



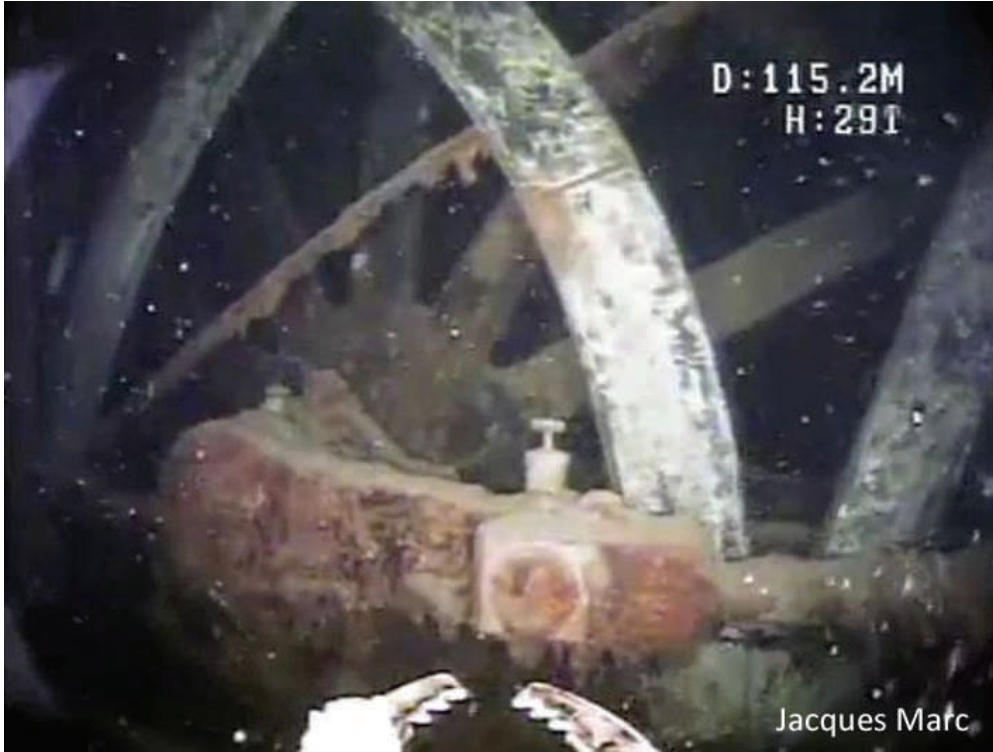
FOGHORN



Underwater Archaeological Society of British Columbia

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Sept-Oct 2011



Visit to the SS City of Ainsworth by, Bill Meekel

It was a cold and wintery day on November 29th, 1898 when the little steamer City of Ainsworth left the wharf at Nelson headed for Bonners Ferry, USA. The fireman and another crew member argued with Captain Lean that the vessel should wait until the weather improved. Lean had his schedule and he was going to stick to it! So, the two men quit and left the vessel at Pilot Bay. Captain Lean hired a local musician to act as fireman and off they went. It was now dark, the storm was getting worse and they were heading right into it! The vessel began taking on water and steam pressure was dropping. Soon the vessel was out of control and a mile from shore. The Captain gave the order to abandon ship. In the process, 6 crew and 3 passengers drowned in the

swamped life boats. However, a total of 22 passengers and crew managed to make it to shore. The vessel was found several days later washed ashore. It sank while being towed for repairs. There were a numbers of searches for the vessel since the loss but it was not until 1990 that a joint effort of UASBC and the Dambusters Scuba Club found the vessel in deep water at the entrance to Crawford Bay. The vessel was designated a Provincial Heritage Site in 1990 after its discovery.

After almost 20 years the UASBC returned to the site in the fall of 2010 to assess the condition of the vessel and the artifacts site. Unfortunately the 1990 coordinates put the vessel on shore, so that the side scan sonar and

ROV did not find the vessel. A bottle count at the artifact site indicated that as many as 25% were missing relative to 1990. The wooden crate holding the bottles is deteriorating and the bottles are spilling out.

It was decided that another expedition would be required to the site. July 8 – 11, 2011 Eric and Bronwen Young, Darren Muntak, Brian Nadwidny and Bill Meekel revisited the site. Prior to the trip, the 1990 vessel location data was reviewed with Jacques Marc and John Pollack (both from the 1990 expedition) and a new set of GPS coordinates were developed. These new coordinates put us near the wreck. The side scan sonar confirmed this. The next step was the deployment of a remotely operated vehicle (ROV) by Darren Muntak, to confirm the side scan target and assessment of the condition of the wreck. We struggled with the variable winds on the lake. This made ROV work next to impossible. We used the 'off' time to do our artifact site work. This was done under a Site Alteration Permit No. 2011 - 0058 from the BC Archaeology Branch. A search down slope managed to find four more bottles. The bottles were re-mapped (Eric & Bronwen), video was taken (Brian) and a temporary fence was erected (Eric & Bill) made from re-bar and plastic snow fence to intercept any more bottles that might roll down slope. The final wreck confirmation came late Sunday afternoon when the ROV landed on the bottom in 116m (380 feet) beside the starboard side of the paddle wheel. About 6 minutes of quality video was collected before the ROV developed a thruster problem.

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Report from the Board of Directors

The summer is often a hectic time for UASBC members and their families. There are summer camps, family vacations, business and work commitments. However, it is critical for UASBC operations to carry on even in this busy time. August 5 saw the gathering of UASBC directors in Ladner, for a face to face board meeting. This only happens once or twice a year as we have directors in Victoria, Nanaimo, Vancouver, Kamloops and Vernon. The goal of the meeting was to do some planning for the fall and into the future. The meeting was very productive and produced several outcomes.

Our mission statement was refined and now reads:

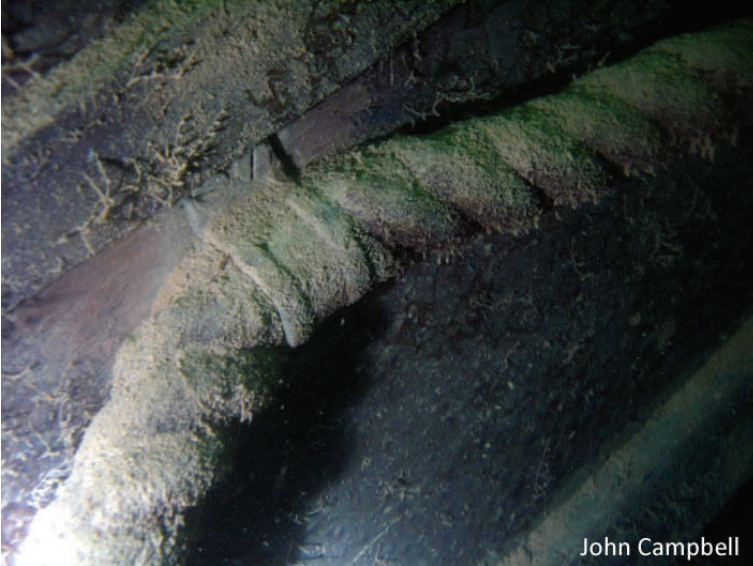
The Underwater Archaeological Society of British Columbia (UASBC) is an organization dedicated to researching, surveying, documenting, and protecting the submerged and foreshore cultural heritage of B.C. The UASBC is committed to this task for the education and benefit of all British Columbians, present and future.

The Board also reviewed and approved a new logo design for the UASBC to bring our graphics into the 21st century. Chris Fenton our communications director worked with a graphic designer to achieve the new look. One of the requirements was that the sailing ship Panther remains core to the logo, so that our brand and heritage were not lost. The new look

achieves that goal and is now prevalent in the Foghorn and on the website.

During the planning session the board confirmed Keith Boson's as Treasurer. However, we are still looking for a Lower Mainland Director. Any volunteers? Last but not least, we spent some time looking at where the UASBC could improve. We concluded that we need more fun events to engage the membership. This may mean more BBQ's, fun dives, special speakers, opportunities for members to use their NAS skills, opportunities for foreshore archaeology and research opportunities. The challenge now is to make it happen!

Bailey Bridge and Boats—Cultus Lake by, John Campbell



Fellow UASBC member Randy Parke and I embarked on a short exploratory dive in Cultus Lake to a site found by one of our close diving friends, Dale Carlisle. The dive is an easy site to access and it is a mystery why no one has come across it until now. There are many legends and myths as to what lays beneath the waters of Cultus Lake. We hope to prove or dispel some of those myths in the coming

months. As most are aware, Cultus Lake was used extensively by the Department of National Defense throughout the 40's, during war time until the 80's, as an army engineer training site.

We plunged into the water not knowing what to expect. Visibility was poor but be-

came better the deeper we went. We came across the trusses that connect the bailey bridges together almost immediately. The Bridge railings sit in approximately 40' of fresh water. They all lay across the lake bed as if they had fallen together. They are all intact and there are no bends or breaks in any of the panels. We quickly took some pictures and moved on to our next target.

Our team arrived at the boats after a short swim. The boat sits in approximately 70'. What we discovered were two small boats connected by a girder section, oriented upside-down on the bottom. Thanks to Dale's research we were already aware that they are collectively known as MKIII bridging equipment. The MKIII WWII era plywood boats and road bed components were transported to bodies of water and connected with others, of the same design, to create medium load bearing bridges. We circled the first boat and took some notes and photos then proceeded to the second boat. We could very clearly make out some distinctive military markings on the sides:

- Boats #203 and #91
- 20/EO 1210 (?)
- Folding Boat Mk3
- 4ESD (4th Engineer Supply Depot)
- Jan 55 (Date of Manufacture)
- RCSME (Royal Canadian School of Military Engineering)

(Continued on page 4)

Captain Nemo Club

The Captain Nemo Club originated as a donor "club" comprised of all our cash donors. The categories are assigned dependent upon the amount of the contribution. For the year following, the contributor's names are periodically mentioned in "Foghorn" in recognition of their support above and beyond the volunteer hours contributed. You too can see your name in print. Just send along a little something extra when you renew your membership for example. All contributions over the membership amount will be eligible for a tax receipt. Tokens of appreciation will be arranged in accordance with the value of the contribution.

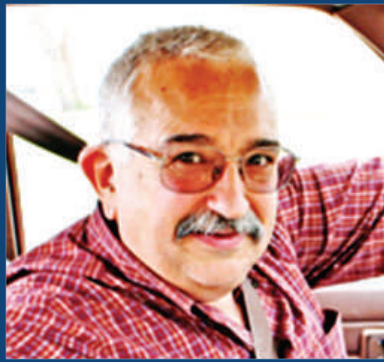
20,000 Leaguers \$100+
Sheldon & Shelly Boyd
Ian Pope & Carole Valkenier
Golder Associates
Mosaic Hydro Services

15,000 Leaguers \$51-99
Murray & Ann Maffey
Mike & Tamala Brissette

10,000 Leaguers \$26-50
Jiri Kotler
Bill Clark

5,000 Leaguers \$10-25
Jiri Kotler
Bill Clark

Brian Apland



It was with great sadness that the UASBC learned of the passing of Brian Apland on July 30, 2011. Brian was the head of the Archaeology Branch during the late 80s and thru the 90s and helped guide the UASBC through many funding and permit applications. He recognized the importance of BC's submerged cultural resources and was instrumental in protecting several wrecks. He even found time in his busy schedule to participate on a few UASBC projects: Restoration Bay 1989; Montague Harbour 1990; and City of Ainsworth in 1990. After retiring from government Brian became involved in archaeology field projects in Nunavut and the Northwest Territories. He was involved in a project at Roche Bay when his health failed. As the song goes the only the good die young. Brian was only 62. Our condolences go out to his family.

Victoria Exploration Speakers Series

Meetings are held on the second Wednesday of each month at 7 PM in the Maritime Museum of BC in Bastion Square, Victoria
(There is no charge for admission)

For Further Information Contact:
John Middleton @ (250) 743-4495
or
Jacques Marc @ (250) 474-5797

- Sept 14** **Titan Inflatables Tour**
Pau Smith, Bus Manager
- Oct 12** **Diving the Sea of Cortez**
Jennifer Ingram, UASBC
- Nov 9** **Raincoast Chronicals 21**
Rick James, Historian
- Dec 14** **Marine Life and Fishes**
Andy Lamb, Author

For more information about the speakers, topics, or UASBC Victoria meeting visit our website:

[UASBC Victoria Speaker Series](#)

UASBC Fall-Explorations

The UASBC has some very exciting exploration dives on the calendar for the fall of 2011. Be sure to join us:

Sept 3
Gull Islands
Contact: Jacques Marc
jmarc@shaw.ca

Sept 25
Lower Mainland Dive
Contact: Keith Bossons
keith@bossons.ca

Sept 9-11
Kootenay Wreck Audit
Contact: Bill Meekel
bmeekel@sha.ca

Oct 9
Southern Vancouver Island Dive
Contact: Jacques Marc
jmarc@shaw.ca

For more detailed, up to date information, please visit our website:
[UASBC Exploration Schedule](#)

UASBC Fall-NAS

Sept 17-18
NAS 1 - Sidney, BC

Oct 7-9
Intro to NAS/NAS 1 - Seattle, WA

Oct 14-16
Intro to NAS/NAS 1 - Vancouver, BC

For more information please contact Jacques Marc at jmarc@shaw.ca or visit our website:

[UASBC NAS Schedule](#)



(Left-to-Right) Bill Meekel, Eric Young, Darren Muntak

SS City of Ainsworth
(continued)

So how is the vessel doing? Fairly well considering what it has been through during the 1898 storm and sitting on the bottom of Kootenay Lake for 113 years. We knew from previous visits that the Saloon Deck (above the

Cultus Lake
(continued)

The condition of the structures is remarkable. There is very little rusting and degradation, possibly due to the low temperatures and lack of oxygen here. It's certainly not what we're used to seeing in the ocean. The boats are covered in canvas and the rope railings are still attached to the sides. The boats also had their metal beams intact, connecting them together. The identification numbers are still visible on all sides of the boats. We hope to use these to find out more about what happened to the boats and bridges, from the Canadian Forces School of Military Engineering in Gagetown, NB. If we are lucky, they may have some more answers for us waiting to be discovered.



Freight Deck) and the Pilot House had collapsed. However, the hull and paddlewheel support timbers are still in good shape. The scroll work on the sides of the paddle wheel cover still looks good. The maple leaf cut into the upper right hand corner of the cover has deteriorated but can still

be recognized. Forward of the paddlewheel is the Freight Deck area. In 1990 this area was still covered by shiplap siding. These boards have now fallen off, probably due to corrosion of the nails. However, we can now see the internal framework and support rods. The vessel is accumulating fishing tackle.

What next? The site needs to be visited again with an ROV to complete the assessment. The loss of the siding will hopefully now make the internal inspection more productive. The artifact site needs to be further stabilized. The SS City of Ainsworth site is a delicate, protected area and an important part of BC maritime history.

My sincere thanks to the crew (Eric, Bronwen, Darren and Brian), the BC Archaeology Branch (Steve Acheson) and the UASBC membership for making this expedition possible.



Join the Next Adventure

To find out more about upcoming UASBC Expeditions, Trips, Courses, and Events visit us online at:

www.UASBC.com

Or join the discussion on:



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