

SOS NEWSLETTER

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

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THE VIEW FROM THE BRIDGE

Jim Hopkins, SOS President

I would first like to take the opportunity to thank those of you who took the time to attend the latest round of heritage consultations that were hosted by the Province this past fall. So far I have received nothing but positive feedback about the consultations, the credit for which is truly deserved by the Ministry of Culture. The Ministry is doing its best to develop marine heritage guidelines that are fair to recreational divers, yet all encompassing in their goal of better protecting our marine heritage.

In this Newsletter there is an article written by Gord Dewis pertaining to our by-law review. Although somewhat technical in nature I would like to ask each of you to take the time to review the proposed changes to the SOS by-laws, as they are very important to our organization, they are our guidelines of operation.

It had become apparent that at twenty-five years of age our by-laws had become dated. This was further complicated by the fact that over time, amendments made for a variety of reasons had been introduced. These amendments in many instances were confusing and even contradictory to others areas of the by-laws that had not been amended.

It was therefore felt that from both a legal and practical point of view, a by-law review was required. Prepared by lawyers and reviewed by the committee, the proposed changes are the committee's recommendations that will best serve the organization in the future. These changes will be put forward to the membership at the AGM to be held in London this year. I would like to extend to each of you an invitation to attend the AGM, it is an important opportunity for members to exchange information and make acquaintances from across the province.



Save Ontario Shipwrecks 2006 Annual General Meeting

Windermere Manor
200 Collip Circle
London, Ontario
Saturday April 8, 2006
1:00 pm.

Reception to follow

Please see the SOS website for agenda and updates

This year our AGM is being held in conjunction with
The London Museum of Archaeology Presentation
"Atlantic Shipwrecks Second Discovery"

Friday April 7, 2006
7 – 9 pm.

The London Museum of Archaeology
1600 Attawandaron Road
London, Ontario

Please see the London Museum of Archaeology website
For further details.

Limestone City Dive Show

by Marg Barker

The show on Saturday, November 19 was a very interesting and well done. The speakers were great and the topics varied. To my surprise and delight Tom Rutledge, on behalf of Northern Tech Diver, presented SOS Ottawa with a \$200.00 donation from the proceeds of the show.

Although we are not all certified by the same SCUBA agency or we may not all wear our gear in the same configuration, we all have the same interests and goals in preserving our marine heritage for future generations.

Many thanks to Tom and Dan of Northern Tech Diver for their generous gift to SOS Ottawa. We will put the money to good use on one of our projects.

SHIPWRECKS 2006 WELLAND ONTARIO

The Niagara Divers Association will present its Twelfth Annual Shipwrecks Symposium on Saturday March 25, 2006. This one-day symposium on shipwrecks will feature multimedia presentations with internationally renowned speakers from both the United States and Canada.

This year, we are very excited to have seven primary multimedia presentations including:

- David Gilchrist: Master of Ceremonies
- Andy Donato & Randall McDonald: John A. McGean
- Jim Garrington & David Gilchrist: From Tape Measure to Laser Technology
- J. Hayward & D. Mekker: Shipwrecks Below! & Diving Alpena's Lost Empire Ship
- Brian Nadwidney: In Search of Nova Scotia Shipwrecks
- David Trotter: Ice Water Palace / and Final Flight
- Georgann & Mike Wachter: Lake Erie s Perfect Storm

Again for 2006, there will be several 5-minute shorts, introducing new speakers, and featuring several new discoveries between the primary presentations.

On-line registration now available and Pre-registration is required:

\$35 CDN or \$31 US up to 17-Feb-2006

\$40 CDN or \$35 US after

Lunch is included.

For more information contact <infoshipwrecks@yahoogroups.com>, or view our web site at <http://www.vaxxine.com/nda>

NOTICE TO SOS MEMBERS

Preview of By-Law # 2

by Gordon Dewis, Director and Chair of the By-law Review Committee

At the upcoming meeting of the Board which will be held in February 2006, your directors will be reviewing the final version of a new by-law which will be presented to the membership for approval at the Annual General Meeting later in the spring. After the Board meeting in February, all members in good standing will be told how they can download a copy of By-law Number 2 from the SOS website or obtain a printed copy from the head office if that is what they would prefer.

This new by-law is the product of a year's work by the special By-law Committee that was established by the Board at the February 2005 meeting of the Board of Directors. The committee consists of Gordon Dewis (chair), Marg Barker and Nino Mangione and has a budget of \$2000.

One of the goals of the by-law review was to identify and resolve inconsistencies between various sections of By-law Number 1. Another was to make

it easier to operate. The new by-law will allow SOS to pass resolutions for many things rather than having to go through a by-law amendment process every time something needs to be changed.

Briefly, here are some of the highlights from the new by-law, which will take effect immediately upon being ratified by the membership:

1. All references to statutes, laws and relevant acts have been updated, as required;
2. Chapters will become local chapter committees rather than being autonomous units. This will not have a significant impact on the day-to-day operations of the chapters;
3. The local chapter committee creation process has been modified. Among the changes is a requirement to sustain a minimum membership-levels during the probationary period;

4. Annual general meetings at the local chapter committee level must now take place in January or February rather than November or December;
5. Annual reporting requirements by the local chapter committees have been more clearly defined;
6. The composition of the Board has been changed: the number of directors on the board can be changed as determined by the membership by resolution passed at an annual general meeting. Initially, it is proposed that there be seven directors;
7. Regional representatives are not automatically members of the Board. If a regional representative wishes to be a director, they must be elected to the Board by the membership at an annual general meeting;
8. All voting members of the Board will now be known as directors;
9. Term limits for directors and officers have been eliminated. Any member in good standing is eligible to be a member of the Board for as many consecutive terms as they are elected by the membership;
10. A position of honorary Counsel has been created;
11. The rules governing proxy votes have been updated.

The new by-law makes it easier for SOS to carry out its mission of promoting marine heritage awareness and conservation and paves the way for the future.



2006 LIGHTHOUSE CONFERENCE

by Mike Sterling



Chantry Island Lighthouse Southampton

The Marine Heritage Society of Southampton is sponsoring the 2006 International Lighthouse Conference in Southampton, ON from June 1 to June 4, 2006. The venue will be the newly expanded Bruce County Museum and Cultural Centre. The Museum has a new Marine Gallery and until September 2006, the Museum has the paintings of Paul Kane done in the Saugeen First Nations nearby in 1845. These capture a time long forgotten.

Also, featured is the wreck of the famous Brig. General Hunter which was excavated from our beach after coming aground in 1816. What a find!

The Conference has 4 days of lectures and films given by world experts in preservation, marine archaeology, art, architecture and history. They are coming from all over the world for this event. For example, THE ARCHITECTURE OF ITALIAN LIGHTHOUSES, given by Giuseppe Amoruso, Professor of Architecture at the University of Bologna and Cristiana Bartolomei, Professor of Architecture at the University of Bologna. Dr. Steve Belko is also coming from the University of South Florida and Ken Cassavoy world renowned Marine Archaeologist will discuss the amazing find on Southampton's beach, which is the British Brig and Man of War "The General Hunter". This treasure lay hidden here from the time shortly after the war of 1812. Many Museum exhibits feature it.

The conference is very economical and many organizations will send their staff to hear these experts. If you register before April 15th, 2006, the Conference is \$85 Canadian. We also have "The Great Character of Canadian Music" Valdy performing on

Saturday night June 3, 2006 for an additional \$15. You can register online and see all the details of the Conference by looking at www.chantryisland.com. This is a great historical site, by the way. If you wish to register by phone please call 1-866-797-5862

The Marine Heritage Society with 100,000 hours of work has restored the magnificent Chantry Island Imperial Tower Lighthouse built by John Brown in 1855-59. He is a legendary character of construction in the 19th century, having 500 employees on the second Welland Canal. All those interested in history and more should attend this conference.



General Hunter on the Right
on an Expediitoto Fort Meigs
By Peter Rindlisbacher



SAVE ONTARIO SHIPWRECKS

HELP WANTED

Become a member now

www.SaveOntarioShipwrecks.on.ca

TREASURE HUNTERS COVET SUNKEN BOOTY

by Kelly Toughill , The Toronto Star

HALIFAX—Relics from the War of 1812 have sparked another cross-border row, this one over the fate of booty plundered from the White House when the British sacked Washington, D.C.

A Canadian filmmaker has launched a crusade to stop U.S. treasure hunters from scavenging the wreck of HMS Fantome, which many believe was returning to Halifax with loot from the White House and Capitol Building when she sank in a storm on November 24, 1814.

"It is not beyond imagination to see silverware stolen from the White House end up for sale on Ebay," said John Wesley Chisholm, who hopes to make a documentary film about the site.

"The province should revoke or suspend the license for this site. On a larger scale, the entire (Treasure Trove Act) should be abolished."

Curtis Sprouse, founder of Sovereign Exploration Associates International, scoffed at Chisholm's criticism, saying it is companies like his that help uncover history and bring it to the public.

"We believe that preservation of history and presentation of history is

of utmost importance," he said. "We are very proud of the approach we are taking."

A subsidiary of Sovereign Exploration Associates got a permit from Nova Scotia to scavenge a site near Prospect, a small town on the coast of Halifax that is surrounded by dangerous shoals.

Many believe those shoals brought down a convoy of ships returning to Halifax from a series of key battles in the War of 1812. In August 1814, British soldiers invaded Washington D.C. They looted the White House and Capitol Building, and set fire to both. A rainstorm prevented the rest of the city from burning.

Dolly Madison, wife of then-president James Madison, rescued just a few items from the White House moments before the soldiers arrived, but everything else was stolen or burned. At least some of the booty made it north, for Canadian Archibald Kains returned a jewelry box to the White House in 1939 that he said was stolen by his grandfather 125 years before.

The fleet of ships then attacked Baltimore. That battle inspired the national anthem penned by Francis Scott Key: The Star-Spangled Banner.

The ships then sailed for Halifax. The theory is that they mistook Prospect for Halifax Harbour in a bad storm, and turned in to the shoals. Historians believe that up to four ships were sailing with HMS Fantome when it went down.

Divers and archeologists working for Sovereign began exploring the shoals this year. Sprouse stressed they haven't confirmed the Fantome convoy is there.

The shoals near Prospect are littered with huge boulders that regularly crush the ocean floor. Sprouse pointed out that no ships are left on the site; divers only hope to find fragments of historic artifacts and treasure scattered and buried beneath the waves.

"This is not what people imagine when they hear shipwreck. There is no ship," he said.

"This area has huge boulders the size of a house that roll around even on a normal day. There is nothing to disturb, because anything a diver could do would be undone by nature in just a few days."

Chisholm wants the law changed to avoid historic treasure such as the wealth of the 19th century White House from falling into private hands.

Under provincial law, anyone with a treasure trove license can keep precious metals or gems they find under the sea, regardless of the historic significance.

The law requires a 10 per cent royalty on official "treasure." Provincial law also requires all artifacts that aren't considered treasure be returned to the province and it requires that treasure hunters work with archeologists on sensitive sites, such as the Fantome wreck,

"If the item is deemed to be treasure, then it becomes the licensee's property to dispose of as he or she wishes," confirmed Tim Dunne, spokesman for the Nova Scotia Department of Natural Resources.

"But you have to remember that this was at one time private property. If it hadn't gone down in Nova Scotia, it would still be private property, in someone else's hands."



Benjamin Noble Discovered

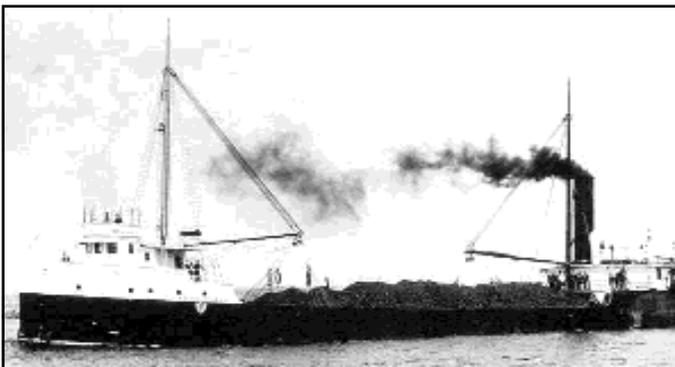
Wreck To Be Nominated

Jerry Eliason, Randy Beebe and Ken Merryman who last fall announced that they believed they had found the long lost steamer Benjamin Noble, have confirmed their discovery. The fate of the Noble has been one of the great mysteries of the Duluth area of Lake Superior, so much so in fact that since 1987, Lake Superior Magazine had offered a \$1,000 reward to those who discovered the wreck. Confirmation was made when a camera was lowered into the cargo hold and steel rails were observed. At the time of her loss the Noble was carrying a cargo of railroad steel for the Great Northern Railway Company.

Discovered some 20 miles from Duluth in 400 feet of water, Eliason described the remains of the Noble as one of the strangest wrecks he had ever seen, the front half the Noble is buried in 40 feet of mud. "I guess the fact that it was heavily overloaded, and carrying steel rails, is the reason," Eliason said. "I mean, it was just a submarine waiting to happen. We believe that a wave just boarded the ship, weighted down and just sent it to the bottom virtually instantly, while going full-speed ahead."

The Benjamin Noble (U.S. 206240) was a rather unusual freighter in that it had been specifically designed to carry steel rails for the railroads, although she frequently carried other cargos such as stone and coal. Measuring 239' x 42' x 19' the design specification of the Noble always gave the impression that she was riding very low in the water.

When the Noble departed Conneaut, Ohio on April 22, 1914, many thought she appeared overloaded, a grainy image appears to confirm this. However records



Benjamin Noble carrying a cargo of coal

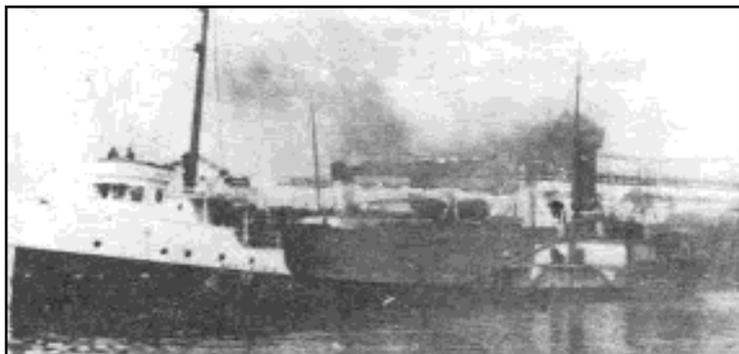
Discovery Confirmed For U.S. National Register

show that she had not been loaded to her full capacity. This was the Nobles first trip of the year as well as the first trip as captain for John Eisenhardt, at age 31 the youngest captain on the Great Lakes.

What happened on the storm tossed lake near Duluth during the evening of April 27, 1914 may always be open to conjecture. Many reported to have seen her lights that night some even saying they saw them disappear, but her final resting place is away from where these sighting have said to occur. All that was left was scattered wreckage that floated ashore days later. Of the Noble's crew of twenty, not a single body was ever recovered.

The thousand-dollar finders fee has been donated to the Great Lakes Shipwreck Preservation Society so that it will go toward the application process to put the Benjamin Noble on the National Register of Historic Place. Eliason stated, "I couldn't tell you how much the bell or the whistle from the Noble would be worth in some kind of illegal market, but it would have a fair amount of value. And it's always been our goal that it just be left exactly as the site is, and only be photographed."

The National Register of Historic Places is the United States official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect U.S. historic and archaeological resources. The U.S. National Park Service administers the register.



**Benjamin Nobel departing on the last trip
said by some to be overloaded**

IN GREECE

HIGH-TECH LOOTERS TARGET ARTEFACTS

By Helena Smith, The Boston Globe

Athens – On Congested dusty Alexandras Avenue, the secrets of the sea seem a world away. But in Room 625, on the sixth floor of Greece's gargantuan police headquarters, the watery world of ancient shipwrecks and other archaeological riches occupies the attention of Giorgis Gligorios.

The veteran officer oversees the Hellenic police Force's anti-trafficking unit, battling smugglers bent on snatching treasures from the seabed.

Traffickers have caught on to the fact that there are more than 12,000 shipwrecks in Greek waters. Many of the submerged gems date back to the Golden Age of the 5th Century BC. Armed with archaeological service maps acquired on the black market, burgeoning numbers of international smugglers have made it their mission to locate the wrecks, authorities say.

"In the United States and Europe, ancient Greek artefacts are, sadly, very fashionable," Gligoris said.

"Unfortunately, nouveaux riches like them because they're not only pretty and look good in their sitting rooms, but happen also to be a great investment."

Gligoris said some looters are coming to Greece and posing as wealthy tourists on yachts. "They arrive, supposedly on a cruise, when their

real intention is to locate wrecks and whisk gold and bronze antiquities out of the country," he said.

Criminal gangs, emboldened by the explosion of Internet auction houses, have come to see the acquisition of antiquities as a way to launder ill-gotten gains.

Faced by the rising threat of piracy, Greece's centre-right government has made locating and protecting historic wrecks a top priority. In the past five years, state-employed underwater archaeologists have discovered 30 ancient wrecks – compared with five wrecks in the decade before that – depths of up to about 1,970 feet, dispatching coast guard officials to protect the finds.

But the advances of technology, not least the ready availability of powerful search equipment, often means that the modern pillagers get to the vessels before the country's overworked archaeologists.

While high-tech wizardry has helped academics better understand the boundaries of deep-sea archaeology, it has allowed amateur treasure hunters to illicitly tap into Greece's vast underwater heritage. Increasingly, looters can afford to buy the sophisticated sonar equipment needed to locate potential treasure troves on land and sea.

"Technology has no principles," said Katerina Delaporta, who heads the Department of Marine Antiquities at the Greek Ministry of Culture.

"Looting has become a big danger because the development of diving techniques, and equipment is being used very effectively by people to plunder undersea archaeological sites."

With shipwrecks scattered around the Aegean and Mediterranean seas, patrolling them is practically impossible, Gligoris said.

Once looters bring the artefacts to the surface, authorities have a difficult time proving that the items have been stolen without previous photographic or archival evidence of their existence, he explained.

"Greece has the longest coastline in Europe. The Mediterranean is a very big place," Gligoris said. "We would need millions of archaeologists and divers to police these waters, and the fact of the matter is there are only 15 of us who work in the countries anti-trafficking department."

Thanks to the Romans penchant for original classical and Hellenistic statues, thousands of sculptures are believed to have been spirited out of Greece by Roman invaders. Specialists also believe the Aegean seabed is littered with masterpieces that went missing storms.

Many of these priceless pieces are thought to have ended up in the hands of antiquities smugglers after fisherman accidentally netted them. Invariably, the works are whisked out of Greece in fruit and vegetable trucks, according to police who have successfully stopped many such vehicles at frontier checkpoints.

Once trafficked, antiquities can change hands as many as five times before ultimately reaching the display room of an auction house or museum.

"It's not just this new breed of looter. The fisherman's trawler, also, has been the curse of underwater archaeology for the past 200 years," said Harry Tzalas, a leading maritime expert and a specialist in the reconstruction of wooden ships. "Evidently, there is market out there, and the way we should deal with the problem is not with diver-policeman but by offering rewards that make it attractive for fisherman to hand over their finds as soon as they are discovered."

In the past seven years, four masterpieces, including a statue of the Roman emperor Octavius, have been delivered to authorities by fisherman in return for rewards, Ministry of Culture records show.



NOAA Heritage Centre Open In Alpena Centre Part of the Thunder Bay National Marine Sanctuary



On September 17, 2005 the National Oceanic and Atmospheric Administrations (NOAA) new Great Lakes Maritime Heritage Centre opened in Alpena, Michigan. The centre is at the core of a massive redevelopment along the Thunder Bay River in Alpena that will also include a hotel and convention centre.

Master of Ceremonies for the event was Robert Ballard, discoverer of the Titanic, who previously had performed some side scan and documentation work in the sanctuary.

Other dignitaries attending the event included Michigan Senator Carl Levin. "This state-of-the-art facility has been constructed with an energy-efficient sustainable building design. Through real-time video, the centre will offer visitors the opportunity to interact with divers exploring the shipwrecks of Thunder Bay and even control remote submersibles. This technology enables visitors to experience these magnificent wrecks without ever leaving dry land" stated Levin.

According to Jeff Gray, manager of Thunder Bay National Marine Sanctuary "It will be an attraction for visitors from around the nation, offering innovative educational opportunities through real-time video links to shipwrecks and interactive exhibits". The centre will also assist efforts by non-profits and state and federal agencies to preserve shipwrecks throughout the region.

The Thunder Bay National Marine Sanctuary was formerly known as the Thunder Bay Bottomland Preserve, one of nine underwater preserves established by the State of Michigan. These preserves came about following Michigan's passage of Public Act 184 of 1980 that strengthened the protection of Michigan's cultural resources. Differing from a park such as Tobermory, the preserves were not designed to carry any physical support facilities. They are the same as designated dry land natural or wilderness areas in Michigan. In the preserves as it is on all of Michigan's bottomlands, it is illegal to remove artefacts from or damage heritage sites.

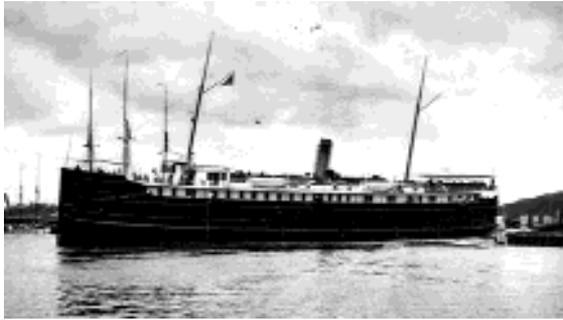
The Thunder Bay Preserve received its NOAA designation on October 7, 2000. Of the twelve designated NOAA preserves that stretch from the Hawaiian Islands to the U.S. east coast, Thunder Bay is only the second preserve designated to offer increased protection to underwater cultural resources. The other NOAA preserve so dedicated is the resting place of the USS Monitor.

The 448-square-mile Thunder Bay National Marine Sanctuary encompasses an estimated 200 historically significant shipwrecks ranging from nineteenth century wooden side-wheelers to twentieth century steel-hulled steamers. Of these wrecks NOAA estimates 8 of these sites may qualify for inclusion on the National Historic Landmark listing.



100 Years Ago

The Steamer Atlanta Burned Near Sheboygan



The wooden passenger / package freighter Atlanta (US 106823) was built for the Goodrich Transportation Company by the Cleveland Dry Dock Company of Cleveland Ohio. Launched on April 25, 1891 the Atlanta measured 200' x 32' 14' and displaced 1129 gt. After completion of her trials the Atlanta sailed for Manitowoc Wisconsin, homeport of the Goodrich Company and commenced her sailing career on Lake Michigan.

The beginning of the 1906 sailing season saw the Atlanta serving the Manitowoc – Chicago route with stops in Sheboygan and Milwaukee. The Atlanta was considered a staunch vessel; her owner using her almost year round when ice conditions on Lake Michigan permitted operations.

On March 18, 1906 the Atlanta departed Sheboygan with 40 crew and passengers aboard as well as a mixed cargo of porcelain, furniture and general merchandise. As the Atlanta began her trip down the lake a fire broke out in her aft cargo hold. Despite the best efforts of the crew it was realized that their efforts were in vain and the captain gave the order to abandon ship. 39 of the 40 aboard were able to reach the safety of the lifeboats from which they watched as the Atlanta burned to the waterline but did not sink.

The tug Tessler alerted by the smoke from the flaming Atlanta came to the rescue and picked up the survivors. As the flames subsided the Tessler was able to get a towline on the burned hulk and commenced to tow her to shore. Hours later while in tow of the Tessler, the remains of the Atlanta grounded 14 miles from her point of departure, Sheboygan.

On May 15 1906 the Goodrich Company sold the remains of the Atlanta to the Martin Dredging Company who in turn sold them to Delo Smith on November 28, 1906. Over time, Smith cut up most of the Atlanta for sale as scrap. Today, portions of the hull and a large debris field lie in 15'-20' of water marking the final resting place of the steamer. The remains provide a training site for new divers and an introduction to marine history, a ship that met her demise a century ago.



SOS HAMILTON

This picture of a hard hat diver, boat and crew was shown during the November meeting of the SOS Hamilton Chapter when a presentation was made on the history of "John Date" equipment.



SOS Hamilton meets regularly at the Steam and Technology Museum. The museum is located at 900 Woodward Ave. (at the QEW), Hamilton.

Phone: (905) 546-4797

Everyone is encouraged to attend, contact the Hamilton Chapter for details of their next meeting.



URA Report 2005 Discoveries

Lost Ship and Aircraft Discovered

Undersea Research Associates led by Dave Trotter had another exciting season in 2005, reporting both the discovery of a long lost ship, the propeller A. Everett and to their surprise, an aircraft believed to be Douglas 0-38 biplane.

The A. Everett (U.S. 105919) was built by William R Radcliff and was launched at Cleveland, Ohio in 1880. The Everett which measured 211' x 35' x 17' with a gross tonnage of 1088 was built for the Minch fleet where she was to sail for entire career.

On the evening of the 30th of April, 1895 the A. Everett was carrying a cargo of grain from Chicago to Ogdensburg, New York. It had been an uneventful trip and the Everett was cruising down Lake Huron when 20 miles above Point Aux Barques, Michigan drifting ice was encountered. At 20:00 hrs. the hull of the Everett was holed and she began to settle into the lake. The crew was rescued by the passing Eber Ward shortly after which the A. Everett sank to the bottom to remain unseen for almost 100 years.

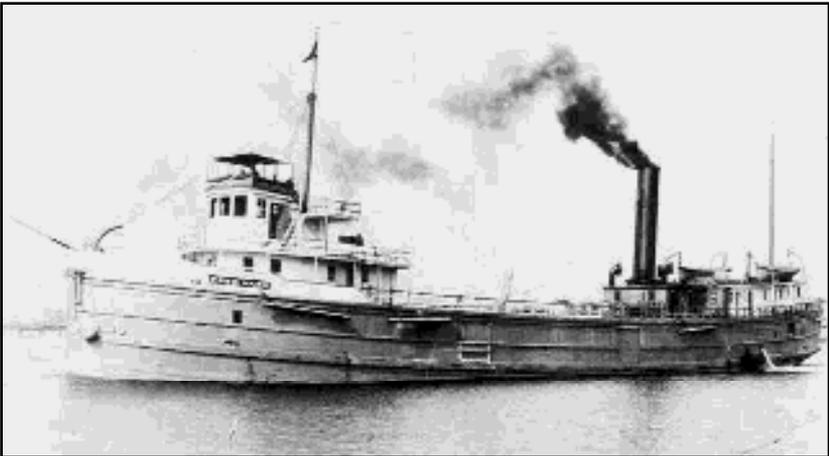
In May, a small target on the side-scan was to lead to a most interesting discovery. Later in the season when returning to the target, an upside-down plane wreck was discovered.

When video and photographs were shown to aircraft expert Ralph Roberts, he tentatively identified the wreck as a Douglas 0-38 biplane. With a wing span of 40 feet, a cruising speed 128 mph and cruising altitude of 20,000 feet; the 0-38 was designed as an observation aircraft for use during training exercises to observe troop and equipment movements and to spot the fall of shot. Built between 1931 and 1934, only 156 were constructed. The Michigan Air National Guard used the aircraft in the area where the aircraft found was found.

In the 2006 season, the dive team plans to return to the site with the goal of determining the identity of the plane. Working with aircraft experts they will determine where to look for aircraft identifiers such as serial numbers that would identify the aircraft and perhaps also tell if the pilot survived or may still be entombed in the aircraft. As per Michigan, the URA members remove nothing from the sites.



Douglas O-38 biplane



"The steamer Eber Ward rescued the survivors of A. Everett which was sunk by ice met the same fate 9 years later in the Straights of Mackinac"



Finally, a Letter (almost) to the Editor

Nino & Shirley Mangione

This issue of the SOS Newsletter marks the end of our third year as your editors. We have tried to print every article which had been sent to us, and in fact very often this is what we must do in order to fill the issue. On occasion articles promoting events are discarded simply because they arrived too late, we only publish four times a year.

Finally, after three years, we received our first "Letter to the Editor" (well, almost) and would like to reprint it here in full. We would also like to thank Mark for copying us in his letter sent to director and Webmaster Brian Prince, and for taking an interest in the Newsletter.

Without feedback from the readers how can we know if we are meeting your needs and expectations? The effort required to produce the newsletter is not insignificant, nor is the contribution from the many writers who provide articles. Let everyone know how you feel by dropping an e-mail. Your wishes to withhold your identity or printing of the content will always be respected.

We also would like to encourage every one to read the proposed By-law # 2 and to attend the AGM where the By-law will be discussed and voted on. 

Hi Brian,

I really think that the letter from Tom Scott (Nov'05 Someone has been stripping the J.B. King) in this issue was most inappropriate. His agenda has nothing to do with wreck preservation. Publishing of articles such as this has hurt SOS in the past and may do so again in the future.

Mark

Hello Mark,

Thank you for the note to Brian. We, as editors, have an obligation to print events relevant to marine heritage. To say that publishing an article on the stripping of a wreck is inappropriate in a group whose mandate is to preserve marine heritage, is to say that stealing has nothing to do with crime or the law. However, we do appreciate your voicing an opinion.

Nino & Shirley

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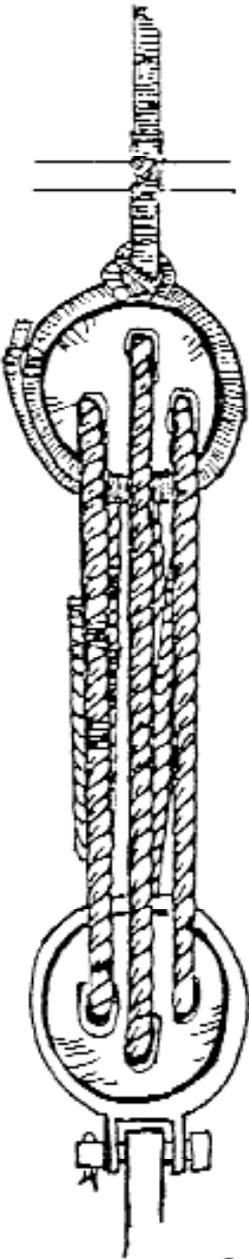
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