

SAVE
SOS ONTARIO
SHIPWRECKS

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SOS NEWSLETTER



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The *SOS Newsletter* is published by *Save Ontario Shipwrecks (SOS)*, a non-profit charitable organization dedicated to furthering public knowledge and appreciation of Ontario's Marine Heritage.

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

Deadline submission for next issue is April 1, 2007.

The Editor Notes

Thanks to the contributors of the February issue. With the winter season on, and a spring season arriving, it was great from the members to send support to the newsletter in the new year.

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

In this issue, I have brought together a slew of stories and articles to help you expand your knowledge of our marine heritage. I have included an article, the history of iron ore in the Great Lakes, that will be regular on the next future issues. My goal is to expand the newsletter and welcome from the members and the public articles, studies and reports for publication.

Have a great upcoming spring season.

Jody Bulman

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

By Brian Prince, SOS President

Happy New Year everyone! I'm sure many of you had that new dive gear on the Christmas wish list or that new GPS unit. Some of you may have lucked out, others will have to keep wishing. So today, I'd like to talk about being better at what we do.

I know our membership does lots of different things, but we have a few in common such as diving, driving/navigating, boating and a strong interest in history. Some of us are more technical and some more academic and we all have a sense of intrigue that can not be denied. What we all have in common is a need, and some an unquenchable thirst, for continued education...

*To know that you know what you know,
and that you do not know what you do not know,
that is true wisdom.
Confucius*

This wisdom poses questions in our minds which leaves us wanting to know more. Do not ignore that desire to answer those questions. Lack of wisdom is ignorance. Education makes us all better and it comes in many forms, from formal courses, to books and self study, workshops, apprenticeship, and unfortunately for some - hard knock experience. Peer pressure has worked very well to help change a trend. Do use the appropriate method for you, given your level of understanding and the depth of knowledge required to reach your goal safely.

So let's talk about education... On the technical side, see the final article in this issue on GPS where I will discuss purchasing a unit and installation considerations. All of these articles will not make you a GPS guru, but will give you a basic understanding. Hopefully you have many unanswered questions like, "How do I apply this knowledge?" OK... jump into the Canadian Power and Sail Squadron's GPS course. Do a practical exercise I call the treasure hunt... See if you can find all of the items. Learn to use your GPS and the multitude of functions your unit has to your advantage. Visit: www.cps-ecp.ca Contact your local Squadron and learn more. If I get enough interest, I can see about running one specifically for SOS. I have it

from good authority that this would count as one item towards further NAS certification.

I just saw a TV program where a guy was lost on a lava flow for weeks, thought dead and no hope of finding him alive. Known as an adventurer, setting out in the middle of the night on miles of treacherous rock might have been a good reason to have a GPS with him, but all he had was a video camera, flashlight and the clothes on his back. He survived a hard knock experience, but you do not have to learn the hard way. You can learn to use and bring the right tools for the task at hand.

So too with SCUBA diving, we have tech courses, we have mixed gas diving, we have a multitude of courses to help us do things right, not to mention the basics. There is the NAS series of courses to help you appreciate and respect the underwater heritage sites like wrecks, mines, towns, roads, locks and other structures. Check out the Events Page of the SOS website at www.SaveOntarioShipwrecks.on.ca/events.html for the location and dates and to register interest in the NAS programs around the province. The dates should be finalized by the spring issue.

I find it fascinating how the Robert Gaskin and the Conestoga (two local wrecks near here) have had their inner bottoms further exposed on nearly every dive I do on these sites. Can this be the sheer volume of divers finning past the remains? Does a wooden box of rusty washer concretions simply appear fully exposed from the bottom silt? My educated answer is no way! These sites are being dug, which I'm sure all of you know is now illegal, and certainly against the paramount rule of in-situ preservation. Once exposed, deterioration is far more rapid. So our sites will be less interesting to our sons and daughters and our grand kids and their grand kids. We need to further educate these final few. Hopefully not a hard knock learning experience via fine or jail time. But if that's what it takes to teach the final few, do send the video, photos, or be a witness to CrimeStoppers or the OPP. I'm hoping peer pressure will continue to teach these final few.

On the other hand, I came across something that someone feels is/was a practical joke. Have you ever seen an 1800's steam engine with a modern rusty alternator? Well, I have! Anyone following behind me will not as the un-welcome and offensive device has been removed. I suppose that this is similar to putting a fire hydrant in the aft lounge of the Wolfe Islander III in Kingston. How did they get it in there and why gives us reason to wonder. The serial number on it has been given to the possible rightful owners so they know where it is in case they want it back. Is this a new trend... adding stuff to our historic dive sites? Seems to me people just do not appreciate the history of the site enough if they have to add stuff. There is a serious lack of education in these cases - lack of wisdom is ignorance.

These divers obviously do not know what they do not know, so everyone, please help teach them. If they get the needed approvals to make a separate dive site containing various items that is fine with me, just not on our precious heritage sites.

Finally, I hope every SCUBA instructor takes 5 minutes on *EVERY* course (not just Open Water) to explain LOW IMPACT DIVING. Stay 3 feet off the wreck, just like the corals down south. Do not touch the site in any way. Download the Low Impact Diving PADI distinctive specialty course materials from the main page of SOS website. Read them, teach them, follow them, be an example to others - Please. 🏠

Safe & Enlightened Diving,
Brian Prince
SOS President



The History of the Iron Ore Trade

By Jim Hopkins

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

Part 1

The iron ore trade is, of course the trade of the Great Lakes, but it was not always so. The premier trade for so many years was grain, then lumber took first place, giving way subsequently to coal. In fact, it was not until 1888 that iron ore became the dominant trade of the Great Lakes. Its beginnings were humble indeed. In order that the future generations may have a historical reference, this article will trace the growth of the iron ore industry from its infancy to the present time. The iron ore trade had an influence upon the depth of the channels and gradual evolution in the type of steamer construction, through the development of loading and unloading appliances. The supremacy of our nation in the iron and steel trade in the world is more surely to be traced to the abundance of our Lake Superior ores and the low cost of their transportation than to all of the tariffs ever written. The history of the trade is therefore, one of absorbing interest.

Iron ore was discovered on the Marquette Range on September 19, 1844 by William a Burt, United States Deputy Surveyor, and party who were surveying in the Upper Peninsula of Michigan. Burt was the inventor of the solar compass and it was the remarkable variations in the direction of the needle that caused him to ask his party to seek about that which disturbed it. Outcroppings of ore were found in great abundance, in fact a mere rip of sod revealed ore.

In the spring of the following year, Philo M. Everett of Jackson, Michigan visited the region and discovered a deposit, which he called the Jackson Mine. He returned to Jackson with a little of the ore, which was smelted. This was the first ore to leave the peninsula of Michigan. In the spring of 1846, a little house was built upon the Jackson Mine location, and when the party returned to Jackson they carried about 300 pounds of ore on their backs. Some of the ore was taken to Mr. Olds of Cucush Prarie, who succeeded in making a bar of iron from it in a blacksmith's fire. This was the first iron ever to be made from Lake Superior ore. The next step was the development of a forge on Carp River, about three miles from the Jackson Mine, and on February 10, 1848, the first iron from the Lake Superior region was made in this forge by Arriel N. Berney. The iron so made was sold to

E.B. Ward who used it in the walking beam of the steamer Ocean. The forge had four fires, from each of which a lump was taken every six hours, which was placed under the hammer and forged into blooms 4 inches square and 2 feet in length, the daily production being about six tons.

The second forge was established by the Marquette Iron Company at the mouth of the Carp River in the spring of 1850. It received its ore from a mine later known as the Cleveland Mine, located about two miles from the Jackson Mine. The Jackson Mine was located at what is now known as Negaunee and the Cleveland Mine at what is now known as Ishpeming.

During the winter of 1850 about 25 double teams were employed in hauling ore to the forge at the mouth of the Carp River, where it was crushed and then made into bloom iron ready for shipment. The ore was hauled exclusively in sleighs during the winter. The attempt to make iron in the peninsula in these little forges proved disastrous. The tedious hauling of the ore to the lake, the long carriage to the mills of in Pennsylvania and Ohio made the cost of the bloom so expensive that it was impossible for the enterprise to recover its costs. By the time the blooms were laid down in Pittsburgh, they had actually cost \$200.00 per ton, and the market rate for iron was then \$80.00 per ton.

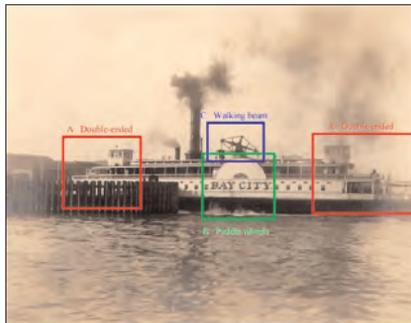
None of the early companies had any thought of shipping the ore itself to the lower lakes, though in 1850, Alexander Crawford Of New Castle, Pennsylvania, had ordered ten tons of ore sent to Newcastle for testing purposes. Part of this ore was used by Mr. Crawford for puddlers fix in his rolling mill at New Castle. The mill was operated by the Cusola Iron Company. The balance of the ore was found to be quite satisfactory. It was not until 1853 that the Iron Companies concluded that the attempt to make iron in the Upper Peninsula was futile. They then took up shipping the ore to the lower lakes.

The beginnings of what has become one of the greatest single trades in the world were certainly not impressive. It has been shown that the only method of bringing iron ore to the lake from the mines was by means of sleighs in the wintertime. It became quite apparent that if any considerable business was to be done, the means of transportation would have to be improved. The average load of the sleigh was 3,000 pounds, or a little more the one and one-half gross tons, and was impossible for a team to make more than one trip a day. The whole winter's haul rarely exceeded 1,000 tons. This meant of course, that no more than 1,000 tons could be shipped the following season.

Definitions

Bloomery: A type of furnace once widely used for smelting iron from its oxides. The bloomery was the earliest form of smelter capable of smelting iron. A bloomery's product is a porous mass of iron and slag called a bloom. This mix of slag and iron in the bloom is called sponge iron, which is usually consolidated (shingled) and further forged into wrought iron. The bloomery has now largely been superseded by the blast furnace, which produces pig iron. Source: Wikipedia

Walking Beam Engine: A walking beam engine is a one-cylinder engine. An A-frame rises from the keel of the ship through the roof of the upper deck. The walking beam rocks on top of the A-frame. One end of the walking beam is connected to the cylinder while the connecting rod at the other end is connected to a crank of the ships paddleshaft. The piston connecting rod pushes and pulls the walking beam which moves in a rocking motion while the connecting rod at the shaft end converts the up and down motion to rotary. Source: Multiple 



Ferry Powered by a Walking Beam Engine



Walking Beam Engine at the Western Museum of Mining and Technology

St Mary's Challenger Turns 100

By Jim Hopkins

Oldest Active Ship On the Great Lakes

The 2006 shipping season marked an historic milestone on the Great Lakes and in Great Lakes shipping history. The cement carrier St. Mary's Challenger still actively working for her owners St Mary's cement, celebrated her 100th shipping season on the Great Lakes!

The St Mary's Challenger was built at the Great Lakes Engineering Works, Ecorse Michigan and launched on February 7, 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 St Mary's Challenger sailed for Interlake until 1966, when Interlake decided to lay the ship up. 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. In 2005 further consolidation of the cement industry saw the ship come into the hands of the St Mary's Cement Group and was renamed St Mary's Challenger.

Built at a time when schooners still sailed the lakes and 52 years prior to the construction of the Edmond Fitzgerald, the St Mary's Challenger has had and continues to lead a full productive life. In honour of her longevity, the Challenger proudly wears a special logo on her bridge, "Still Steamin 1906-2006". 🚢



100 Years Ago

By Jim Hopkins

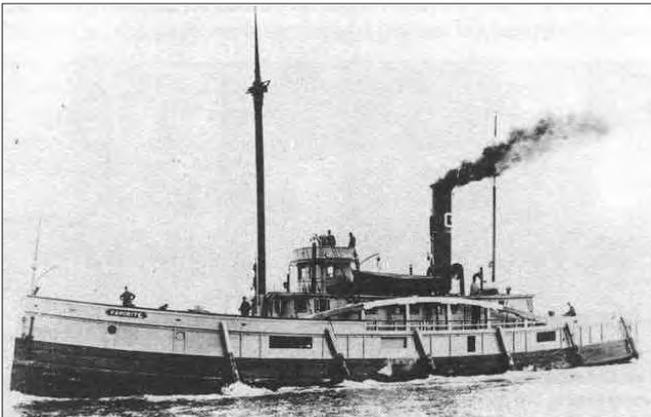
The Wrecking Tug Favorite Burned At St. Ignace

The 1906 season had been a busy year for the wrecking tug Favorite. Her owners, the Union Towing Company had dispatched the tug to many locals around the upper Great Lakes, responding to vessels in distress and general towing needs. The Favorite had not long settled into winter lay-up at St Ignace Michigan, when on January 9, 1907 the tug was destroyed by fire, ending a 42-year career.

Salvage and towing were not the Favorite's original calling. Built by the William H. Wolf yards for J.T. Edwards of Chicago, the Favorite (U.S. 9201) began her career as a mixed passenger/cargo ship. When launched in 1864 at Fort Howard Wisconsin the ship measured 139' x 29' x 8'.

It was not long however before the Favorite's owners, began to use her in the towing business as well as her originally intended passenger and freight trade. On the morning of October 31, 1874, the Favorite with the schooner Willie Keller in tow was proceeding into Lake Erie near Bar Point when the schooner suddenly veered. This unexpected action caught the crew of the Favorite by surprise and before they could sever the towline, the Keller capsized the Favorite and she rapidly sank in twenty feet of water. When the survivors were picked up, the only person missing was the cook, Mrs. Eliza Munro. Within days the Favorite was recovered and went into dry dock in Detroit, minus her upper-works. The cook's body was never found.

Repaired, the Favorite continued her career, sometimes a tug, sometimes in her passenger freight role. In the late 1800's there was a shortage of



The Tug Favorite

tugs on the Great Lakes due in large part to the construction of newer larger ships which required more specialized tugs to handle them. Following the 1888-1889 shipping season during which she sailed between Milwaukee and Muskegon, Michigan hauling passengers and freight, the Favorite was sold to the Swain Wrecking Company and was taken to the Milwaukee Ship Yard where she was converted to a tug, her “Hogging Arches” giving her a distinctive look. In 1902, the Union Towing Company purchased the Favorite from Swain; this was part of the consolidation of several towing companies under the banner of the Great Lakes Towing Company and it was the this group that owned the Favorite at the time of her loss. St. Ignace along with Mackinac City is a major departure point for the ferries that take tourists to Mackinac Island. The dock where the Favorite burned is still in use today by the ferries and is named the “Favorite Dock” in her honour. 🚢

Kingston Marine Museum

By Ann Blake, Executive Director, Marine Museum of the Great Lakes

At their 23 January 2007 meeting, the Council of the City of Kingston passed a resolution supporting in principle the Marine Museum’s application for a lease renewal of the Kingston Shipyards and Drydocks site, which the Museum has occupied since 1977. The lease on this property is due to expire in November of 2007 and has been declared surplus by its owner, Public Works and Government Services Canada. Achieving formal support of Kingston’s Council marks Round One in the Museum’s campaign to remain in its current location. The Marine Museum’s Board of Trustees must now take their request for a long term lease extension or property transfer to Senator Michael Fortier, Public Works and Government Services.

The Marine Museum wishes to thank Councillor Bill Glover for his support and assistance in securing the Council resolution. Also, thanks to the over 1100 individuals who signed – and continue to sign - a petition in support of the Museum’s continued occupation of the Shipyards and Drydock property. Your overwhelming response and positive comments provide confirmation that the Marine Museum is a valued tenant on the Kingston Waterfront. If you wish to help further, please consider adding your voice to those of the many individuals and groups who have written or called their Member of Parliament in support of a lease extension for the Marine Museum. For further information about the Marine Museum or for regular updates on the lease renewal, please visit the Museum’s website at www.marmuseum.ca 🚢

Limestone 2007

By Marg Barker

The Limestone City Marine Heritage Symposium

For me 2007 got started on a high note. On January 2, 2007 I was able to attend the Limestone City Marine Heritage Symposium. This was the second annual marine heritage event of this kind in Kingston. Co-sponsored this year by Great Lakes Underwater Explorers (GLUE) and Preserve Our Wrecks (POW), those in attendance were not disappointed. There were a wide variety of interesting and very knowledgeable speakers.

To name a few of my favourites Vlada Dekina spoke about the Wreck of Belle Isle. Wonderful pictures of this historic place accompanied Valda's knowledge of these Newfoundland wrecks. As Canadian divers we do not have to travel too far to experience these amazing wrecks. The story behind how these wrecks came to be where they are is also captivating.

Another favourite was Doug Smeaton's pictorial presentation of his expedition to eastern Canada this past summer to wrecks off the coast of Nova Scotia. Once again the historical events around these wrecks was fascinating. These wrecks are in waters far deeper than many of us will ever dive so it was a wonderful opportunity to visit "second hand."

This event also celebrated the 25th Anniversary of Preserve Our Wrecks. It was a celebration of all the dedicated volunteers who have persevered in the protection and promotion of our marine heritage for the last quarter century. Congratulations to Preserve Our Wrecks on their anniversary and keep up the great work.

As well, congratulations to GLUE and POW for a great symposium and hope to see you again next year. 🏰

OUC Insurance

By David W. Taylor and Raimund Krob

SOS was notified by the Province that, starting with the 2006 season, it had to secure Liability Insurance coverage for its Executive, Directors, Instructors, Staff, and other Members as a requirement of running NAS 1 courses. After due consideration, SOS selected the Liability Insurance Policy already used by most Ontario Scuba Clubs, namely that provided by the Ontario Underwater Council.

In order to take advantage of this Liability Insurance Policy, SOS had to become an “OUC Member Training Club” (\$250 for the year for all of SOS Ontario), and every SOS member involved in the running of NAS 1 courses had to become an “OUC Club Member of SOS” (\$19.35 per member per year). Only the NAS 1 Students themselves did not (yet) have to become OUC-Club-Members-of-SOS.

The OUC’s liability policy covers SOS for not only SOS Training Activities, but also SOS-Sanctioned Diving Activities (like underwater archaeology projects, surveys, etc.), under the following conditions:

SOS organizers of Diving Activities, including Training Activities, must give OUC 48 hours advance notice to ouc@underwatercouncil.com of the SOS-Sanctioned dive. Information about when, where and what, has to be provided but a list of participants is not required.

All SOS members involved in the SOS-Sanctioned dive must be “OUC Club Members” in good standing (whether members of SOS or another OUC-member Club doesn’t matter).

Any non-OUC-Club-Member “Guests” of SOS participating in an SOS-Sanctioned dive, must adhere to the conditions of OUC’s “Guest Diver Program” which may be found at:

http://www.underwatercouncil.com/guest_diver_program_button.html.

Essentially what happens is that these people pay the OUC Member Club Membership fee of \$19.35 and are then thoroughly checked out by the SOS Dive Master to ensure that they are OK to make the SOS-Sanctioned dive. They must follow the same rules as everybody else.

A certified Dive Master must be in charge of all in-water diving activities

Safety Divers must be ready to respond at all times while there are divers in the water

Oxygen and First Aid must be present and set up and ready-to-use at all times that divers are in the water.

All dives must be no-decompression dives.

All divers must adhere to the Buddy System, and no divers are to dive alone.

Records must be taken for all dives and must be archived for 7 years

For more information on OUC's Liability Insurance Policy for Scuba Clubs and a comprehensive listing of FAQs and answers, please see: http://www.underwatercouncil.com/Liability_Insurance.htm

Note that the insurance does cover claims between participants.

If you require Liability Insurance for a non-diving SOS event (Scuba World Show, Scuba in the Park, etc.) contact me at insurance@SaveOntarioShipwrecks.on.ca at least two weeks in advance of the event in order to request a coverage check and to get a quote. Note it has been confirmed that "OUC Club Members of SOS" are covered when looking after a display at the Outdoor Show and Shipwrecks. Please note this article is intended only to make members aware of the coverage available and is not a statement of the details of the coverage. For that, members must go to the OUC website. If you need clarification of any of the above or further information about the insurance, please contact me at insurance@SaveOntarioShipwrecks.on.ca and I will forward the request to OUC . This way we can be aware of members concerns.

OUC Detailed Coverage Overview for 2007

OUC Member Clubs and OUC Club Members are covered under the policy, for the following:

World Wide Coverage for - OUC Member Clubs and OUC Club Members who participate in OUC sanctioned Diving Activities ONLY.

World Wide Coverage for - OUC Club Members domiciled (living) outside of Canada who participate in OUC Sanctioned Diving Activities ONLY.

OUC Member Clubs & OUC Club Members who participate in OUC Sanctioned Non-Diving Activities as listed below:

- Scuba Open Houses
- Scuba Mall Displays
- Scuba Information Booths
- Scuba Conferences
- Scuba Air Filling Operations
- Scuba Shows (Hosting one or having a Display or Booth at one)
- Scuba Movie Nights
- Scuba Fairs
- Scuba Community Clean-ups
- Scuba Annual Award Night Dinner & Dance
- Scuba Friends & Family Events
- Scuba Symposiums 

Discovery

By Jim Hopkins

The Christmas Tree Ship-The Rouse Simmons

In 1971 Kent Bellrichard who was already noted for several shipwreck discoveries was once again probing the bottom of Lake Michigan with sonar, looking for other lost ships. His next find was one of the most mysterious and sought after wrecks not only in Lake Michigan, but the Great Lakes, the schooner Rouse Simmons, lost in a November gale in 1912. The Rouse Simmons story has all the ingredients of a classic shipwreck yarn, rats supposedly seen scurrying from the ship prior to her last trip, a crew member refusing to sail with the Simmons because he did feel she would complete her journey, a note in a bottle supposedly written by the captain as the schooner foundered and finally some 13 years after the sinking, the wallet of the captain, recovered from the depths in a commercial fishing net.

Although discovered almost 36 years ago, no formal survey of the Simmons had ever been attempted because of the depth of water the wreck is in, 170' and poor visibility. But with advances in technology and the clearing of the water due to Zebra muscles, this past summer Wisconsin State marine archaeologist Keith Merveden and a group of volunteers carried out a 2 week survey of the Simmons, the goals of which were to photo-document the site so that a photo mosaic site plan may be developed, to document the hull construction because the Simmons was somewhat unusual in that her hull had double centreboards and finally, to try and piece together the last moments of the Rouse Simmons story.

By November of 1912, the Rouse Simmons was an old ship. Built in Milwaukee by the Allen & McClelland Shipyard, the Simmons had been launched in 1868 and was in her 44th year of service. Owned by Mannes Bonner and the Beaver Island Lumber Company, the Simmons had been kept seaworthy, but it was questioned just how much so. The Simmons work had become limited to the transportation of lumber from sawmills in the Muskegon, Michigan area to Chicago, but what gave the Rouse Simmons a special place in history was that each November it was chartered by Captain Herman Schuenemann to transport Christmas Trees to Chicago where the Rouse Simmons was known as the Christmas Tree Ship.

Born in 1865 Herman Schuenemann grew up on a farm near Lake Michigan and took to sailing at a young age. Although referred to as captain, Schuenemann fancied himself more as a businessman and became part owner of a grocery store in Chicago. At the time, Christmas Trees were typically

sold through grocery stores after they were delivered to Chicago and here Schuenemann saw a business opportunity. He would harvest trees and sell direct to the public, so he founded the Northern Michigan Evergreen Nursery. Here he would cut his trees, load them onto a schooner, typically the Rouse Simmons and sail them to Chicago. Once at the dock, Schuenemann would string Christmas lights through the rigging and hang a banner reading "The Christmas Tree Schooner"

The fall of 1912 had brought early and heavy snows, so much in fact that many of the Christmas tree farms in the area had been unable to harvest trees. Such was not the case for Hermann Schuenemann; he had his trees harvested and ready for shipment at his dock in Thompson Harbour, near Manistique, Michigan. As the Rouse Simmons was being loaded, knowing there would be a shortage of trees and thus a high demand for his cargo, Schuenemann elected to load a deck cargo as well, despite deteriorating weather conditions. In all, some 5,000 trees were loaded on board the old schooner.

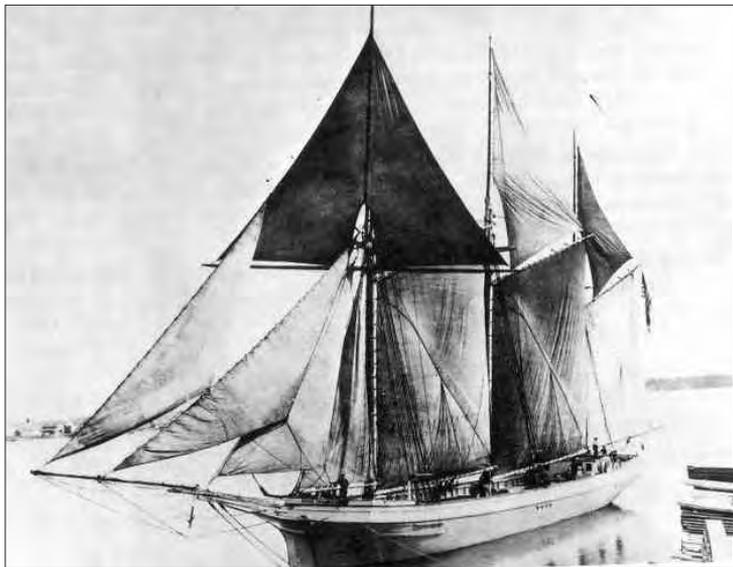
Appreciating the fact that he was more businessman than sailor despite his title of captain, Schuenemann deferred to 68 year old Captain Charles Nelson who was in command of the Simmons. At noon on the 25th of November the Simmons and her crew of 17 sailed into a gale that had many ships running for shelter. Some 24 hours later during a lull in the blowing snow, men of the life saving station at Sturgeon Bay Wisconsin saw the Simmons low in the water, caked in ice, apparently out of control, flying distress signals being blown along by the gale.

Realizing it would be impossible to reach the Simmons, the Sturgeon Bay station contacted the Kewaunee life station some 25 miles to the south with news of the Simmons condition. The Kewaunee crew immediately rowed into the lake in an attempt to intercept the foundering schooner. After 2 hours of fighting the storm the rescue crew spotted the Simmons between snow squalls. When the Simmons vanished along with her crew into the next squall, it would be the last time the Christmas Tree Ship would be seen until Kent Bellrichard swam on her deck 59 years later. Evidence of the lost ship turned up regularly for many years in the form of Christmas Trees in fisherman's nets. Then in 1924 Herman Schuenemann wallet, wrapped in oilskin was also found in a fisherman's net.

Full details of the survey will be presented this spring when the report is completed. Merveden states that already new information has been obtained about the loss. Though the ship was being driven south by the storm, the hull lies on a northwest heading. It is apparent the hull hit bottom with some momentum, indicated by a large impact crater at the bow. Perhaps the Simmons was not out of control but had changed course in an attempt to reach shore. This evidence is complicated by the fact that in 1999, a ships

wheel (recovered of course in a fishing net) was found a mile from the wreck site and has been identified as the Simmons wheel. Evidence also suggests the crew made an unsuccessful attempt to drop anchor.

Her cargo hold full of rotted trees, the Rouse Simmons will forever be the Christmas Tree Ship. Events such as Rouse Simmons Day in Two Rivers and the Christmas Tree Ship Celebration at the Wisconsin Maritime Museum will ensure that the memory of the schooner, Captain Schuenemann and his crew will always sail on. 🚢



The Schooner Rouse Simmons

GPS Technologies

By Brian Prince

GPS Purchasing & Installation

Welcome back to the last of a three part series on GPS. Last issue we talked about various GPS technologies and the accuracies. In part 3 of 3, I will talk about purchasing and installation considerations, as well as provide a few good ideas at the end.

As you may recall, there are units with WAAS (Wide Area Augmentation System) and units without on the market today. The least expensive units are without WAAS and should be seriously avoided unless you are sure that the unit will be lost or damaged. While non-WAAS units will give you positional information of <15m (<50ft) 95% of the time as long as SA (Selective Availability) stays off, you really should consider a WAAS unit capable of <3m (<10ft) in most places over North & South America other than near the poles. Consider the unit's capabilities compared to others and what features you really need versus want. They all do the basics of telling you where you are, but consider: number of concurrent parallel channels; how easy can waypoints be entered; can all your waypoints and routes be backed up (off the unit) and replaced at a later time; can the chart be made big enough on the screen to read finer details like names of islands etc.; does it show sunrise and sunset; phases of the moon; split screen for multiple functions; does it have a Man-Overboard button; does it accommodate various datums like WGS84, NAD27, NAD83; can you use a cursor to measure distance; can it be connected to an autopilot; can it be connected to a Digital Selective Calling VHF radio; can you choose the orientation of the display; can you add or hide grid lines; show or hide names, contours, other items like roads etc.; automatically zoom in as you approach a destination or waypoint; does it have night viewing mode; display UTM format; display current time; have alarms for arrival, cross track error, anchor, count down and alarm clock. Not all of these will be important to everyone, so choose the ones you need for starters. I did not have room to list them all, just some of the common ones.

Next to consider is the type of unit. Do you want a GPS that only displays coordinates and a track, or do you need a GPS chartplotter that shows you where you are on a chart? Most units of middle (\$250) to top price range (\$6000) have charting ability and higher end units have multi-function ability like depth sounding, radar and even video display. Some charts you download off your PC from a CD, others you buy a special chart

memory module (chip) that plugs into the unit. Either way, you will likely have to consider the cost of the charts, keeping them reasonably current and being able to ensure you have the full set you need handy. Newer chart chips these days can hold a lot of information. To give you an example: my current chart chip holds from the Atlantic Ocean all of the St. Lawrence River to the Eastern end of Lake Ontario (including Point Traverse), all of the Rideau River and Ottawa Rivers. Five years ago, part of this took 3 different chips; now more is in one chip and at considerable savings. So much so, it made more sense to get one new chip than it was to send the other 3 back for an update.

Units come in various screen sizes, mostly colour these days. Consider buying the largest size display you can afford that will fit in the location you want to mount it. If it is only to be handheld, then consider the size and weight for carrying or back-packing. If being mounted on a dash using a bracket, avoid creating a blind spot in your field of view for safety sake. Mounting in-dash or overhead may work on larger boats. Used units may be a good deal, but be careful of older colour units as they likely do not work well in bright light conditions.

Laptops or Tablet PCs that have a GPS antenna connected and navigation software installed work great in the wheel house or navigation station below deck, out of the bright sunlight and water spray on a displacement hulled vessel. But certainly the laptop or tablet PC solution will not withstand the challenge of speed and the pounding of a planing hull or the water spray on windy days. Most boat mountable units these days are waterproof, shock-proof and sunlight viewable and have secure mounts unlike laptops or tablet PCs. On more expensive units, systems can be networked thus having multiple displays at various stations such as the fly bridge, pilot house and/or the navigation station.

The position of the GPS antenna is the most important. If the antenna is built in to the unit, it needs a clear view of the sky. Glass is not usually a problem, canvas works ok, but a metal or fibreglass roof will obstruct the weak satellite signal. Ideally the antenna should be placed as low as possible where a clear 360 degree view of the sky exists. On power boats, this could be on a radar arch, on a forward rail or on the roof of the pilot house. On sail boats, do not put the antenna on the top of the mast; place it on a stern railing or well out of the way of rigging where it will not be in the way, yet still have a clear view of the sky.

Power for the unit must be supplied by the vessel or batteries. Larger units can take from 10 to 36 volts typically as some larger boats use a 32 volt system. Most will use 12 volts. You need to ensure that connections are made directly and securely to a supply buss-bar or fuse block and that an appropriate inline fuse is installed. On older boats, corrosion of fuse holders

can cause the system to fail, so replace these. Wiring on boats should be stranded tinned copper wire (the conductor is silver in colour), not automotive copper or house wire. If your unit uses internal batteries, always have fresh spares nearby so that you do not end up lost or you founder for the sake of a battery. Typically, small handhelds use AA batteries. These can be rechargeable or alkaline, but have adequate spares handy.

Play with the unit's simulator so that you are familiar with the functions before heading out. Do not try and fumble with a GPS while driving a car. Sit in the passenger seat and let someone else drive. On the water, you can always stop out of the main channel and make route and waypoint changes, just as you can with a vehicle navigation system. While underway, have the highway screen and route displayed before starting out, then navigate using your GPS as a guide to your better judgement. Do not allow the GPS to totally replace your judgement of what's right.

Case in point -one day I was out on the water following a route early in the season. Low and behold, the display on the GPS said I was on the wrong side of the buoy when in fact I was on the correct side. Had I trusted the screen, I would have changed course and then been at risk of running aground on the other side of the channel. This has only happened once in 6 years to me personally, but it can happen. GPS anomalies can happen if there is an error with the differential signal used to improve accuracy. Later the same day, all was working correctly. And lucky for me I was in a marked channel not hazardous unmarked waters.

Another good thing to do on the water is to mark all uncharted locally maintained shoal markers on your GPS unit using a skull and cross-bone icon. If you are out in early spring or late fall often these have been removed or not yet deployed for the season. They have been known to come off their moorings occasionally during a season, so taking the time to mark them may save a life and/or great expense. A GPS with charts does not negate the requirement for proper charts on board your vessel as per regulations. Electronic devices can fail, so good old seamanship may be required to get you there safe. If you have not taken the Canadian Power and Sail Squadrons Boating course (13 weeks, 1 night a week), you should seriously consider it followed by the GPS course (6 weeks, 1 night a week) by contacting your local squadron through www.cps-ecp.ca. I hope this series of articles has been interesting and helpful. Although a little technical at times, understanding how it works will make the comprehension of the multitude of functions a but easier to fathom. One last word of wisdom... Do not feel you are safe to depart in heavy weather because you have a GPS - stay ashore. But using a GPS well, if you get caught out in bad weather, may save your life. Enjoy navigating, may you find everything you seek and return safely. 🏠

SOS Ottawa

By Marg Barker

2006 Year End Report

This was a quiet year for SOS Ottawa activities. Busy work schedules and family commitments were necessarily put before our marine heritage activities. I suspect that this is not uncommon in volunteer organizations and it has given us an opportunity to sit back and rest up for a booming year in 2007.

Our first task for 2006 was to deploy the buoys on the sites we are responsible for including *The Rothesay*, *The Conestoga*, *Red Pine Bay Wreck*, *Belly Dumper*, *Mille Roche Power House*, *Hoople Creek Bridge* and *The Eastcliffe Hall*. This task could not be completed without the assistance of some dedicated volunteers and once again we got them all placed in good time. We also reported the deployment of the buoys to the CCG as required.

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

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

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

Again in 2006 we were lucky to be able to offer a NASI course under the direction of Erika Lannela, Marine Archaeologist for the Province of Ontario. We had an excellent turn out. This year we did things a little differently by renting a classroom and pool together. It made a huge difference in that the participants did not have to travel between sites and could spend more time concentrating on diagrams, field notes and the other requirements of the course. As usual, the enthusiasm of the students for the course was exceptional and everyone had a great weekend.

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

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

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

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

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