

2 **Back to the Iroquois** you can't leave these wrecks alone for a minute without someone getting greedy

3 **NAS course** you've had lots of notice so sign up now for the UASBC's introductory u/w archaeology course

4 **Raising the Bayard** no, it's not archaeology, but we have to help other heritage groups when we can

6 **A different NAS course** this one is the advanced level, with brand new lectures and open water diving

FOGHORN

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**Believe It
Or Not, It's
A Shipwreck
See p. 4**

Tagging What's Left of The Iroquois

by Peter Ross

I still find it surprising, in these days of increased awareness of our underwater heritage, how many SCUBA divers still seem to rely on wreck stripping to prove...what? Well, I'm not really sure what, but in an effort to appeal to the consciences of unscrupulous divers, we embarked on an artefact tagging expedition during our most recent expedition to the *Iroquois* on 25 November 2000. The idea was to attach survey markers to collectible size artefacts. We know this will increase our inventory of wrecksite artefacts, and hope it might discourage wreck strippers once they realize the artefacts are catalogued.

The UASBC last visited the site of the *Iroquois* wreck on 6 November 1999. During that dive, we noticed what appeared to be fewer artefacts on the wreck than memory recalled. The probability was high that some divers may have been helping themselves to souvenirs in spite of British Columbia's legislation designed to protect shipwrecks and other heritage sites.

Background

The 195 gross ton *Iroquois* was the life-line for most Gulf Island residents in the early 1900s. She carried mail, passengers, and freight around the islands and the Georgia Strait for nine years.

Her daily routes were predictable and coincided with train schedules between Sidney and Victoria.

Fifteen minutes after leaving the Sidney dock on 10 April 1911, the *Iroquois* capsized through a combination of strong winds, poor stowage, and even worse seamanship. Despite the heroic efforts of rescue craft, twenty-two passengers and crew perished in the frigid waters.

Discovery

The UASBC were the first to dive on the *Iroquois* in 1977. They hoped to undertake the first archaeologically correct survey and excavation of a historically important underwater site in BC. Unfortunately, local SCUBA divers beat them to it and stripped the wreck of all the shiny bits, including the propeller and personal belongings of the deceased.

I can't quite get over the prevailing sense of spookiness I felt on this wreck. There seemed something indescribably sad about the well-loved *Iroquois* – the largest sonar blip on that barren, featureless sand and gravel bottom – picked over like a carcass left in the desert.

I couldn't help imagining the tingle of excitement and the felling of discovery UASBC member Jeff Yallop must have felt

when he located the wreck twenty-three years ago. What he saw must have been a far cry from what I was able to observe.

The two largest remaining pieces of equipment, the Scotch Marine boiler and compound steam engine, vie for the high point on the site although neither are more than four meters off the seabed. The propeller shaft lies in position behind the engine and is neatly severed at the point where one would expect to find a propeller. The propeller is rusting away on display in a public park in Sidney. The city fathers deemed it required no conservation treatment whatsoever.

Just peeping above the seabed and marking the perimeter of the vessel itself are the remains of the hull, rotted down to the turn of the bilge. I didn't get to see much else though as my artefact tagging task took up most of my bottom time. At 106' there wasn't a lot of time for sightseeing.

I hope our efforts will pan out. And if any wreck strippers are reading this, please try to consider the rest of the diving community before you pilfer any more of our historic shipwrecks. Unless GPS satellites start falling out of the sky, the shipwrecks in BC are a non-renewable resource and should be treated in accordance with British Columbia's Heritage Conservation Act. ☾



Sidney school outing aboard SS Iroquois

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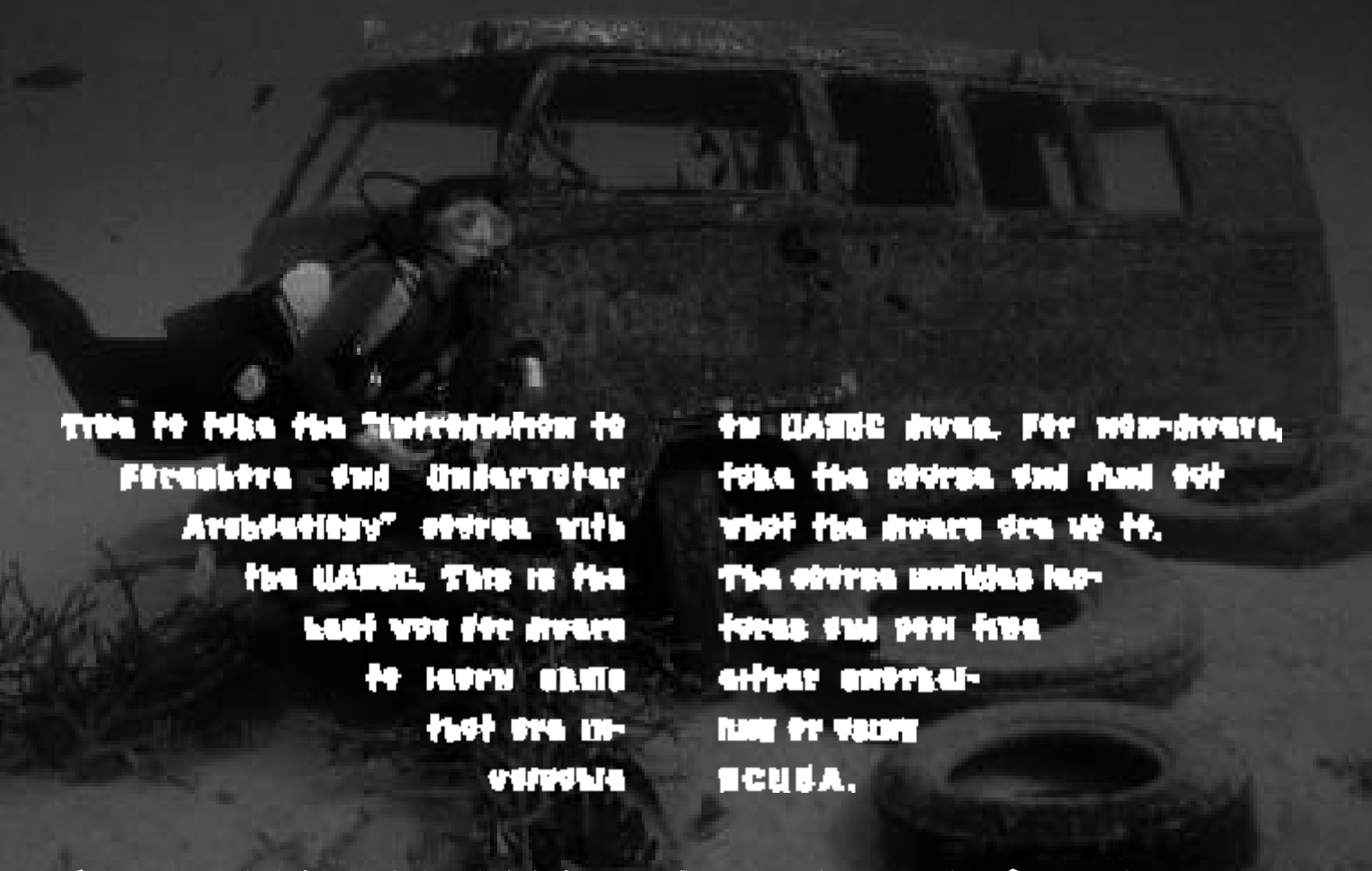
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Raising The Bayard

by Peter Ross

Some things, and some people, just don't like snow. That could be one way to explain the sinking of the *Thomas F. Bayard* in December. The last time it sank, in 1996, was because the excess weight from a snowfall forced a hole in her hull below the waterline. Or maybe floating timbers in the water near her moorage caved in her hull. Our recent snowfall notwithstanding, one fact was indisputable: the historic schooner was underwater.

December 17 saw UASBC Executive Director David Stone and I at the *Bayard's* wrecksite in Vancouver's False Creek to try and solve the mystery. We were all over that hull, investigating by feel because of the blackout conditions in the murky water. I had my 400-watt light right against the hull and still couldn't see the planking.

The verdict? I don't know. No really, there wasn't any apparent damage to the vessel. So why did it sink? More importantly, with no big holes to patch, what would we have to do in order to raise the *Bayard*?

History

At 120 years old, the *Thomas F. Bayard* is one of the ten oldest tall ships floating in the world (well...). She served over a century on the BC coast where she is the last remaining 19th Century sailing ship.

Built in 1880 in Brooklyn, New York, and named after a prominent politician of the



Volunteer custodian Barry White (no relation) Photo: D. Ford

time, the eighty-six foot long vessel *Thomas F. Bayard* began her career as a pilot schooner. The advent of steam power put an end to that in 1896.

Enterprising businessmen brought her around Cape Horn as a provisioning vessel serving the Klondike Gold Rush in 1898. She was later sold to Victoria interests who put her to work for five seasons in the pelagic seal hunt.

1911 saw the legislated end of the pelagic seal trade and the *Thomas F. Bayard* began a fifty-year stint as *Sandheads 16*, a lightship stationed at the mouth of the Fraser River. By the time the Vancouver Maritime Museum acquired the vessel in 1978, she was being used as a houseboat in North Vancouver.

The "Thomas F. Bayard Restoration Society" is dedicated to restoring the vessel independently from the Museum. Their goal is to load the hull onto a barge moored beside a repair facility open to the public. Once restored, they intend to sail the vessel locally with an education mandate that relates to the natural and human history surrounding Vancouver. But first we had to raise her.

Salvage

I returned to the wrecksite on January 7, this time accompanied by UASBC Education Director Alice Ortmann. Our plan was to wrap the hull timbers, from the sheathing to the gunwales, in poly. We were assured the



UASBC members Peter Ross and David Stone on a slippery slope about to check out the Thomas F. Bayard

Photo: Doug Ford

sheathing afforded a relatively watertight bowl of copper for the hull. All we had to do was make sure the poly formed a barrier above the sheathing so that water wouldn't pour in through the rotten planking while the hull was being pumped out.

Alice spotted some damage to the hull that David and I had missed on our earlier dive. It looked like someone had tried to pry the copper sheathing off the stem post. Speculation was rampant that this damage was the cause of the wreck.

We nailed 1" x 3" strapping over the hole, reattached the copper, and plugged every gap we could find with poly.

Recovery

I went back to the wrecksite that evening at low tide and found about a dozen members of the Restoration Society using a breeches buoy to load pumps onto the deck of the *Bayard*. An unseasonably low tide provided ideal conditions for the task at hand.

Quartz lights eerily illuminated the scene. The ratcheting of the pump and generator engines, the rust coloured columns of water spraying out from either side of the hull, and the chilly temperature made it almost a surreal event.



The plywood roof is used to keep rain water from flooding the hull

Photo: Doug Ford

Around 10:00 PM someone shouted, "She's moving!" Sure enough, the mooring lines were tightening as the *Bayard* floated free of the bottom. Funny thing; when Alice and I were working on it we couldn't help noticing what a beautiful wreck the *Bayard* made. But now, floating on the surface, she looked as bad as I felt on New Year's Day.

The next day Alice and I again suited up to check the sections of hull that were sitting on the bottom. There was no significant damage other than a couple of small rips in

the copper sheathing where the hull struck bottom. I still find it hard to believe that our patching job, now above the waterline, was the reason why the *Bayard* was floating.

Alice thinks it's just a matter of time before the *Bayard* sinks again, but I'm optimistic. We are still in the dark about two things: why did the *Bayard* sink, and even more perplexing, why is it floating now? Maybe we'll never know, but everyone involved in raising the *Bayard* looks forward to seeing her under sail one day. ☾



The Thomas F. Bayard refloated but with the hull obscured by poly

Photo: Doug Ford



February's Vancouver UASBC Meeting

FEBRUARY 28
7:30 PM

VAN. MARITIME MUSEUM
EVERYONE IS WELCOME

The Red Bay Chalupa

Charles Moore tells the fascinating story of the Basques in the New World, focusing on a 430-year-old whaleboat, its excavation, conservation, reassembly, and return for display at the national historic site at Red Bay, Labrador.

*Presented as part of the
UASBC's 2000/2001
Oceans of History
Speaker Series*

Captain Nemo Club

by Jennifer Ingram

The Captain Nemo Club is a donor club comprised of all our cash donors. The categories are assigned dependent upon the amount of the contribution. For the year following that contribution their names are periodically mentioned in the *Foghorn* in recognition of their support above and beyond the volunteer hours contributed.

You too can see your name in print. Contributions over \$10 are eligible for a tax deduction, and tokens of appreciation will be arranged in accordance with the value of the contribution.

20,000 Leaguers – \$100+

Craig Beattie
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10,000 Leaguers – \$51 –\$99 N/A

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5,000 Leaguers – \$10–\$25 Denise Childs Bob Symington Christian Vakenti

AGM 2001

by David Stone

The UASBC Annual General Meeting is scheduled for 7:30 PM, February 28, 2001 at the Vancouver Maritime Museum. Directors will present reports on the past year's activities and finances. Elections to the Board will follow. No special resolutions are planned. After the AGM, we will have a speaker and slideshow as usual.

Elections to the Board of Trustees are for a two-year term. The election is for a seat on the Board rather than for a specific directorship. We negotiate among us who actually does what job, based on people's time availability and interests.

Having said that, among the positions we need to fill this year are the Presidency and the Publications Directorship (*Foghorn* editor). Volunteers please step forward!

Nominations are welcomed in advance or from the floor at the AGM. For more information, contact the Nominations Committee via Mike Paris at 604-731-1251.

THE NAS CERTIFICATE IN FORESHORE AND UNDERWATER ARCHAEOLOGY APRIL 28 – 29, 2001

THE UASBC AND THE UK'S NAUTICAL ARCHAEOLOGY SOCIETY ARE OFFERING THE NAS CERTIFICATE IN FORESHORE AND UNDERWATER ARCHAEOLOGY. THE COURSE OFFERS 2 FULL DAYS OF LECTURES

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DUCTION TO FORESHORE AND NAUTICAL ARCHAEOLOGY COURSE TO BE ENROLLED IN THIS COURSE. \$100 FOR UASBC MEMBERS; \$140 FOR NON-MEMBERS. 604-980-0354 OR UASBC@UASBC.COM.

The UASBC's Spring 2001 Diving Schedule

- Jan. 14 Kootenay Chapter – *Elco II* survey trip. The *Elco II* will be a bit of a challenge given it is upside down, most of it is there, and there is a good 15' of depth differential across its beam. Meet at Robson 10:00 AM. Contact John Pollack 250-359-7341.
- Feb. 4 Lower Mainland Chapter – *SS Beaver* – Sunday dive in Vancouver mapping BC's most historic known shipwreck. Despite current, a good, shallow spot to learn survey skills. One tank. No cost. No participant limit. Call David Stone 604-980-0354.
- Feb. 11 Kootenay Chapter – *Elco II* survey trip. The *Elco II* will be a bit of a challenge given it is upside down, most of it is there, and there is a good 15' of depth differential across its beam. Meet at Robson 10:00 AM. Contact John Pollack @ (250) 359-7341.
- Feb. 17–18 Lower Mainland Chapter – *Aliford* – The primary focus of this dive is to continue the site survey on this small steam tug that was started in 1999. Lost as a result of fire, the remains of the *Aliford* lie in 60 feet of water, 20 meters off a small islet at the entrance to Agnew Passage. On day two we will dive on the wreck of the *Lornet* on Fraser Rock. Come for one day or both days. Boat charter & accomodation for two days \$115. Food and transportaion extra. Contact Jacques Marc 250-474-5797.
- Feb. 23–25 Kootenay Chapter – Boat trip on Kootenay Lake. Meet in Kaslo Friday evening. \$55 includes food. 10 person limit. Contact John Pollack 250-359-7341.
- Mar. 18 Lower Mainland Chapter – *SS Beaver* – Sunday dive in Vancouver mapping BC's most historic known shipwreck. Despite current, a good, shallow spot to learn survey skills. One tank. No cost. No participant limit. Call David Stone 604-980-0354.
- Mar. 24–25 Lower Mainland Chapter – We will visit Powell River to search for the wreck of the *Albion* on Boulder Point and continue the site survey on the steam tug *Shamrock*. Limit 10 divers. Diving \$80 per person. Accommodation and food extra. Contact Jacques Marc 250-474-5797.
- Apr. 7–8 Kootenay Chapter – Upper Columbia Recce to Fairmont. Contact John Pollack 250-359-7341.
- May 12–13 Lower Mainland Chapter – *Salvage Chief* – We will be making a concerted effort to document the wreck site of this steam tug. Lost as a result of grounding in February 7, 1925 the remains of the *Salvage Chief* lie in 30 feet of water off the Merry Island Lighthouse. We will also be conducting a sidescan survey of Welcome Pass in search of the *SS Victoria* and Jervis inlet in search of the *SS Mermaid*. Boat Charter & Accomodation for two days \$115. Food and transportaion extra. Contact Jacques Marc 250-474-5797.



WE WANT YOU!

Join the Underwater Archaeological Society of BC and help uncover the mysteries hidden beneath BC's waters. You don't have to be a diver – having an interest in our diverse maritime history and its preservation is the only requirement.

- Family \$45 Single \$40 Student \$20
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Indicate your skills and interests:

- Communication Events Research
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As a member of the UASBC, I agree to uphold its aims and objectives and to abide by the Heritage Conservation Act of BC, which requires all BC heritage site activities be undertaken by permit.

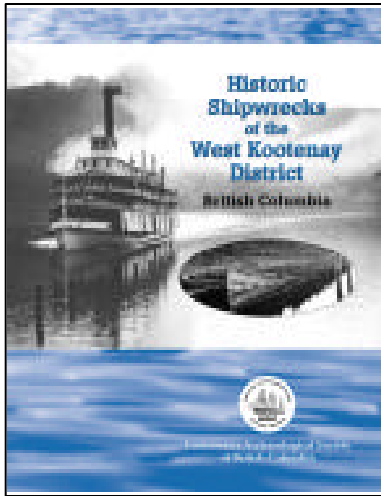
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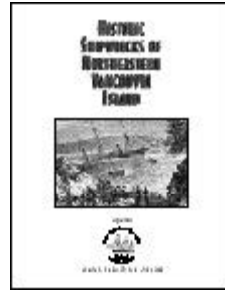
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UASBC PUBLICATIONS AND REPORTS

It's Time To Catch Up On Your Reading



Historic Shipwrecks of the West Kootenay District
 BC's southern interior waters take centre stage with the publication of this long awaited report. It features thirteen historic shipwrecks and three other sites located in British Columbia's inland waterways. 1999, 80 pp. **Item #P390 \$10.00 (non-members \$12.00), + \$3.50 S&H.**



Historic Shipwrecks of Northeastern Vancouver Island
 Text, maps, drawings, and photographs describe fourteen historic shipwreck resources found along Vancouver Island's northeastern coast. 1999, 72 pp. **Item #P380 \$10.00 (non-members \$12.00), + \$3.50 S&H.**



The Graveyard Coast
 Camera operators Randy Haight and Danny Mauro accompanied the UASBC on expeditions during the summer and fall of 1999 and produced this half-hour episode for the Outdoor Life Network's "Undersea Explorer" television program. Visit the wrecks of the *Jeanie*, *Ohio*, *Drumrock*, *Shanrock*, *Point Grey*, and *Del Norte*. 1999, runtime 25 min. **Item #V410 \$10.00 (non-members \$12.00), + \$3.50 S&H.**

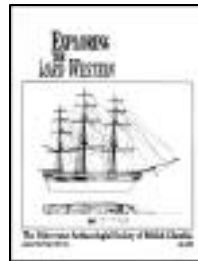
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Exploring The Lord Western
 Excavation and research which resolved the identity of a teak-hulled "mystery wreck." 1989, 43 pp. **Item #P310 \$5.00 (non-members \$6.00), + \$3.50 S&H**



Vancouver's Undersea Heritage
 Surveys and site plans of 20 shipwrecks and cultural sites in Burrard Inlet/Howe Sound. 1994, 69 pp. **Item #P350 \$5.00, (non-members \$6.00), + \$3.50 S&H**



Made For The Ice
 Survey report on the wreck of Roald Amundsen's polar exploration ship *Maud*, in the Canadian Arctic. 1997, 32 pp. **Item #P360 \$10.00 (non-members \$12.00), + \$3.50 S&H**



Shipwrecks of Southern Vancouver Island
 Surveys and site plans of 17 historic shipwrecks in the Victoria area. 1990, 57 pp. **Item #P300 \$5.00 (non-members \$6.00), + \$3.50 S&H**



Sailing Ship Artifacts of the 19th Century
 Illustrated guide to identifying shipwreck artefacts *in situ*. 1993, 94 pp. **Item #P340 \$15.00 (non-members \$20.00), + \$3.50 S&H**



Underwater Heritage of Friendly Cove
 Complete submerged cultural resources survey of historic Friendly Cove. 1997, 40 pp. **Item #P370 \$8.00 (non-members \$10.00), + \$3.50 S&H**