editor's Note

Nino Mangione

And the winner is... well you will have to look at the centerfold to see which photographers walked away with this year's SOS Newsletter Photo Contest prizes, but in your editors' humble opinion, we have all won. In addition to the actual contest pictures, three articles in this issue were submitted with accompanying photographs.

We would like to take this opportunity to thank our sponsors: Ikelite Underwater Systems, Save Ontario Shipwrecks, Kanata Diving Supply, and, Depth Charge Diving Inc. Sponsor response was great, they were asked to provide prize which could be as small as a roll of film, 4 out of the first 5 approached responded positively with better than anticipated prizes. We would also like to thank the membership for participating and would ask for a show of "emails" encouraging us to hold another contest next year if you liked the results.

It is our greatest hope as editors that you all enjoy reading this issue from cover to cover. The enclosed news articles span nearly a century of events from 1905 to November 2003, and, should inform the membership of recent events as well as entertain the many history buffs among us. Jim Hopkins, to mark the 90th anniversary of the "great storm of 1913", has provided some wonderful insight into the event as well as some astounding statistics.

The content of this issue is also remarkable because nearly every region is represented by an article, from the eastern most chapters all the way to our friends in Ohio. Thank you to the "local" SOS reporters in the field.

Dive to Preserve, a new program for SOS is introduced in this issue. This program is an important undertaking for SOS and we whole heartedly encourage you to become familiar with the programs goals.

As this is our last issue of the year, Shirley and I would like to take this opportunity to wish all of you and your families the very best for the holiday season and the upcoming year. For those of you who are not planning a trip south, remember that there are only 178 more sleeps (for us chickens) before the water temperature in the St-Lawrence is suitable for wet-suit diving.



Deadline for submission of articles for the next issue - Feb. 1, 2004

THE VIEW FROM THE BRIDGE

When I visit my relatives in Sarnia, I always make a point, to go down to the St Clair River and walk under the Blue Water Bridge to gaze out over the mouth of the river into Lake Huron. Inevitably I think back to 1913 when a storm, the Great Storm pounded not only Lake Huron, but also all of the Great Lakes. Over the course of a day a parade of ships past the very point where I stand, the John A. McGean, Regina, Argus, Isaac M. Scott and Charles S. Price, all unknowingly on a voyage to oblivion.

But what fascinates me is trying to imagine the thoughts that were passing through the minds of the captains Dancing Chauncey Ney on the McGean, Ed McConkey on the Regina, Paul Gutch on the Argus, Archie McArthur on the Scott and William Black on the Price, as they stood on their respective bridges and chose to ignore the gale warnings that were flying at both the Port Huron and Sarnia weather towers. And what of the crews? looking longingly at the passing cities, their captains steering them on a course with death.

It was storm the likes of which had never been seen before, nor have they been seen since. Three massive storm fronts converged to

leave a trail of death and destruction across the lakes. In the days before modern weather forecasting, all the captains had to look at was their barometer, their shipping schedule and what their counterparts on other ships were doing, because no captain could justify to his owner why he was tied up, while others were still moving. Usually with a staunch ship, good crew and often, good luck, all would work out, and there would be a new harrowing tale to tell in the saloons at the next port of call.

Perhaps the best example of the conflicting pressures brought to bear on a captain in the early twentieth century was evidenced in the behaviour of captain Jimmy Owen of the steamer Henry B. Smith. Jimmy Owen was not having a good year. Through no fault of his own the Smith was behind on her expected tonnage carried and the owners were not happy. The Smith was safely tied up at the ore chutes in Marquette Michigan with the storm raging over Lake Superior, when to the amazement of all at the docks, the Smith backed away and set sail, the crew still on deck hastily working to fasten the hatches as she cleared the harbour and entered the teeth of the gale. The captain's year did not improve as Jimmy Owen, his ship and crew have yet to be found.

Many details of the storm are well documented, the record snowfall, the sustained winds of over 90 mph that blew for hours. It would have been incredible to see, for the storm did not just claim boats that had continued sailing well past their prime, as was frequently the case then. This storm, The Great Storm, took the best the shipyards had produced. The Smith, Isaac Scott, the Charles S. Price and the Caruthers only six months old were the Edmond Fitzgeralds of their day all over 500' in length and all were lost.

But of course the lakes maintain many secrets from those terrible days. On Lake Huron only one ship had witnesses that lived to tell of her loss. The captain of the George C. Crawford saw the Argus carrying a cargo of coal break up and sink. Paul Gutch on the bridge of the Argus was fighting his way up the lake, no doubt regretting his decision to leave the safety of the St. Clair river when the bow and stern of his ship became suspended on separate 40' waves and collapsed amidships. The bodies of Gutch and many of his crew made their way to shore near Inverhuron, Ontario and they were not alone, for over 250 people would die on the lakes in the storm.

In the aftermath, the communities along the shores of the lakes gath-

ered the dead, sending those who could be identified home with loved ones, and in some cases burying their own, sailors lost who had lived in the area. But perhaps most importantly, those who could not be identified were adopted by the people of the town and given proper funerals.

It has now been 90 years since those tragic days in 1913. Like the Edmond Fitzgerald that was to follow in their wakes many years later, the ships that were lost in the Great Storm have a special place in the hearts of those who love maritime history. And the sense of guardianship remains. One only has to look at the efforts of the Town of Goderich and the community groups there, including SOS, in preserving the memories, not only of those lost, but the wrecks as well. In my opinion, they deserve nothing less.

As this is the last issue before the New Year, I would like to take the opportunity to thank each of you, for your contribution to the success of SOS over the past year, it is very much appreciated. So on behalf of myself, and the rest of the board, I wish each of you and your family all the best in the coming year.



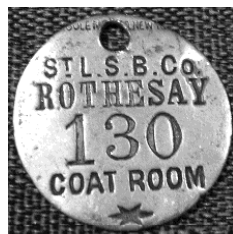
Rothesay Artifacts Returned to Prescott

article & photos by Lucy and Brian Prince

It was June 2003 and there was an email discussion about the 4 divers from New York State who discovered the shipwreck Rothesay. Was it 1962 or was it 1964 was the discussion. When the find was reported to the officials in those days, they were skeptical that this was the Rothesay because of the location. However, like many other shipwrecks, divers would prove them wrong. In the early days 15-20 years before SOS was born (SOS is now 22), underwater treasure hunting was a socially accepted sport.

I had responded to someone that SOS would be interested to help return any artifacts back to the Rothesay. I thought that there might be an anchor or 2 out there that could be returned to the site for all the 1000 plus divers who enjoy this dive site each summer.

I got a message from a guy named Phil. He was one of the original four divers and he wanted to return two items to me as part of SOS. These were a brass coat check tag numbered #130 with the letters St. L. S. B. Co. (meaning St. Lawrence Steam Boat Company) with the name ROTHESAY (see photo) and a one inch thick oval 3ft x 2ft deck table top made from stone. While SOS or I could not personally accept such gifts, I immediately



arranged for the gifts to be directly donated to the Prescott Forwarders Museum. I offered to act as the go between to ensure that the items re-entered Canada through customs. I forwarded the gift documents provided by the museum to Phil, he completed them, and returned them to me. I had the museum accept the gifts so that customs would allow them back into Canada.

So my wife Lucy and I embarked on a trip to meet Phil and his wife Betty (see photo of us transferring table) about half way between where he lives in Maine and where we live in Brockville. We agreed on Montpelier Vermont on October 4th, 2003. We met and immediately started to discuss old dive stories and experiences. Phil's stories were quite a bit more interesting than mine with his thirty years of diving versus my mere ten. He regaled us with stories - one of which was the whereabouts of the Rothesay anchors and how they

were removed in 1965. They have been resting for 40 plus years on the front lawn of a restaurant in upper New York State.

Now with these items here in Canada and waiting for the museum to re-open in the spring, I am inquiring about conservation and restoration work over the winter. The hope is to have them on display spring 2004 in Prescott. There are also a few other items from the *Rothesay* on display at the Forwarders Museum, including a vise from the shipwreck that was also removed and used for many years before being gifted to the museum.

On the weekend of October 25th, Lucy and I traveled to Syracuse NY to see if the anchors were still where they were put 40 years ago. Sure enough, both (port and starboard anchors) are still there with a well maintained coat of paint. We talked to the establishment's current owner and he had knowledge of the anchors' origin, but did not know all the details like location and shipwreck name. He was a little apprehensive about our enquiry and visit, even though I did not identify myself as a member of SOS, just that I was writing a story about the donation of other artifacts to a local museum by the same person who helped get the anchors to his restaurant. We took a few pictures and left, leaving a part of Canadian shipwreck history behind.



have their own unique story, and makes the drift dive worthwhile. Once an item is moved, a lot of information about its story is lost. Items around heritage sites should not be dug up or removed from the water as the decay process accelerates dramatically. It's actually illegal as of Dec 2002 unless you hold a valid license.

The *Rothesay* was a 193-ft passenger side paddlewheeler that transported people from Brockville to Montreal in the late 1870's. On Sept. 12, 1889, *Rothesay* was hit by the tug *Myra* and sank to where she rests today. Everyone on the *Rothesay* made it ashore safely, but two people on the *Myra* died in the collision. The wreck sits 400ft off shore in 15 to 30ft of water just west of the town of Prescott, Ontario. This is predominantly a shore dive, but SOS also maintains a mooring buoy here for boaters, charters and handicapped diver access.

This is one of the few times that SOS has been involved with the return of borrowed items by today's socially accepted standard. We encourage all artifacts to be left where they sit for everyone to see. This includes stray anchors, which

Continued on page 6

We hope that this trend of doing the right thing will continue so that everyone can enjoy, and items that are hidden from the view, many in basements and garages can be brought out and displayed for all to see. Borders are not barriers. Doing the right thing has a personal reward as well as has the uplifting sensation of making a difference. Our thanks to Phil for donating back a part of Canadian history. If anyone would like to experience this, please contact your local chapter of SOS listed at www.SaveOntarioShipwrecks.on.ca under Chapters, email me directly at Brian.Prince@sympatico.ca or call me at (613) 342-3900.

For more information:

Reprints from local newspapers in 1889 are posted at

www.SaveOntarioShipwrecks.on.ca/News/Shipwreck%20articles.html#Rothesay

The full layout and directions to the site are at

www.SaveOntarioShipwrecks.on.ca/Diverguides/dguide5.html

Prescott Forwarders Museum

www.MuseumsOntario.com/museums/musdir/formus.shtml



Santa Is Coming To Town.....Underwater

This story contains information about an upcoming charitable event with a slightly offbeat twist.

On Saturday, December 6, from one p.m. to four thirty p.m., jolly old St. Nick will visit the pool at the Walter Baker Sports Centre at 100 Malvern Drive in Nepean. Members of the Ottawa Beavers Underwater Scuba Club have arranged to loan Santa some scuba equipment so that he can have his picture taken with all the boys and girls, young and old, who want to have a very special under water pose done with Santa. They will also provide snorkel equipment for children under the age of 12 years, and scuba equipment with instruction for those 12 years of age and older (guardian's consent needed for those under the age of 18 years) who wish to participate in the Annual Under Water Santa Shoot. All participants need to bring is a bathing suit, towel, and a smile. The Beavers will take care of everything else.

For only \$10.00, each participant will receive brief scuba or snorkel instruction, a unique photograph of themselves with Santa and his elves under water, and a memory that will surely last a lifetime. Thanks to donations in kind by the Walter Baker Sports Centre, The Ottawa Sun and Costco, all proceeds of this event will go towards the construction of Roger's House, a facility named after the late Ottawa Senators assistant coach Roger Neilson which will provide pediatric palliative care with the objective of enhancing the comfort and quality of life for children and their families. So come out for a good cause, a lot of fun, and a memory that can be nicely framed and gift-wrapped just in time for the holiday season.

Contact: Sandro Zambonin
charity@obsc.ca
(613) 823-9685



Ohio News

Joyce Hayward

The state of Ohio has dissolved the governors advisory council regarding management of shipwrecks in Ohio. In addition, because of liability concerns, Ohio has decided not to condone the state's participation in the placing of buoys on shipwrecks, and instead, is looking for an organization to inherit that liability.

This could work because if the organization is non-profit, the members/officers might be protected from being taken to court if an accident were to occur...but right now that makes people nervous.

And lastly, the idea of having a preserve in Ohio (*ed. see accompanying article*) is still being considered, somewhat, but the area will not be the original Kelleys Island area where we documented the 3 shipwrecks.

I guess, simplified, that is the news!
Thanks, Joyce



Underwater Preserve For Ohio?

A team headed by the Ohio Department of Natural Resources including the Ohio Historical Society, Great Lakes Historical Society, Lake Erie Shipwreck Research Centre and Kelleys Island Village council are

attempting to establish Ohio's first underwater marine preserve. The preserve would cover some 42.6 sq. miles and stretch from Kelleys Island Shoal westward to South Bass and the Ballast Islands.

The original site of the preserve was to be around Kelleys Islands itself, but during public meetings held last year local residents opposed the plan citing the possibility of added property restrictions, added strain on emergency forces and hampered economic development. The Natural Resources Department however feels that a newly created Preserve would provide an economic boost for the region attracting divers from across the country.

To appease the Islanders, the borders for the new park have been moved west. The proposed Lake Erie Underwater Preserve would protect 20 known shipwrecks as well as geologic features such as glacial groves on the lake bottom. Among the wrecks that may be included in the Park are the May Richards, M.P. Barkalow and the Isabella Boyce. Near Kelleys Island the wrecks of the F.H. Prince, Adventure and the W.R. Hanna would be classified as mini preserves to abide by the wishes of the residents that the preserve not surround the island.



THE GREAT STORM OF 1913 VESSELS TOTALLY DESTROYED

Vessel	G / Tonnage	Length	Beam	Built	Value (\$)	Lives Lost	Location
Argus	4707	436'	50'	1903	136,000	24	Lake Huron
Charles S. Price	6322	524'	54'	1910	340,000	28	Lake Huron
Halsted	496	191'	32'	1873	5,000		Lake Michigan
H. B. Smith	6631	545'	55'	1906	350,000	23	Lake Superior
Howard M. Hanna	5905	500'	54'	1908	315,000		Lake Huron
Hydrus	4713	436'	50'	1903	136,000	24	Lake Huron
Isaac M. Scott	6372	524'	54'	1909	340,000	28	Lake Huron
James Carruthers	7862	550'	58'	1913	410,000	24	Lake Huron
John A. Mcgean	5100	452'	52'	1908	240,000	23	Lake Huron
L.C. Waldo	4466	472'	48'	1896	250,000		Lake Superior
Leafield	1453	269'	35'	1892	100,000	18	Lake Superior
Lightship 82	180	105'	21'	1912	25,000	6	Lake Erie
Louisiana	1929	287'	39'	1887	20,000		Lake Michigan
Major	1864	303'	41'	1889	28,000		Lake Superior
Matoa	2311	310'	40'	1890	117,900		Lake Huron
Plymouth	776	225'	35'	1854	5,000	7	Lake Michigan
Regina	1956	269'	42.5'	1907	125,000	25	Lake Huron
Turret Chief	1881	273'	44'	1896	100,000		Lake Superior
Wexford	2104	270'	40'	1883	125,000	18	Lake Huron

Source: Lake Carriers Annual Report, 1913



Shivering On a Saturday

Photo and article by Ted Timmins

It was a clear, crisp, -4°C Saturday morning in early November. There were no divers in sight at the Rothesay. An otherwise perfect time for some SOS members to do a bit of maintenance on the heavily used stairs leading to the river.



Over the years the stairs had started to give out despite a bit of maintenance to provide additional strength.

So it was that we took out the drill, jacks, and impact wrench to fasten strengthening angle irons on the face of the steps. It was a team effort. Brian Prince, SOS executive Member-at-Large, Andy Fytche, owner of Depth Charge Diving and member of the Eastern Region SOS, Marg Barker, SOS Secretary Treasurer, and myself spent a few hours on that crisp Saturday hoping to put a good face

on the well worn stairs. The Friends of the Rothesay had previously placed a privacy fence and portable wash-room at the popular dive site just west of Prescott last fall. The facilities were well used throughout the dive season by a large number of divers.



The heavy traffic of divers had taken its toll on the stairs. Many of the stairs had developed cracks in the center, some of them to the point where it was becoming hazardous for the average diver with a full load of gear to use them. A few of the stairs had supports bolted to the front in the past, but those support were showing signs of age and continuous use.



Andy Fytche (left) and Brian Prince (right) with the new angle irons

Andy and Brian had measured the stairs and arranged for a donation of materials from Loucon Metal who cut and drilled the supports.

Shirley Mangione provided her considerable calligraphic talents to letter on the supports. All it took was two hours of effort to remove the old supports and place shining new red supports on all of the stairs.

As luck would have it, just as the job was finished two intrepid divers arrived in the early afternoon and tested the workmanship. The repairs should help to keep the Rothesay site accessible for years to come.



Andy, Brian and Ted proudly stand on their new stairs



The New Stairs



The two intrepid divers

PHOTO CONTEST

WINNERS

The Judges Have Ruled!

Best in Local
Wrecks

The Key stone
Photo by Arthur Cook



Best in Playfulness



We take a picture
Photo by [unclear]

OUR THANKS
TO THE SPONSORS

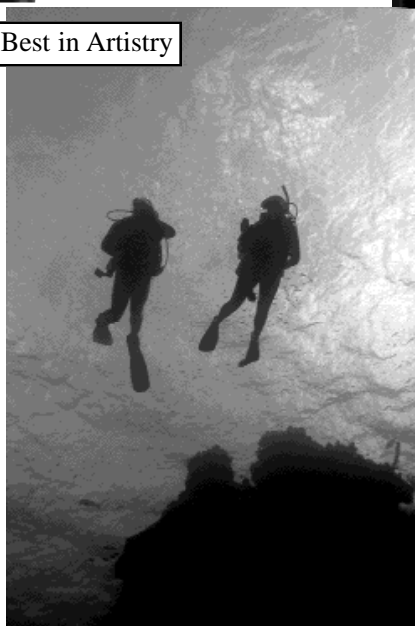


Kanata Diving Supply



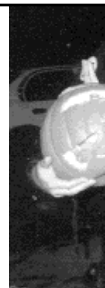
Depth Charge Diving Inc.

Best in Artistry



Silhouetted divers
Photo by Chris Miller

Honourable
Mention



Winn



Picture of each other
by Ted Timmons

Best in Composition



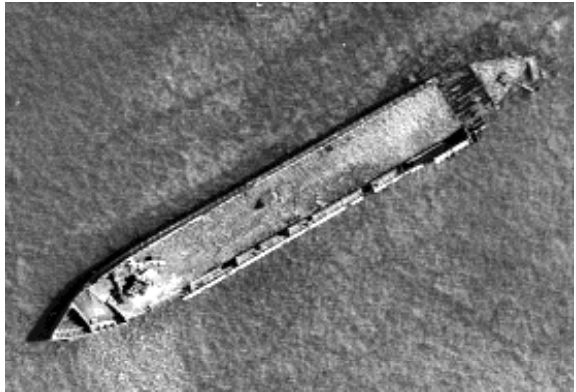
Sweepstakes - Tobermory
Photo by Chris Miller

Honourable
Mention



The Keystorm
Photo by Arthur Conk

Best in Aerial Photography



A Wreck in Lake Erie

Photo by kimberly Simons and Sharon Donovan

Sharon is a diver involved with SOS and Kimberly is a pilot who specializes in Aerial Photography. They shot this photo of a wreck in Lake Erie, between Ft. Erie and Pt. Colbourne. Some of the wreck is above the surface but most is submerged.



ers of a Pumpkin Carving Contest

Photo by Brian Prince

Dive Recovery Team Search Report – October 4-5, 2003

Project 1 – AJ538

Dave Delaney, Backseat Chairman

AJ538 is a Harvard that went down in a training accident in the 1940's. The CHAA Dive Recovery Team has been searching for AJ538 for over a year, and despite not locating it definitively yet, we remain undaunted.

On October 4th and 5th, the team headed out again to continue our search from our last dives in June of this year. On our last dive, we searched almost 40 acres of underwater terrain which helped us rule out a large area on the map. This was encouraging. We were hoping on this dive, that we would positively locate and identify AJ538, but conditions conspired against us.

The team arrived on Friday evening in Kingston and set up our base at Canadian Forces Base – Kingston. Setting up is somewhat more involved than one might think. The team has a complete set of dive equipment for each diver, plus spare equipment which amounts to two truckloads of scuba tanks, buoyancy control devices, masks, fins, dry suites (and a even a couple of wet suits!). The team reviewed the equipment, double checking air fills and the condition of most items.

Early Saturday morning, after breakfast at the base mess hall, we headed to the marina to meet Big

Jim and board his vessel – that was our plan, it wasn't Mother Nature's.

At the breakwall, waves were breaking 18 feet over the wall, swells were 6 feet high, and winds out on the seaway were gusting to 70 knots. Our boat would not be heading out on Saturday. You can probably imagine the spirit of the group at that moment. A team that had been searching and researching for over a year would have to spend the day in dry dock and wait for the weather to blow over.

We rallied, however, and decided to at least make use of the day. Not too far away from the Marina and about 2km east of the Penitentiary is the Kingston Marine Museum. We headed to the museum to spend a few hours learning more about the history of the area, ship building and the process of launching new boats. One interesting thing about the museum is that it is on the site of an old ship building business. As a result, the dry dock for ship building was just outside of the museum. The dry dock was used for building the ship and then, once construction was completed, it would be flooded, a lock would be opened and the ship would be able to head out into open waters. The dry dock outside was flooded, and naturally as divers, we needed to have a look. Four of the team

donned their gear and splashed into the old dry dock to have a look. Besides finding some old tools and seeing the flooding tubes and rudder box, the only other thing we found were some strange looks from the locals.

Saturday seemed to drag on interminably, but we managed to keep ourselves busy and acquaint ourselves with the Junior Ranks Mess on the base.

Sunday morning couldn't come soon enough. After an early breakfast, the team headed once again to the marina. The weather had moderated and so the boat was loaded in record time with everyone eager to depart.

This time, however, we had a new search plan. Accompanying us on this dive was Tom Rutledge from Northern Tech Divers (www.northerntechdiver.com). Tom has been supportive of our project and volunteered to come along. Tom brought two important things with him – an extensive knowledge of the area, and a towed, side scan sonar array. More toys for the boys.

Side scan sonar works by towing a fish – it actually looks like a small torpedo – behind the boat. The sonar has a long cable that delivers

its information to a laptop computer on the boat. Using Doppler-based technology, the side scan emits sonar signals and measures the signals that are bounced back off the bottom of the seaway floor. The technology is quite accurate and provided us with a picture of the bottom that extends 200 feet wide on either side of the boat.

We used the sonar to conduct a large grid pattern, with each pass covering a swath 400 feet wide. As the boat towed the sonar, Tom watched the display for shapes that could be AJ538. As we searched, we had two divers ready to hit the water at all times. Bill Tully and I were the first team, so we waited in full gear for the word to drop on a potential target. Finally the word came. As a potential hit was identified, a marker buoy was immediately dropped. We were given a reference compass direction to the target and were advised that the depth would be approximately 80 feet.

We did our giant stride into the water and raced to the bottom. Picking up the weight on the marker buoy, we headed in the compass direction we'd been provided with the marker buoy trailing and showing our position to the team on the surface. About 4 minutes later we found the target. It

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was a tree that was shaped almost exactly as the fuselage and wing of a Harvard and that fit the dimensions we had been looking for.

We slowly ascended to the surface, gave the team the OK signal and then, as the boat came nearer, we shared the bad news. We climbed aboard and began to continue the search.

Although the weather had softened up over night, the winds had been slowly increasing during the morning and then the small craft warning came over the air. More disappointment. The side-scan sonar was reeled in, the team huddled in the ships cabin, and Big Jim wrestled the boat back to the marina.

The team disembarked and stowed our equipment. Although we were disappointed about the weather, we were pleased with the results of the side-scan sonar. We covered a huge area in our search that exceeded the last attempt four-fold. With more and more territory being covered and excluded, our odds of success are going up with every dive.

Disappointment won't stop the team, even if Mother Nature does. We once again extend our thanks to Canadian Forces Base Kingston, Big Jim, Northern Tech Divers, and Walther and Aaron for building a great plan and coordinating much of this event.

Project Team Members:

Walther Irie	Chairmain/Diver
Aaron Happ	Secretary/Diver
David Downing	Support Equipment/Diver
Ian King	Video/Diver
Paul Counsell	Dive Equipment Coordinator/Diver
Jim Smyth	Safety Diver
Chris Venn	Diver
Bill Tully	Diver
Everett Hillsdon	Diver Support Team
Jeff Harrison	Dive Coordinator



Dive To Preserve A New Program For SOS

Jim Hopkins

In its 22 years of existence, SOS has run many successful programs such as the old Field Guide Series and also has developed informative brochures such as The Divers Guide To Ontario's Marine Heritage. Although successful, each project was a stand alone effort and they were not packaged, nor promoted together. In order to ensure our efforts are consistently focussed and each success builds for the next, we are launching a new program called Dive To Preserve

The program is still in its formative stages and I had hoped for input from the Province's new marine archaeologist, but as you are all aware, there has been a delay in hiring so we shall move on. Most importantly I would like input from the SOS members at the grass root level. This is YOUR program. In laying the foundation for Dive To Preserve, the most important goal was to ensure there was something for everyone, regardless of his or her skill level and perhaps most importantly, one's time available to commit to SOS.

We have already had some great ideas offered. When we were talking about reintroducing Field Guides, Jeanette McCracken of the Toronto chapter suggested an Identification Slate would be handy. Similar to the slates available in the Caribbean for identifying tropical fish, our slate will identify the parts of a wooden ship, so divers may learn more quickly what they are observing. Thus they will develop a greater appreciation for our sunken marine heritage. This slate will be developed, thank you Jeanette.

Further we have also developed a new logo as well as a new website for the program. Although the traditional SOS triangle logo will continue, we are adopting a new and perhaps more contemporary logo that will add both a unique recognition for the program and will be indicative of a fresh start for it as well. I will outline what has been developed so far. D2P is only a short form for the article and will not appear in the program itself.

Dive to Preserve: D2P

- The goal of the Dive To Preserve program is the Preservation of Marine Heritage through participation and education.
- The program will offer a number of projects and educational tools intended to target divers of all skill and commitment levels.

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- Educational Materials will provide divers with an understanding of our maritime legacy, the impact they have on it, what they can do to help preserve it and the laws that protect it
- Merchandise will help promote marine heritage preservation and generate funds for further work.

Dive Slates

- D2P Slates: Will be a series of slates designed to be taken underwater by the diver to aid in developing a greater appreciation for the site, getting maximum enjoyment from the dive, allow for the retrieval of information so the diver can bring something back from the dive that is fulfilling to the individual, yet non-destructive.
- D2P Slate: Designed to help divers record significant features of the heritage site they are diving. This information can be used to accurately fill out their logbook or the information contained on the slate following a dive and can be copied and submitted to the proper authorities to help add to the archival information available pertaining to the site.
- D2P Interpretive Trail Slates: Designed to provide divers with a guide to the historical site they visiting, providing them with a greater understanding and appreciation of the site.
- D2P Identification Slate: Designed to provide divers with a guide to vessel construction so they can identify what they are seeing on their dive. This will also provide a greater understanding and appreciation of the site.

Adopt A Wreck

- Adopt a Wreck: A program designed to promote stewardship of the Provinces marine heritage. Adoption can range from a group of casual divers observing their favourite site to a group applying for an archaeological license to perform survey work.
- A form could be filled out at the beginning and end of the season detailing any changes to the site over the course and from season to season.
- A map of the Province would be established on the Dive To Preserve website, with wrecks that have been adopted being marked on the map along with the name of the adopting group or individual.

- An adoption certificate would be provided to the adopting group or individual so they may display it, thus indicating their participation in the program.

Educational Materials

- Posters: developed to promote Adopt a wreck and Dive to Preserve D2P.
- Pamphlets: three pamphlets would be developed Low Impact Diving, Ontario's Marine Legacy and the laws that protect it and D2P
- Discover Our Marine Heritage: This booklet could be incorporated here.

Promotional Materials

- Promotional materials would be used to generate funds for the chapter and the growth of Ships Stores.
- Prices would be set so all chapters would be distributing materials for the same price. Ships Stores would be selling items at recommended market value.
- Items to be sold may include, D2P Slates, D2P Interpretive trail slates, D2P pencils, D2P pens, D2P t-shirts, D2P sweatshirts, D2P hats, D2P logbooks.
- A new icon will be developed to go along with the traditional SOS logo.

Funding

- Seed money from SOS.
- PADI Aware program
- Provincial government may kick in a bit more.
- Businesses

This is a very ambitious project that will be implemented as funding and time allows. As I mentioned these are just some of the possible ideas that are being developed but we need your input. This is a unique opportunity for us all to help chart the future of SOS, please to a few minutes to submit an idea. You may send your submissions to any board member or myself before January 1, 2004.


Thank You, I look forward to hearing from you.

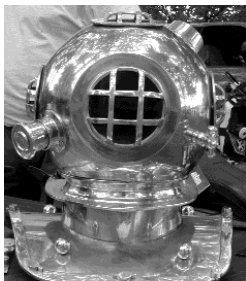
Jim



Scuba in the Park

by Bob Lighthart, Photos by Shirley Mangione

On September 13, The Upper St. Lawrence Charter Association, a member of S.O.S., organized a very successful afternoon of diving, snorkeling, displays and music. Over \$1500.00 of equipment and dive trips were drawn for door prizes. The profit of this venture was donated to Brockville City for the purpose of upgrading a play structure on Blockhouse Island in Brockville. About 600 attended the afternoon, and 197 divers paid \$10 to dive. The 1000 Island Chapter was there with a display (at no cost) and was able to sell wreck pamphlets and thus raise money for the chapter. At the same time we were able to spread the word regarding No Impact Diving and respecting our wrecks. The 1000 Island chapter has a very good relationship with the members of the charter boat organization and several captains are individual members of our chapter. Special thanks to Marg Barker and Nancy Binnie from the Ottawa chapter who helped organize and man the booth. 



Aren't you glad you don't have to wear this?



Ron Sawlchuk has lots of old gear...
Interesting to see the evolution



Over 200 divers made dives that day from the
Above n Below Scuba Services and others

Some of the Sponsors were:

- Scuba International
- Depth Charge Diving
- Silent Diving Systems
- Canadian Divers Ltd.
- Above N Below Scuba Services
- Thousand Island Pleasure Diving Recreational & Technical Scuba Charters
- St. Lawrence Scuba Diving Charters



The T-shirt fashion show



Divers Paradise booth - Sponsor



Canadian Divers Ltd. - Sponsor



Mark Schwartz
Scuba International - Sponsor



Farallon USA, Inc.
Diver Propulsion vehicles



SOS Booth during busy period



SOS Booth during coffee break

Beeson's Marine Directory

Articles appearing in the Beeson's Marine Directory column are reprinted with the permission of the Great Lakes Historical Society, Vermillion Ohio

The Decline of Towing (1906)

The tug Champion shown above was one of over fifty lake and river tugs which were prominent, popular and profitable factors in conducting the lake commerce from 1865 until 1885. Of the tow boats of those days there are but few still in commission. Most of our readers will be able to recall readily at least a dozen of the following tugs which at the present time would be beauties in point of model and equipment as compared with anything in the shape of a tug now built in these days of strict commercialism. There was the Champion, Clematis, Alliance, Constitution, Crusader, W.B. Castle, Balize, Gen, Burnside, Mocking Bird, Geo. F Brockway, Geo. N. Brady, Satalite, Torrent, Kate Williams, Gladiator, Kate Moffat, Geo. B. McClellan, M.F. Wileox, Sweepstakes, Bob Anderson, E.M. Peck, Winslow, Niagara, John Owen, Oswego, Wm. A. Moore, Thos. Quayle, John Prindiville, Music, L.L. Lyon, J.P. Clarke, M.Swain, Geo. H. Parker, I.U. Masters, John Martin, Frank Moffat, Livingstone, Justice Field, Kate Lyons, Despatch, Mary Grandy, Maria Love, Sole Rummage, Sprague, Morton, Vulean, O.B. Wileox, Tawas, U.S. Grant, D.D. Porter, River Queen, Alanson Sumner, Wm Goodenow, Pringle, Andrew J. Smith and the Zouave. The old tug Wm Goodenow was sailed from 1865 to 1870 by Capt. John Miner of Detroit, who at the age of 76 is quite hale and hearty. Capt. Miner after 1870 was part owner in, managed or sailed 13 different vessels before retiring as master of the excursion steamer Skater, which he built at Detroit in 1890. Capt. Miner had for many years an international reputation as one of the champion skaters of the world, and has given exhibitions of ice skating in both American and Canadian cities where the sport is indulged in. Capt. S.B. Grummond, John Pridgeon, Wm. Livingstone, Alex. Ruelle, Wm. A. Mills, John Horne, Wm. Littleton, all Detroit tug captains and owners have passed away with the exception of Wm. Livingstone, whom I think commanded the old tug Zouave. The owners and masters of sailing vessels thirty years ago looked upon the average tug man as little better than a pirate, or one who would take every advantage of the fellow who had to depend on the wind for his motor power, whether he was sailing or hard aground. The tow bills and wrecking bills of those days for a single season roughly estimated would amount to a king's ransom. Taking hold on anyone's line for a \$10 bill or even \$20 would have been considered as positively a joke. Among the active marine men of the present time who sailed tugs is Capt. J.R. Innes, in command of the Michigan Central ear ferry system at Detroit. Capt Innes was born in Dresden, Canada, about 65 years ago. He took to sailing when a lad of 12. His first command was of the old tug Alliance. Later he sailed the wrecking tug Prince

Alfred five years for Schutenberg and Campbell. Capt. Innes has now been with the Canada Southern and Michigan Central ferries 31 years. A few of these old tugs, notably the Justice Field, now the Traveler; the Alanson Sumner, now known as the Howard; the U.S. Grant, now the Canadian tug Bayfield; the Wm. B. Castle, John Owen, Andrew Smith, and the Charlton, formerly the Prindiville and the Onaping, formerly the Pringle, are still in existence, but eeking out a scant livelihood for their owners, even if they are doing that. Most of the old timers were either burned or sunk. The Livingstone went down in Lake Michigan, the Satelite in Lake Superior, the Wilcox in Lake Huron, the Niagara went to pieces in Lake Superior, the Burnside, Zouave, McClellan and a number of others rotted away at various lake ports, abandoned to the elements as unfit for further service. Most if not all of these vessels went into commission with the high pressure type of engine. It is claimed that the tug Champion was the first vessel on the lakes to be equipped with a fore and aft compound engine. It was not until after 1880 that many single engines were made into steeple compounds, and the double engines converted into fore and aft compound.

Lengthening a Freighter (1908)

The steel steamer Republic, built at Cleveland in 1890, has been lengthened by the American Ship Building Company at their Cleveland yards 72 feet, which makes her present keel length 364 feet, and pulls her up into the class of profitable freighters. The officials of the Ship Building Company are greatly pleased with the job, as it was big undertaking. The addition to her length will increase her carrying capacity 50 percent, and will cost her owners, the Cambria Steel, about \$70,000. To pull the steamer apart, she was places on the ways over the keel blocks in the dock and the forward end of the vessel, which weighs about 700 tons, was pulled forward by a team of horses, which walked the capstan on the starboard side, and a dinky engine which pulled on the port side. The actual pulling time was less than two hours, and in one pull the forward end of the boat was moved six feet in 35 seconds. When the last pull had been made, it was found that the forward end of the steamer had been moved exactly 72 feet and one-half inch.

A Great Marine Laundry (1905)

In the present number of this Directory, in which so much space is devoted to the Soo canals and general interests at Sault Ste. Marie, it is very appropriate to call attention to this particular industry, as the reader of this article will be aided in realizing how enormous our lake interests have become when the item of laundry cuts such a big figure. The plant of this Company is a stone building with a pressed brick front, 60 feet wide, 125 feet deep and two stories high, with over 15,000 square feet of floor space. They own and operate their own soap factory,

continued on next page

making up over 50 tons annually. They are also equipped with a gas plant in connection with their machinery, which is all of the largest and most modern type. Employing between 90 and 100 people, they handle daily 60,000 to 70,000 pieces of flat work, and in the neighborhood of 1,000 pieces of wearing apparel. Fifty years ago vessels did their own washing, and the writer recalls very clearly the long lines of washing hung out to dry on lines extending from stem to stern of even the big boats of former days. This seems almost a joke when one thinks of the smoke and varying weather conditions under which washing was then done. The present business has grown steadily and during the summer months the passenger steamers are large contributors in the way of patronage. This may be readily realized when I quote the following wash bills and the time in which the washing was done, in each case the time specified is that occupied from time of receiving from the boat and delivering the washing to the steamer.



MEMBERSHIP RENEWAL

Bob Lighthart

Many of you have all ready renewed your membership for 2004. If you have not done so yet, please consider doing it now. It takes extra time and money to send out reminder notices to those who just forgot to renew. If, for some reason you do not want to renew, please return the renewal notice and indicate that you do not want to be a member. If possible, it will be helpful to us, if you can state the reason for not wanting to belong anymore. Any suggestions you have for the membership chairman will be greatly appreciated.

As you will have noticed, I have changed procedures by not making laminated membership cards, but giving out receipts. Several of you requested receipts any way, and making the laminated cards is expensive and time consuming. Let me know how you feel about the change. I can be reached by E-mail at ligthart@ripnet.com.

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