

**SAVE
SOS
ONTARIO
SHIPWRECKS**

Newsletter

February 2004 - 1



SOS NEWSLETTER

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

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(Please note our new publishing dates)

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THE VIEW FROM THE BRIDGE

Jim Hopkins, SOS President

As the New Year begins, we have a new provincial government settling into office. On December 17th, I travelled to Toronto to attend a reception to introduce the

new Minister of Culture, The Honourable Madeleine Meilleur. Hosted by Mr. Allan Gotleib and the Ontario Heritage Foundation, it provided SOS with an opportunity to meet the new Minister as well as many of the government staff we work with on a regular basis.

In his introduction of Madame Meilleur, Mr. Gotleib made two important points: it will not be an easy task for Madame Meilleur, and that heritage is about its commitment. It was a year ago SOS took part in discussions pertaining to changes made in the heritage act both for land based and marine heritage groups. But as we have been asking ourselves since, what has happened? A point also made by Mr. Gotleib.

As I have mentioned before, the only fault of heritage groups (and in fairness, the staff at the ministry) is that we are easy targets for government cuts. If a marine archaeologist is not replaced, the government will not be faced with throngs of people protesting at Queens Park, compared to, say, a hospital being closed. But I won't go into my usual rant, how billions of dollars have been thrown at say, hydro, where accountability does not seem to exist. If I were to take the Premier out to dinner and spend over \$1,000 of SOS money on wine alone as the head of hydro did with our past Premier Harris on several occasions, I am sure questions would be floating around the Ministry of Culture.

No, what this is about is commitment by the government to work toward preserving our marine heritage. The board will be meeting with Rita Scagnetti, Michael Johnson and staff in February to discuss the present situation, particularly the fact that a marine archaeologist is not yet in place. This is the time of year when chapters are planning NAS courses, which have become a cornerstone of SOS, so we must try and resolve this issue.

On the other hand, we must also commit to doing things better, and we are. Again I am happy to say that through everyone's hard work, SOS continues to grow. One only needs to look at the last Newsletter to see the results: Ted Timmon's article on the repairs made to the stairs at the Rothesay site, Brian and Lucy Prince's efforts to recover the Rothesay artefacts, our underwater photo contest and the Harvard project. To achieve more work like this we will need better funding.

This year I hope to commit to two key goals for SOS. The first is to continue to build the Dive to Preserve program. This has proven to be a much bigger challenge than it looked when it was scribbled on a piece of paper, but we are making progress. The second is we must seek additional sources of revenue. It is only by achieving additional funding that we will be able to truly reach out through publications etc.

It is a new year, a time for new projects and new ideas to keep SOS at the forefront of marine heritage preservation. SOS will be at the outdoor show in Toronto the weekend of February 20-22. We hope to see you there.



Nino Mangione



With the New Year the SOS Newsletter is welcoming a new contributor, Mr. Randy Boswell of the Ottawa Citizen. It would appear that Mr. Boswell shares our interest in maritime history and archaeology, and, has graciously permitted SOS to reprint two of his article which recently appeared in the paper. We hope that you will enjoy reading these articles as much as we did.

Last year we witnessed an altercation between two boat captains over who had the right to moor on one of the SOS buoys. This incident bothered me so much that I wrote to the Canadian Coast Guard for advice on which “Rules of the Sea” applied in this situation. Independently of my actions, Brian Prince took it upon himself to design a sticker to be placed on all SOS buoys describing proper mooring etiquette. Both the Coast Guard response and a reproduction of Brian’s sticker have been printed in this issue.

Finally, looking out my window I noticed that all of the water where we would normally go to play is both solid and cold, sigh! As a consequence we did not receive many pictures for this issue. A “photo mission” is planned; we’ll be attending this year’s Toronto Outdoor Show, February 20-22, and will be bringing our camera along to at least get some “landlubber” shots. An SOS Board meeting will be held in conjunction with the show, so, expect a few mug shots in the next Newsletter. We hope that you will join us at this event, and, maybe your face will appear in print also.

Let’s all hope that the groundhog was wrong this time.

Former SOS Member Honoured

Former SOS Toronto chapter president Kimberly Monk was recently presented with the Barkhausen Award by the Association for Great Lakes Maritime History. The award is presented annually for original research in Great Lakes Maritime History. Kim's paper was entitled "From Prince to Pauper: Portrait of the Welland Sailing Canal Ship, Sligo".

This paper continues Kim's study of the Louis Shickluna Shipyards in St. Catherines and the ships that were built there, a topic she presented last year at GliD 2003. Congratulations Kim and the best of luck in your continued studies.



New UASC President

Long time SOS member (20 years) Cris Kohl has been elected President of the Under Water Archaeological Society of Chicago. Cris lived in Windsor for many years prior to moving to the Chicago area and is the author of several books on Great Lake shipwrecks. The Underwater Archaeological Society of Chicago is a volunteer not-for-profit organization dedicated to the study and preservation of Lake Michigan shipwrecks.



Websites of interest

www.ontarioheritageconnection.org
www.outdooradventureshow.ca/city_toronto.html
saveontarioshipwrecks.on.ca
www.divetopreserve.org/main1.htm

THE CHESAPEAKE'S LAST STAND

*This article appeared in the Ottawa Citizen on October 13, 2003
is re-printed with the permission of
Mr. Randy Boswell*

Almost two centuries ago, the Chesapeake was dismantled to build a mill. Now, as Randy Boswell reports, a group is fighting to preserve what remains of one of the greatest symbols of Canadian naval history.

An international team of marine archeologists and naval historians is fighting to save the remnants of a 200-year-old warship that twice played a pivotal role in Canadian history.

But oddly, the attempt to preserve what's left of the historic frigate, USS Chesapeake, hinges on the group's bid to buy a derelict grist mill in an English town to prevent it from being gutted and rebuilt as a commercial warehouse.

The Chesapeake, built in a Virginia shipyard in 1800, became a flagship of the American navy in the tumultuous years of the early 19th century. When it was forcibly inspected by British sailors in 1807 during the Napoleonic wars, the incident – known to historians as the Chesapeake Affair – caused an uproar in the U.S. and triggered tensions that culminated in the War of 1812.

Then, in the most memorable sea battle of that war -- and one of the world's last great naval engagements in the age of sail -- the Chesapeake was defeated by HMS Shannon on June 1, 1813, near Boston. The captured vessel was triumphantly towed to Halifax, where thousands

gathered to see the stunning prize and welcome home the British-Canadian victors -- including a young son of the city who emerged as a hero in the epic battle.

The seizing of the Chesapeake was a tremendous blow to U.S. morale and an inspiration to Canadian and British troops, who in 1814 finally repulsed the attempted American invasion of the country. And even when the Chesapeake was sailed to Britain as a spoil of war and dismantled to build a corn-flour mill, its timbers retained the rich whiff of history and high seas glory.

Now, nearly two centuries later, plans to turn the vacant Chesapeake Mill in Wickham, Hampshire, into a furniture warehouse has sparked an outcry from heritage buffs in Britain, the U.S. and Canada.

Robert Prescott, a historian at the University of St. Andrews in Scotland, is spearheading a counterbid for the building that would see it transformed into a naval history research centre and museum celebrating the Chesapeake's international heritage value.

"This mill contains one of the best preserved 18th-century warships in the world," says Mr. Prescott. "The

building has protected these timbers in extraordinary condition. When you walk through, you still feel like you're on a ship. And when the wind's blowing, well ..."

The four-storey structure's floors, walls and ceilings, he says, contain a wealth of evidence of late 18th- and early 19th-century shipbuilding techniques -- truly rare research material that maritime historians crave.

There are even traces of cannon-ball damage to some timbers and the carved initials of Virginian naval craftsmen who built the ship, he says.

The proposed redevelopment of the site would cause "serious intrusion into the fabric of the building," adds Mr. Prescott. "And public access to this important monument would be minimal. We're not too far away from the commemoration of the bicentennial of the War of 1812, and this building would really come into its own if it could be developed as a heritage site in time for that."

An official from the Canadian High Commission in London has attended meetings organized by Mr. Prescott to rescue the mill from commercial development. The National Maritime Museum in Britain, the U.S. Naval Institute and Naval Historical Center, and the Canadian Nautical Research Society are all backing the group's bid.

The event that secured the Chesapeake's place in history is deemed one of most dramatic naval

battles of all time. The commander of the Shannon, Capt. Philip Vere Broke, issued a challenge to the Chesapeake's captain and their ships met in gladiatorial fashion off the Massachusetts coast.

About 60 Americans and 30 Royal Navy men died in the battle. More than 100 sailors were badly injured. And when a Halifax-born lieutenant, Provo Wallis, found himself the senior unwounded officer aboard the Shannon, he took charge of the victorious ship and her distinguished prisoner on the unforgettable return voyage to Nova Scotia.

Wallis would go on to become Admiral of the Fleet and the longest serving officer in the history of the Royal Navy. His biography, notes Mr. Prescott, comments on the recycling of the Chesapeake into the Wickham flour mill, the "extraordinary transformation of the sanguinary man-o'-war into the life-preserving producer of grain."

It's this "metaphorical beating of swords into plough-shares" that Mr. Prescott hopes to highlight, along with a treasure of military history, in a new museum at the mill site. His committee, still scrambling to raise funds for the venture, will find out later this month if Wickham's town council will accept the plan.

"We're really trying," says Mr. Prescott, "to widen this to a truly international effort to save this building."



MOORING BUOYS

"Can't we all just get along?"

*Canadian Coast Guard
Marine Aids Program*

Last summer, we witnessed an altercation between two captains over who could moor to the buoy and whether or not one captain should be allowed to moor to the other's boat. We sent an inquiry to the Canadian Coast Guard seeking advice on proper "rules of the sea". We received the following information.

Coast Guard, through the "Private Buoy Regulations" is mandated with certain responsibilities concerning mooring buoys. Coast Guard is concerned with and "police" such things as buoy location, size, markings etc. These regulations do not include buoy usage. That is a property issue rather than a maritime issue.

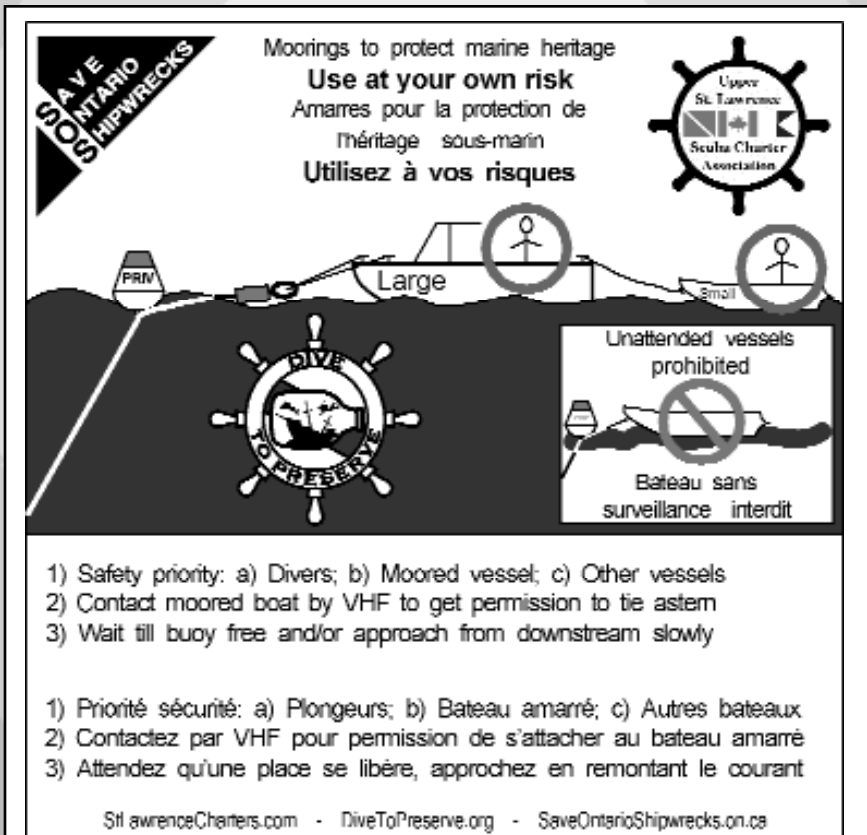
Having said that, it is Coast Guards' understanding that these buoys were placed for and paid for by the public and therefore available on a "first come, first serve" basis. If these buoys had been intended solely for the use of SOS or any other exclusive or private group we would be obliged to allow every other exclusive group to place buoys on the same wreck, something we are not prepared to do.

There are many instances where a Captain may be justified in not allowing another vessel to raft to or approach his moored vessel. Ascending divers, rough weather, interference with navigation, etc. Even if the Captain is just being obstinate, it is his decision. Perhaps instead of an article concerning "Rules of the sea" it may be more helpful to write an article "Can't we all just get along?". Even though the buoys and moorings are the property of SOS they are located in public waters on wrecks to which the public have access.



As part of the St. Lawrence Charter Association, Brian Prince designed the following 5" x 5" sticker.

These will be put on buoys, but you can also put them on your boats, t-shirts, hats, etc. or whatever you deem appropriate.



LAKE ERIE SURVEY PROJECTS AIM TO DOCUMENT / PROTECT WRECKS

A new project underway in the State of Pennsylvania's section of Lake Erie is attempting to identify, research, preserve and interpret shipwrecks in the area around Erie Pa. The project which includes educational, governmental, commercial and private participants is intended to provide new information about the history and culture of the lake as well as taking steps toward preserving it.

The Bayfront Center for Maritime Studies in Erie secured a \$33,500 grant for the project from the Pennsylvania Department of Environmental Protection and also aided in coordinating \$60,000 in matching funds. This funding will support the project, which is the first of its kind in over 15 years in the state. Prior to the project, only about 20 underwater archaeological sites had been recorded in the state.

Brad Coombes, a graduate student at Texas A&M is overseeing the side-scan survey which he will use as his doctoral thesis. After identifying potential wreck sites, Coombes plans to dive and gather information about the wrecks. Once the information is collected, it will be compiled into a database and the wreck site itself will have a mooring buoy placed on the site to allow safe access for divers. During the project Coombes will be assisted by students from Mercyhurst College, another sponsor of the project, which is known for its archaeology program.

Several of the wrecks identified are relatively shallow, but were concealed by Lake Erie's previously murky waters. However, with the clearing of the water due to zebra mussels, many of these wrecks have become the target of divers and in some cases vandals. According to Kurt Carr of the Pennsylvania Historical and Museum Commission "The diving community has damaged some things, they don't realize that they have ruined a resource, and we are hoping to reverse that through education".

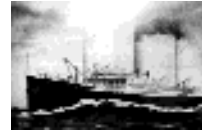
It is hoped that in the first 18-month phase of the project, about 5% of Pennsylvania's Lake Erie bottomlands will be covered. To date, six new wrecks have been found, which according to charter operators in the area, will not only aid in the long term preservation of the wrecks through monitoring, but will also increase economic activity in the area.



AUSTRALIA ENFORCES POLICY

American Diver Charged on Protected Wreck

An American diver visiting Australia has been charged in connection with his diving activities on Australia's most famous wreck, the S.S. Yongala. Edward Antonovich of Tarrytown, New York was charged on June 27 at a Queensland Magistrates court.



The S.S. Yongala was sailing between the ports of Mackay and Cairns when she disappeared in a cyclone in 1911. 120 passengers and crew died in the disaster. The location of the wreck was first noted in 1943 when an Australian mine sweeper identified a previously unmarked reef. The reef was revisited in 1947 when an Australian hydrographic vessel investigated the reef and identified it as a wreck. It was not until 1958 that the site was dived and identified as the long lost Yongala.

Since its discovery, the Yongala has been a very popular dive site and its location is included in the Great Barrier Reef Marine Park. The wreck of the Yongala is often rated in the top ten in the world. Due to its popularity and the number of divers visiting the Yongala, the Australian government has declared the wreck a "Historic Site" under the Historic Shipwrecks act of 1976 and dives to the wreck are permitted only under licence on a "look but don't touch" basis that also excludes penetration diving. The Yongala was classified not only because of its historical significance, but because it is a grave site.

In the pre-dive briefing, Antonovich was made aware of the policy regarding the Yongala's classification as an historic site and what that entailed. However, during the course of his dive, Antonovich elected to penetrate the interior of the wreck. Authorities believe penetration diving in the past has sped up the decomposition of the wreck due to damage caused by the exhaled bubbles.

If convicted, Antonovich could face up to 2 years in prison. The prosecution is the first of its kind many believe indicates a growing determination on the part of Australian authorities to protect their marine resources.



ODYSSEY DISCOVERS SIDEWHEEL STEAMSHIP

*Odyssey Marine Exploration issued
the following press release*

TAMPA, FL - August 18, 2003 - Odyssey Marine Exploration, Inc. (OTC Bulletin Board: OMEX), a leader in the field of deep ocean shipwreck exploration, believes that it has located the SS Republic, the target shipwreck of the project code-named "Bavaria" after one of the longest and most expansive shipwreck searches ever accomplished. During the last 12 years, over 1,500 total square miles have been covered in the search for this elusive target, with Odyssey searching over 1,000 square miles during the past two years alone. A total of 24 targets were inspected with a remotely operated vehicle (ROV), during 2002 and 2003 after an exhaustive search operation using advanced Edgetech Chirp side-scan sonar and integrated Seaspay Overhauser technology.

The SS Republic was a sidewheel steamer that was lost in deep water in 1865 after battling a hurricane for two days. All the crew and passengers made it safely off the vessel, although a number of passengers eventually died on one of the rafts before they could be rescued. The ship, en route from New York to New Orleans, was reportedly carrying \$400,000 in gold coins to New Orleans to help finance post-Civil War reconstruction efforts. Dr. Donald Kagin, considered one of the nation's foremost experts on American gold coins from that period, has estimated that the potential retail

value of these coins in today's market could reach \$150 million or more.

"With a cargo of at least 20,000 Twenty Dollar gold pieces, I would expect that the coins would fetch an average of between \$6,000 and \$9,000 each based on the sale of the coins from the shipwrecks of the Central America and Brother Jonathan, and the enhanced value from the amazing story of this particular ship," Kagin stated. "That value would depend on the ultimate quality of the specimens, but if their condition proves to be comparable to other shipwreck coins from the period, it would make this the most valuable documented cargo ever recovered from a shipwreck."

Unlike some of Odyssey's other projects, it will not be necessary to seek permits for the excavation of this shipwreck, which will be accomplished pursuant to the company's Admiralty arrest of the site. This is because the company believes that neither the ship nor the cargo are subject to any government or sovereign claims and she was lost beyond the territorial waters of the United States. Archaeological excavation of the site is planned to begin in September following the mobilization of the company's ship, the Odyssey Explorer and new ZEUS ROV system.

"At approximately 500 meters depth, this site is well within the range of our archaeological excavation technology, which is capable of operations to 2,500 meters" commented John Morris, Odyssey CEO. "Its proximity to the US, the location of our equipment and the comparative weather windows between the Mediterranean and Atlantic make the choice to do the SS Republic prior to our other major project, the Sussex, an easy one."

The SS Republic has been dubbed the "Forrest Gump of the Civil War Era", because of the interesting series of historical events in which it participated. Among the noteworthy events in its life:

- She participated in the transport of Gold Rush passengers to and from California via the Central American route;
- Provided the first regularly scheduled steamship service to South America;
- Provided transportation for the "soldiers" of William Walker; the man who captivated the public's imagination with his exploits. After leading a ragtag army of "filibusters" to a failed invasion of Mexico, he successfully conquered and made himself President of Nicaragua with a colorful band of sharpshooters and misfits known as the "immortals";

- Pressed into service as a Blockade runner for the Confederacy during the early days of the Civil War, carrying much needed supplies from Cuba;
- Captured by the Union Navy, armed heavily and then ironically used to chase and capture Confederate Blockade Runners;
- Used as a Flagship by the renowned Union Admiral David Farragut in battles up and down the Mississippi. The ship was also part of the Union fleet in the battle of Mobile Bay, where Farragut exclaimed, "Damn the torpedoes, full speed ahead!"
- After the Civil War, the ship, now owned by private investors, played an important role in the South's reconstruction, making repeated trips to New Orleans with supplies and money to help relieve the post-war misery. She was lost while carrying a load of much needed gold and supplies.

"The story that this shipwreck tells will certainly be one of the most colorful nautical tales in history," said Greg Stemm, Odyssey co-founder. "The archaeological excavation we are planning will focus on bringing the story of this amazing ship back to life. I have never seen a site with such an amazing array of artifacts."

Continued on next page

Continued from page 11

The preliminary video inspection of the site revealed the starboard paddle-wheel partially buried in sediment, the ship's rudder sheathed in copper, and a large field of personal artifacts and bottles, including preserved bottles of fruit with corks still intact. Additional information about the SS Republic, including pictures and video clips of the shipwreck site, is available at www.shipwreck.net.

Odyssey is currently preparing the most advanced deep ocean archaeological system ever mobilized to begin excavation of the site. Operations are planned to begin in September utilizing the Odyssey Explorer, the company's new 251 foot Class II dynamically positioned (DP) ship and ZEUS, Odyssey's seven ton, 205 horsepower remotely operated vehicle (ROV). ZEUS is rated to 2,500 meters (8,200 ft) and has two Schilling seven function Conan Force-Feedback manipulators, which provide for exceptional dexterity and fine control of delicate archaeological procedures.

Odyssey Marine Exploration has several shipwreck projects in various stages of development throughout the world, including the Sussex and SS Republic projects. The company has signed an exclusive partnering agreement with the Government of the United Kingdom for the archaeological excavation of the British warship HMS Sussex. Operations on the Sussex are planned to begin following the excavation of the SS Republic.

Additional information about Odyssey, the SS Republic and HM Sussex projects, ZEUS and the Odyssey Explorer is available at www.shipwreck.net.

The Company believes the information set forth in this Press Release may include "forward-looking statements." Certain factors that could cause results to differ materially from those projected in the forward-looking statements are set forth in "Risk Factors," and "Business" in the Company's annual report on Form 10KSB for the year ended February 28, 2003, which has been filed with the Securities and Exchange Commission.



From the Manitoulin Expositor
June 19, 1926

**BLUEBERRY AND FISHING
EXCURSIONS
Str. Alexandra**

Starting Tuesday August 3rd
EVERY TUESDAY

**AND THURSDAY
DURING AUGUST**

LITTLE CURRENT TO FOX ISLAND

LEAVE Little Current 9 A. M.

RETURNING

LEAVE Fox Island 6.00 P-M

Return Fare \$1.00

With every party of five or over, one rowboat or canoe carried free.

Smaller parties -- rowboat or canoe \$1.00 Extra

THE PROBLEMS OF WATER-LOGGED WOOD

The following articles appeared in the Spring, 1987 edition of the SOS Newsletter and was written by Jane Donegan (SOS Niagara)

Wood is an organic substance which has an organized cell structure. The cell structure will remain in its regular pattern until it is subjected to chemical and biological attack. Water can cause great problems to wood. Once a ship has been submerged for a period of time the cell structure of the wood will be completely altered. People who wish to raise a ship to the surface must understand this change that water-logged wood will endure.

S.O.S. is concerned with the raising of old ships to a different environment because of the possible damage that can occur once it has left the protective home of the water. When wood has been submerged for long periods of time, a breakdown of the cells will occur. There are two types of cells in wood, thick tissue cells and thin tissue cells. It is the thick tissue cells which keep the basic structure looking as though no damage has occurred. But once the fine tissue cells have been destroyed by the water, the wood becomes just like a sponge and is able to absorb great quantities of water.

The wood becomes very heavy and in order to avoid any damage, it must be handled carefully. If it is to be raised, the article must be put on rigid supports and wrapped immediately in polythene sheeting to retain wetness in the wood. A water-logged object may look as though no damage has occurred, but when it is in this state it is only the water which the wood has absorbed that is keeping the object together. If the wood is allowed to dry without any special precautions, the wood fibres will shrink and this will cause irreversible damage.

It is essential that various treatments and chemicals are used to prevent this from happening. But all the numerous processes require long periods of time to work properly. Some of these methods to help preserve the water-logged wood might include the following procedures:

Available treatments include dehydration and consolidation with any variety of chemicals, freeze drying perhaps with pre-treatment using a synthetic resin and subsequent polymerization, treatment with polyethylene glycol, and controlled air drying in progressively lower relative humidities.

One can see that much is involved in restoring a wooded object. Removing any wooded artifact from the waters below can cause many serious problems to the object involved and after all the time and effort and money is spent, the article still might be destroyed by the atmosphere. For this reason S.O.S. is concerned that wooded articles not be removed from the water, because what good is sawdust on your mantle!

References: Alex Barbour, World of Boats - H. Kalman, Canadian Heritage 10:24-9 Aug. 1984.
The Conservation of Antiques and Works of Art, Treatment, Repair and Restoration -
H.J. Plenderleith & A.E.A. Werner, London, Oxford University.



SYSTEM OF CLASSIFICATION OF THE INLAND LLOYDS – 1895

Repairs

Jim Hopkins

This is the second article pertaining to Inland Lloyds System of Classification. As mentioned in the article in the fall issue, Inland Lloyds is a division of Lloyds of London, the largest insurer of marine interests in the world, the company that sets the standard by which other insurers operated. This extract from the 1895 edition will deal with vessel repairs.

Section 14

Material and workmanship for repairs must be equal in quality to the standard for new vessels of the grade to be given Short pieces of keel, forward and aft, only allowable below grade of A2, must overlap the deadwood ends five times the siding size besides the scarph. Keels worn out but not split, not exceeding two inches of depth, may be repaired for any grade by trimming off fair with plank, clenching or refastening, and spiking on a shoe.

Stems may have four-foot pieces: but lower pieces of stem proper, for vessels of class A, must be scarphed above the bob-stays. Also for this class, sternposts and masts must not be spliced. Scarphed rudderstocks are disallowed in all grades.

Patch planking cannot be approved on vessels of class A, but defective planks must be removed from butt to butt, and replaced in whole length. Not more than two graving pieces shall be put in one plank.

When frame timbers are to be replaced, for class A, they must be wholly removed, unless the proper lap can be made. New pieces to be fitted to planking and securely bolted into place. If any of the floors are affected, the keelson must be removed so that they

may be properly renewed. The old fastening must be backed or drawn out and the holes used for new bolts or spikes. Where the old timbers have the rot cut off and patches or chocks put on: or if they remain and new pieces are put along side: or if two short laps be made: or if the ceiling be not worked close down upon the timbers to which it is fastened: the grade will not be assigned above B1.

New centre-boxes may be built upon old headledges or keelsons, if inspected and approved before the work is done. When centre-boxes cannot be made tight to withstand the sea in gales of wind, they must be condemned for all grades. If removed from vessels above B1, a piece keel, and proper floor timbers should be put in.

New beams must fit close in at and the ends and be in two parts, if long lapped in the middle, keyed and well fastened.

New fastenings are required in any part of a vessel where the old is insufficient, or have been strained and become leaky. Where spike and bolt heads have to be caulked around, refastening is necessary.

All component parts that have suffered from age, wear, decay, accident or other cause, and, in vessels of A2 and higher grades, shall be found to have less than seven-eighths, and in other grades less than three-fourths of the thickness and strength required for a new vessel of the same dimensions, must be renewed or re-supplied.

When vessel are rebuilt or have large repairs, or such improvements as to call for reclassification, their owners, masters or agents should notify the manager of Inland Lloyds, that he may cause timely visits of inspection, and know in what manner the work is being done, otherwise the merited grade may not be given. Any vessel receiving a promotion of class, of two or more grades, must have the caulking of the entire hull newly done, or in perfect condition, and equipment adequate and in order.



THE TONQUIN

Randy Boswell

*This article is reprinted with the permission of
Mr. Boswell, CanWest News Service*

A veteran diver from the Vancouver Island community of Tofino discovered and raised a 200-year-old anchor that he's convinced came from the Tonquin, a legendary U.S. ship.

Wednesday, September 24, 2003

Source: CanWest News Service

Residents of a B.C. coastal town who believe they've found a priceless piece of North American history are harbouring Olympic-sized dreams of tourism development while trying to sail clear of a controversy that could challenge their claim to the tantalizing treasure.

A veteran diver from the Vancouver Island community of Tofino discovered and raised a 200-year-old anchor that he's convinced came from the Tonquin – a legendary U.S. ship known as The Mayflower of the West that brought settlers from New York to the Pacific Coast years before the Americans sent their famous wagon trains westward along the Oregon Trail.

Glass trading beads and evidence of East Coast wood plucked from the depths of Clayoquot Sound appear to support the claim.

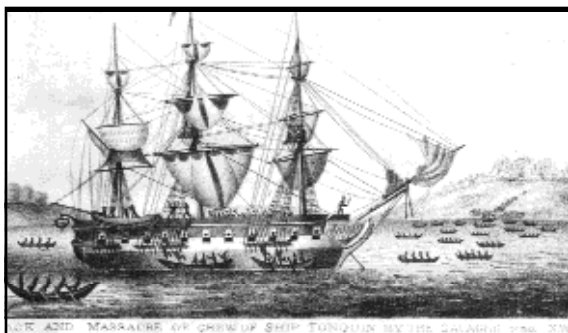
There's also oral history from local natives confirming the location of the sunken vessel and matching documented accounts of the 1811 Tonquin tragedy: fractious trade talks between a brash Yankee captain and an insulted Indian chief, a break-of-dawn

ambush of the Americans by native warriors, the sinking of the 94-foot ship somewhere off the shore of present-day Tofino.

The possible discovery of a long lost

piece of frontier Americana has already caught the attention of The New York Times and history buffs throughout the U.S. Now, two Canadian archeologist – renowned shipwreck hunter James Delgado and a B.C. marine heritage official who has questioned the ownership of the relic – will arrive today in Tofino to examine the 3.5-metre, 300-kilogram anchor.

Meanwhile, a committee of residents that includes the anchor's discoverer,



Vintage image of the ship being attacked; pictures of the anchor and beads. (This is a sketch done by the Tonquin's first owner Edmund Fanning)

Rod Palm, and native leader Joseph Martin – a descendant of the insulted Tla-o-qui-aht First Nation chief – has already begun raising money to create a museum and even construct a replica of the Tonquin to sail into Vancouver in time for the opening of the 2010 Winter Olympics.

"We've got the anchor of the right period, the wood from the eastern seaboard," says committee spokesman David W. Griffiths. "We've got these trade beads encrusted on the anchor itself, and they fit the time period exactly. And she was buried very quickly, so we're encouraged that the great portion of the ship may be well preserved."

But who really owns the items is an open question. Federal and provincial governments have authority over marine artifacts. But amateur shipwreck hunters typically stake a claim in their discoveries and in this case the nearby First Nation says the anchor is ultimately theirs.

"The circumstances of the raising of the anchor are unfortunate – I would have done it differently," says Delgado, executive director of the Vancouver Maritime Museum, who notes that professional archeologists are scrupulous about not disturbing a possible shipwreck site until exhaustive analysis is completed.

"But this is a well-intentioned group of people who are fascinated by history and have a right to explore our

maritime heritage," he adds quickly. "Nobody wants to take this away from Tofino. What's important is that it serves the needs of history and heritage, and excites the world with its amazing story."

Martin's aboriginal name is Nupit-Tu-Chilth. He says his own father was named Nuuk-Mis after the early 19th-century ancestor whose encounter with the Tonquin's captain, Jonathan Thorn, led to the epic battle that scholars consider a turning point in history in the Pacific Northwest.

"We have a very big interest in this anchor," says Martin, describing the huge iron weight and the beads as "war spoils" that still belong to his people. But he supports plans to display the artifacts at a new museum in Tofino, and is co-operating with Palm, Griffiths and other residents who have formed the Tonquin Foundation to promote the find.

The Tonquin was a key part of American businessman John Jacob Astor's ambitious plan to settle the west and monopolize the Pacific Coast fur trade in the face of stiff British-Canadian competition in the early 1800s.

In an epic voyage that was famously chronicled in U.S. writer Washington Irving's *Astoria*, the ship sailed from New York, rounded the tip of South America, came up the Pacific and landed at the mouth of the Columbia River in present-day Oregon.

continued on next page

But during a June 1811 trip to Vancouver Island to trade for furs, Thorn's clash with Nuuk-Mis led to a massacre in which the captain and all but a few of his crew were killed.

"The anchor was now nearly up, the sails were loose, and the captain, in a loud and peremptory tone, ordered the ship to be cleared," Irving wrote in his 1836 classic. "In an instant, a signal yell was given; it was echoed on every side, knives and war-clubs were brandished in every direction, and the savages rushed upon their marked victims."

The surviving sailors later rigged the ship to explode, lured scores of natives back on board, then set off the blast.

Martin says by the time the Tonquin arrived in Clayoquot Sound his ancestors had been repeatedly victimized by white explorers and were justified in attacking yet another intruder bent on threatening and exploiting them.

The episode was a tragedy on both sides, and one of the repercussions from the loss of the Tonquin was that it put "a nail in the coffin of American ambitions" to control what would later become Canadian territory, says Delgado.

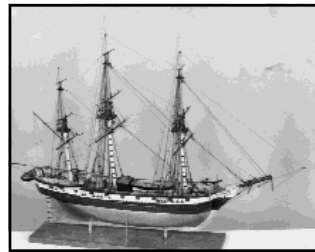
Another legacy of the event, he says, is that it helped weave the "romance of the tragedy" into the early American psyche. And even more

important, he adds, is how the Tonquin tragedy served history as a lesson about the perils of "miscommunication and misunderstanding" in cross-cultural contact.

"The Tonquin story," says Delgado, "is one of those great sea stories that has staying power."

That said, he isn't convinced the anchor Palm pulled from the water came from the Tonquin. Old anchors were often used long after their original vessels were sunk or retired; the Tofino anchor might have come from a much later wreck – or from no wreck at all.

"My job as an archeologist is to work from the facts," says Delgado. "But if it is from the Tonquin, I could see this being a tremendous opportunity for tourism, and I would support seeing that happen in Tofino."



A scale model built by Hewitt Jackson. It is on display at the Columbia River Maritime Museum in Astoria, Oregon.



Oldest Active Ship On the Lakes Southdown Challenger Sails On

By Jim Hopkins

When the Homer Warren sank, as mentioned in a previous article, it was the oldest ship on the lakes. Today, that distinction belongs to the Southdown Challenger, a self-unloading cement carrier owned by Cemex. With the down sizing of the Great Lakes shipping industry resulting in far more modern ships going to the scrap yard, most people would be surprised at the length of the Challengers career, she is almost a centurion!

The Southdown Challenger was built at the Great Lakes Engineering Works, Ecorse Michigan in 1906. Launched as the William P. Snyder for the Shenango Steamship and Transportation Company, the ship measures 552' x 56' x 31'. In 1926 the ship was sold to the Stewart Furnace Company and was renamed the Elton Hoyt II.

As the Hoyt, the ship passed through several owners until being purchased by the Interlake Steamship Company. In 1952 the Challenger was renamed Alex D Chisolm, following the launching of a new ship for Interlake which they named Elton Hoyt II, thus necessitating the name change. As the

Chisolm, the Southdown Challenger sailed for Interlake until 1966, when Interlake decided to lay the ship up.



The Challenger



The Challenger 2

Shortly after lay-up, the Medusa Cement Company purchased the Hoyt for conversion to a bulk cement carrier. Following her conversion from bulk to

cement carrier at the Manitowoc Ship Yard, The ship was renamed Medusa Challenger in honour of her new owners. In 1998 Southdown Cement purchased Medusa Cement and the

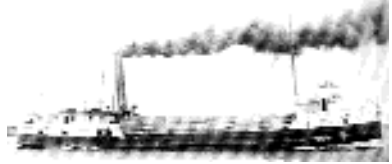
ship was yet again renamed, the Southdown Challenger.

At the beginning of the article I mentioned oldest active ship, because there is one ship older. Since 1996 Lafarge Cement has used the E.M. Ford, as a storage barge at their Saginaw facilities. Launched in 1898 as the Presque Isle, the Ford will soon be 106 years old. It is remarkable to think that in the life times of these two ships, there were still many sailing ships on the lakes when they were launched, the Titanic was built and lost, there were two World Wars and Lakers grew in size from 500' to 1000'. They are truly remarkable.



NEW LAKE ONTARIO WRECKS DISCOVERED HOMER WARREN IDENTIFIED

Following 18 months of research, New York state divers and researchers Dan Scoville and Jim Kennard have announced their discovery of the remains of the Canadian bulk freighter Homer Warren. When he dove the wreck on June 25, Scoville became the first person to see the Warren since a fisherman saw the vessel sink in a storm off Pultneyville, New York on October 28, 1919.



Built at the Peck & Masters shipyard in Cleveland, Ohio in 1863, the Warren was launched as the passenger vessel Atlantic. In 1900 the Atlantic was taken to the Davidson Shipyard at West Bay City, Michigan and was converted to a bulk freighter with her final dimensions being 180' x 30' x 12'. At the time of the Warrens loss, it was the oldest straight-deck freighter still active on the lakes.

Owned by the Milnes Coal Company, the Warren had loaded 494 tons of coal at Oswego, New York for her last voyage. Shortly after departing for the companies dock in Toronto the Warren was engulfed by seas blown up by 60 mph winds and sank in over 200' of water. All 9 crew died in the sinking, 4 bodies being recovered along with one of the ship's lifeboats.

The Homer Warren today lies encrusted with Zebra muscles. Scoville states that the ship was stripped of its deck cabins when it foundered and little remains of the deck. The two boilers lie off to the side, torn free during the sinking. According to Kennard the wreck remains as it was found. "Nothing was recovered, the only thing we have taken is video. We are writing the final chapter of a ship that plied the Great Lakes for 56 years before sinking". Just respect for a long lost ship.



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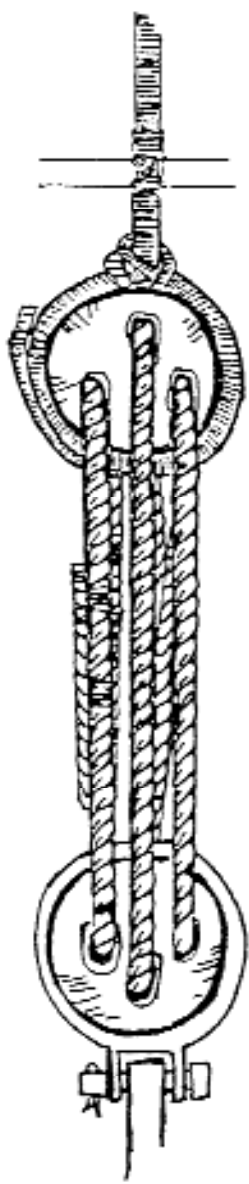
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