

SAVE  
SOS ONTARIO  
SHIPWRECKS

2013

SOS Handbook, Job Descriptions, By-Laws,  
Resolutions Policies



Preserve  
Ontario's Marine Heritage





# SOS Handbook, Job Desc, By-Laws, Resolutions and Policies

2013



The *Burt Barnes* (cover image – Kincardine Ont. in 1906) was built in 1882, USA official # 3193, and was 96' x 25' x 7', 134 gross tons, 127 net tons. This was typical of the thousands of 2, 3 and 4-masted schooners that plied the Great Lakes in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. They were the bulk carriers of the day, delivering cargoes to support a growing economy. Their remains tell us much of the people who relied on and sailed them.

The 3-masted schooner was built by Green S. Rand at Manitowoc Wisconsin, built for John Waite Barnes (1840-1902) and named after his first son and second child *Burt Barnes* (1872-1947) who grew up to become a famous artist. In 1896 she was sold to Oliver Oberg also of Manitowoc. In 1899 she was sold to E.T. Torrison also of Manitowoc, then to Canadian interests in May 1904, official # C150489, to the Graham Brothers of Kincardine. They used her to carry lumber from the Bruce Peninsula and Manitoulin areas to ports along the St. Clair and Detroit Rivers. In the 1920's she was dismasted and made it to Kincardine Ont. for repairs. She was later sold to James Swift of the Swift Coal Company of Kingston on Lake Ontario in 1924 and used in the coal trade. She was one of the last of her kind to sail the Great Lakes. Other schooners of stately comparison are the City of Sheboygan, George A. Marsh, William Jamieson, Lyman M. Davis, Aloha, Annie Falconer, and City of St. Louis. Ships grew old from relentless pounding, were weakened, overstressed, over loaded and in poor repair - thus these ships became floating deathtraps. Ships of this era died a hard and bitter death many times taking with them the crew and sometimes family who were aboard - usually too poor to suffer a kinder fate.

The *Burt Barnes* sank in a storm on September 2, 1926, 10-12 miles SE of Picton near the Duck Islands of Lake Ontario. She was bound from Big Sodus NY to Picton Ont. over loaded with coal. With a sudden change in winds, her foremast came crashing down as she began a tack to a new course, then the main mast crashed to the deck and took out the mizzen which landed on the yawl boat. The crew pumped water all day, but abandoned her at 4pm in a quickly patched up yawl boat and came to shore at Braddock's Point (12 miles West of Rochester NY) 12 hours later. She was under the command of Captain Patrick McManus.

In the early years of Save Ontario Shipwrecks, the *Burt Barnes* was selected to be the flagship of SOS. A photo of the *Burt Barnes* was given to founder Rick Jackson as a wedding present. It is now recognized everywhere as an official logo and is symbolic of SOS. It serves to remind everyone of the preservation ethic.

Just as the friend is there watching the schooner *Burt Barnes*, so too are we a friend to stand watch for our marine heritage resource. We teach by example that: "*we take nothing but pictures, leave nothing but bubbles, to give our past a future*". We believe in leading by example and practicing *Low Impact Diving*. We Dive To Preserve.



Compiled by: Brian Prince with data from Lorne Joyce, Jim Hopkins, David Swayze - Ships and Shipwrecks of Manitowoc, HCGL BGSU, Manitowoc Historical Society, Ancestry of Burt Barnes a Genealogical Record, Great Lakes Ships We Remember, SOS Newsletter 1983. Updated text to include selection of photo as flagship - March 2008.

