

Black Clouds with A Silver Lining

By: Jacques Marc

Monday November 15th saw British Columbia experience an atmospheric river of rain never seen previously in the history of the province. The heavy rain took out roads and bridges and led to flooding in many areas of the province. The UASBC was supposed to dive the Mackenzie and Trebla wrecks on November 20th. As that date approached, I became concerned about the underwater visibility. The satellite maps were showing plumes of mud flowing from the Fraser River, Cowichan River, Chemainus River and Goldstream making for very dirty water in the Gulf Islands.



Satellite Image of Southern Vancouver Island

Image Courtesy of NASA.

Black Clouds with A Silver Lining *(continued)*

On Thursday the underwater viz reports did not inspire much confidence: Nanoose 3', Royston 2' and Tod Inlet 0'. After much hand wringing, I sent the divers a note, saying that we would not be diving the Trebla and Mackenzie but would be diving the Barnard Castle and 21st of May. Everyone agreed the change of destination was probably for the best. We met at Pedder Bay Marina at 08:00 AM and loaded our gear into Daniel Bouchard's 24' RIHB.

It was a short 10-minute run out to the 21st of May which lies at the entrance to Pedder Bay. The 21st of May was a 160-foot Chilean ship that wrecked off Rocky Point December 10, 1881. The goal of our dive was to try relocating some of the artifacts identified on our 1990 survey. Ewan Anderson and Lee Critchley were first in and made sure our marker float was on the pump tube. Jacques, Paul, Leila, Jiri and George followed. After 45 minutes we had relocated the anchor chain, sump pump, numerous brass pins, a rigging block, and several pieces of buried hull.

When I entered the water, I had several compass bearings recorded to several objects from the pump tube. After swimming several transects, I couldn't seem to find any of the artifacts which was very frustrating. I learned late in the dive that all my bearings were 180 degrees off - I had been swimming reciprocal bearings *away* from the objects, not towards them. *Argh!!!*



Barnard Castle Dive Team off Pilot Bay

photo by Daniel Bouchard.

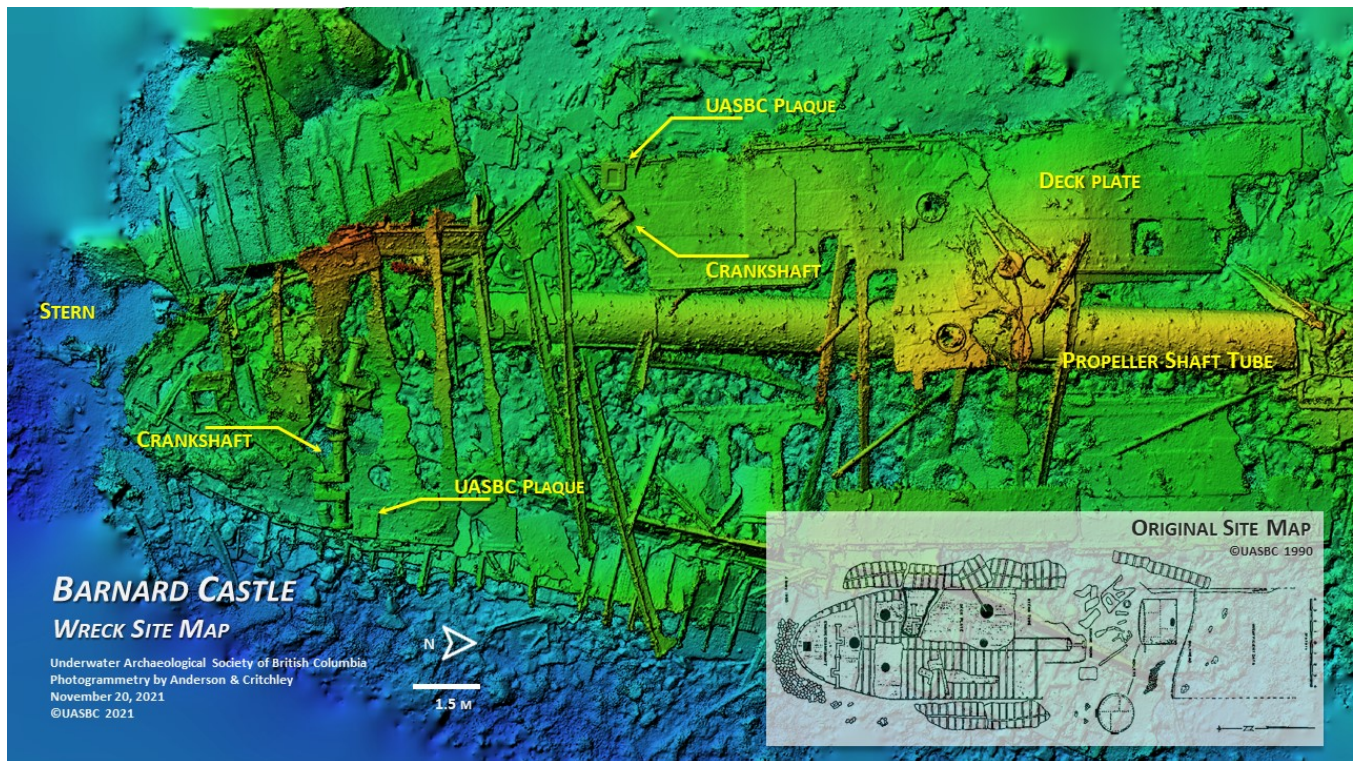
Having completed our 21st of May dive we motored over to Pilot Bay to dive the Barnard Castle. The goal here was to give Ewan and Lee a 30-minute head start so they could begin photogrammetry on the wreck. After 30 minutes we joined them on the bottom. The underwater viz was marginal at 10-15 feet. We stayed away from the centre of the wreck as we didn't want to disturb the photogrammetry work.

Black Clouds with A Silver Lining *(continued)*

George said that at one point in the dive he looked up and could see what looked like a UFO above him. Turns out it was Lee lighting the wreck with a rack of very bright lights while Ewan was firing off photos as fast as his camera shutter would open and close. In total Ewan took 2,656 photos over a 2-hour period.

After everyone was back aboard the boat, we did a quick tour of Swordfish Island and Race Rocks, checked out a couple of Grey Whales and some Sea Lions and returned to Pedder Bay. A few of us dropped into the Pedder Bay Marina lounge area for a Shipwreck Pale Ale to round out the day.

At 08:00 that evening Ewan began sending preliminary photogrammetry teasers which looked promising. On Sunday evening we received a new colour themed map of the Barnard Castle. The map is incredible in its relief and detail, and I would venture that it is Ewan's best work yet. Thanks to Ewan and Lee for their perseverance under trying conditions.

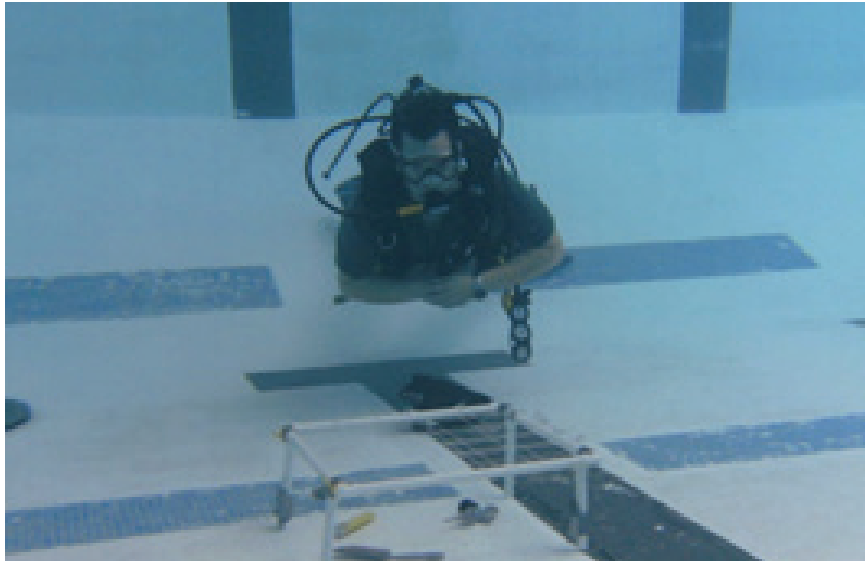


New Barnard Castle Map Produced Through Photogrammetry.

Image Courtesy of Ewan Anderson

A New Direction Underwater Archaeology for Divers Training Course

By: Jacques Marc



Diver hovers over drawing frame.

Photo by Rob Field

In March of 2021 the UASBC board approved a motion to develop its own underwater archaeology training program. The UASBC has been teaching Britain's Nautical Archeology Society (NAS) program since 1995 with great success. However, in recent years NAS has moved to e-learning and most of the new material has been developed for a British audience. For international partners NAS still references the NAS Intro to NAS IV schema. The issue with the course that we have been teaching is that there have been no upgrades to the program in about 15 years. Rather than trying to rebuild NAS, we have chosen to develop our own course. Since March, I have written eight modules for our new course. Bill Meekel and John Middleton provided feedback on the early material, and I would like to thank them for their input. Ewan Anderson took the diamond in the rough, as he calls it, and polished it so that we now have a made in BC course which we are calling *Underwater Archaeology for Divers* (UAD). We have made divers the focus of our course rather than diluting it with foreshore and nautical archaeology which are alternate areas of practice. Once the course was substantially complete, I ran several of the modules by respected archaeologist James Delgado to get his thoughts. His comments were "the course looks good to me, and I think you've covered the subjects well". He also added, "this is a tremendous project and yet another exceptional contribution from you and the UASBC." This gave me confidence that we were going in the right direction.

The objective of the new course is to give sport and technical divers the knowledge, skills, and ability to research, search for and survey shipwrecks and other submerged cultural heritage sites, and document the results.

A New Direction

Underwater Archaeology for Divers Training Course *(continued)*

Underwater Archaeology for Divers (UAD) will be a 16-hour, two-day course, with a 2-hour pool session and an open water survey dive. The course is designed to introduce students to the essential skills required to undertake basic underwater archaeological recording work. The course also covers principles of archaeology, instruction in basic survey techniques, an overview of sites around the Pacific Northwest and the legal aspect of underwater heritage sites. The workshop includes three hands-on sessions where divers practice their skills in the pool and in the ocean and measure and draw artifacts.

As it will be difficult to cover all the material in a single weekend, several modules will be done in advance through e-learning or via Zoom to ensure there is more time for the survey and conservation lectures and the pool session and open water dive.

Course Curriculum:

Module 1: Introduction to Underwater Archaeology.

Module 2: Wreck Site Formation

Module 3 Researching Shipwrecks in the PNW

Module 4: Visual Searches, Remote Sensing & Position Fixing

Module 5: Survey procedures and methodologies.

Module 6: Laws governing wreck protection salvage and underwater archaeology

Module 7: Dive Planning & Safety

Module 8: In Situ Preservation, Recovery and Treatment

Although the course is aimed at divers, it will be open to all interested persons whether a certified diver or not. The UASBC hopes to offer its first UAD course in February 2022. The estimated cost per person will be \$250 (final cost to be determined). If you are interested in this course contact: Jacques Marc at 250-474-5797 or e-mail jmarc@shaw.ca

The South Island Chapter will reconvene its in person meetings at the Maritime Museum of BC on January 19, 2022, at 07:00PM.

South Island Chapter News

The South Island Chapter kicked off in-person meetings on October 20th after a 13 month hiatus. Our guest speaker on this occasion was Tom Bown who is a Research Associate with the RBCM and on the executive of the Archaeological Society of BC. He gave us a presentation on the findings of the Esquimalt Harbour Dredging Project which has been underway at the Esquimalt naval base. Beginning in 2016, the Department of National Defense initiated a plan to remove 150 years of contaminated sediment on the ocean floor of the Esquimalt Harbour. This ongoing dredging project has unveiled hundreds of artifacts, including 19th and early 20th-century naval paraphernalia, amazingly preserved indigenous fishing gear, basketry, and more.



UASBC Members listen to Tom Bowns Esquimalt Harbour talk.

Photo by Anya Baker

The South Island Chapter will reconvene its in person meetings at the Maritime Museum of BC on January 19, 2022, at 07:00PM.

Our speaker at that time will be Michael Lowry, Senior Communications Manager, Canada Marine Response Corporation. Western Canada Marine Response Corporation (WCMRC) is a Transport Canada certified organization that protects the coastal waters of British Columbia from oil spills. WCMRC has successfully responded to oil spills on Canada's West Coast for over 40 years. The organization began operations in 1976 as an industry co-op under the name Burrard Clean and became Canada's first certified response organization under the amended Canada Shipping Act in 1995. Michael will talk about the work they do.

Provincial Zoom Meetings

The next Provincial Zoom meeting will occur on February 9, 2022 at 7:00 PM.



The Empress of Ireland: Canada's Titanic
Speaker: Rob Rondeau, Archaeologist

The Empress of Ireland was built by the Canadian Pacific Railway to compete with the other great ocean liners of her day, like the White Star Line's Titanic or Cunard's Lusitania and Mauretania. But on May 29th, 1914, after departing Quebec City for Europe, she collided with the Norwegian collier Storstad in the Saint Lawrence Seaway north of Rimouski and sank in less than 14 minutes. More than 1,000 people died. In fact, more paying passengers died aboard the Empress of Ireland than did on Titanic! It is Canada's greatest maritime disaster during peacetime.

To join a Zoom Call
please contact Keith Bossons (keithsharon@bossons.ca)
and he will provide you with an invite to join the session.

Please Visit WWW.UASBC.COM Events page for full
Spring Speaker Schedule & to Explorations page for
Spring Explorations Schedule

Thank You - Captain Nemo Club 2021

Captain Nemo Club 2021

The Captain Nemo Club recognizes cash donations received by the UASBC during a year.

The categories are assigned dependent upon the amount of the contribution.

To thank our donors the UASBC publishes their names in the Foghorn annually

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.

All contributions over the membership amount will be eligible for a tax receipt should you want one.

We thank the following contributors who donated during 2021.

40,000 Leaguers	\$500 +	Date
Glen and Marjorie Olds	\$11,992.24	15/10/2021
20,000 Leaguers	\$100-499	
Bruce Watson	\$100	23/03/2021
Murray Maffey	\$100	01/04/2021
Ian & Carole	\$300	21/04/2021
Brian Nadwidny	\$100	15/11/2021
15,000 Leaguers	\$51-99	
Jiri Kotler	\$50	13/09/2021
Dwayne Blaeser	\$50	26/10/2021
10,000 Leaguers	\$26-50	
Bruce Morrison	\$30	27/09/2021

**Please refer to
WWW.UASBC.COM for latest Updates!**

UASBC Presidents' message

December 2021

by: Keith Bossons

Hi Everyone,

Pandemics, heat waves, forest fires and floods, 2021 has been a tough year for everyone in BC. As Covid 19 restrictions have been relaxed we are slowly move back towards our normal activities.

In spite of the challenges of the past 18 months the UASBC has made good progress on a number of initiatives. Earlier in the year the board made a decision to develop a new underwater archaeology course to replace the current NAS course that we have been teaching for a number of years. Jacques Marc took the lead developing the new course with support from Ewan Anderson and others. This course is specifically developed to be more relevant to our local conditions and we are planning the first offering of this course in February or March 2022. Watch website for details.

The UASBC is in the process or preparing write up for 20 more vessels to add to the Submerged Heritage Resources Map. This project will be completed in February 2022. You can visit the existing site at <https://heritagebc.ca/cultural-maps/>.

A working group has been formed to investigate replacing our current website which is well beyond its best before date. If you have any ideas on the website replacement, please pass on your thoughts to Tom Beasley (tbeasley@telus.net).

We will be continuing the Zoom presentations in the new year. The next Zoom meeting will occur on February 9, 2022, and our guest speaker will be Archaeologist Rob Rondeau and he will talk on the loss of the Empress of Ireland: Canada's Titanic.

After a two-year hiatus as a result of the pandemic, we are planning to hold a Shipwrecks conference in the spring of 2022. The details are still being worked out but the plan is the follow the same program agenda that we had developed for the can-celled 2020 event. The conference will be held in Victoria. The keynote speaker will be Marc-Andre Bernier of Parks Canada talking on *Erebus* and *Terror*.

Stay safe and have a happy holiday season

All the best
Keith Bossons
UASBC President

Please refer to
WWW.UASBC.COM for latest Updates!



UASBC Apparel for Gifts



UASBC Ball Cap – Blue or Green \$19.99

Low profile ball-cap. Navy blue or green in colour with white UASBC logo on front and embroidered



"Archeological Society of British Columbia" lettering on the back. One size fits all.



UASBC Vest-Navy Blue - \$18.00

Only available in small.



UASBC Toque – Blue \$17.99

Navy blue in colour with white UASBC logo on at front. One size fits all.



UASBC T-Shirt \$19.99

Navy blue in colour with white UASBC logo on left side of chest. Sizes available: XL, L, M & S.



Publications – Prices Vary

To order apparel visit the UASBC shop <https://www.uasbc.com/catalog/apparel>
or contact Bronwen Young bronny05@telus.net

UASBC REVISTS THE WRECKS OF SAN PEDRO AND S.F. TOLMIE

By: Jiri Kotler

On 17 October 2021 UASBC revisited the two shipwrecks in the Victoria area. The purpose was to add to information gathered on previous visits, including the one on 24 April 2021. The (low) slack tide at Brothie Ledge, location of remains of San Pedro and the first dive, was predicted at 0900 (based on Race Passage). This time the team consisted of Jacques Marc (non-diving expedition leader), George Silvestrini, Paul Spencer, Gabriel Hill, Jiri Kotler and two new additions to the 'hard core' exploration group – Kristin Piche and Leila Bautista. By 0745 everybody arrived at the West Bay Marina in Esquimalt and started to load the gear into the now familiar Eco-Tour 24-foot hard bottom inflatable boat. Skipper Daniel Bouchard ensured that the gear was secure and then gave a safety briefing.



Dive Team (L to R) Kristin, George, Jiri, Gabriel, Leila & Paul

Photo by: Jacques Marc

Under overcast skies and in calm seas the expedition departed for the first dive on the wreck of San Pedro.

San Pedro

On 22 November 1891 the 331-foot long (100.9 meters) steam driven collier struck Brothie Ledge due to confusion on the bridge. After a number of salvage attempts it was finally blown up and its remains slid off the north side the Ledge. By now the wreck was quite familiar to most, except to Kristin and Leila. Jacques, using a previously drawn site map, explained the dive plan. Paul and Gabriel were going to reconfirm positions of various wreck components using a 'fore and aft' baseline, while Jiri and George were going to take detailed measurements of bronze castings (believed to be pistons' connecting rod caps). Leila and Kristin were going to take various pictures of the wreckage. The underwater visibility was relatively

poor (the consensus among the divers was on 7 to 8 meters), and water temperature about 10°C. Even though the group arrived at the site in good time there was already a slight flood current (indicating difficulties in accurate tidal current predictions). The maximum depth was for most was about 13 meters.



Bronze castings on wreck of San Pedro

Photo by: Ewan Anderson

With the mission at San Pedro accomplished, the group moved to Harrison Island for the second dive of the day.

SF Tolmie

The vessel was a 235-foot long (71.6 meters), four-masted barquentine built in Victoria in 1920. It was intended for the cross-Pacific lumber trade. After its 'blue water' career was over it was converted into a herring saltery and still later, into a logging barge. In late 1944, after being improperly moored in Victoria, it was blown by winter gales onto the nearby Harrison Island where it sank in shallow water. What remains of the ship is a series of hull-to-deck steel 'knees' (indicating the general orientation of the wreck), assortment of small steel parts and two hawse pipes at what was the ship's bow. All wooden parts have essentially long disappeared. The aim of the dive was to reconfirm spacing between the 'knees' and to re-locate an auxiliary gas engine (believed to be manufactured by Easthope Company of Vancouver, and possibly used to power a bilge pump). Both objectives were achieved. The position of the engine was marked by a float line and GPS coordinates recorded. The single cylinder engine was heavily encrusted with marine growth and as such could have easily been mistaken for a rock. The visibility at the site was less than at San Pedro.

Still under overcast skies, the team returned safely to Westbay Marina by 1230. The hardest part of the excursion was to 'schlep' the gear back up the dock ramps. A brief re-cap of the day's events took place in the nearby Tim Horton's coffee shop.

Wrecks of Cape Calver: Exploring the Nanette & Barnard Castle

By: Warren Bush

As the sun rose over Metchosin's Pedder Bay Marina on 3 October 2021, four UASBC Divers met with Daniel Bouchard of Esquimalt Eco Tours with the intent of exploring two wreck sites near Race Rocks, off of Cape Calver, at the southern tip of Vancouver Island. The team consisted of Jiri Kotler, George Silvestrini, Paul Spencer and Warren Bush.

An initial assessment of the weather revealed 15 knot winds and three-foot seas near Race Rocks lighthouse and around Constance Bank, which the team decided was sporting indeed. After confirming the plan and loading gear into the RHIB, the team zipped over to Race Rocks. Neptune curbed his temper after the team sought a lee in the shelter of West Race Rocks, and the divers enjoyed fine sightseeing waiting for slack water – the site is known for lively currents. Dozens of sea lions provided entertainment as the current dissipated, and the team entered the water around 09:30. The divers descended into excellent visibility, and were transported back to the night of 22 December, 1860.

Nanette's life was short – originally built as a 118 foot long and 28-foot-wide barque and launched at Quebec City in 1857, the vessel had three masts, two decks, a deckhouse and a square stern. Its maiden voyage went from Quebec City to Glasgow, and the vessel subsequently traveled to Singapore, Scotland, and the East Indies. Nanette's final voyage commenced on 30 June 1860, when it left London for Victoria. After briefly stopping at Liverpool, the new owner, Captain Main, became so stricken by dysentery that almost the entire remainder of the transit was conducted by First Mate McCulloch, who entered the Strait of Juan de Fuca on 22 December 1860. Historians are indebted to Victoria's Daily Colonist, which published his extensive description of the wrecking event. It recounts the crew's difficulties trying to navigate in restricted visibility near Race Rocks, their grounding between that site and West Race Rocks, and their efforts to save the ship. Frustratingly for the crew, Fisgard Light at the mouth of Esquimalt Harbour had recently been constructed and illuminated but was not yet charted, while authorities illuminated Race Rocks light just three days after the Nanette went aground. The navigation aids differed from what McCulloch expected, which proved fatal for Nanette and it a sober reminder about the dangers that mariners faced locally in the nineteenth century. The wreck of the Nanette remained impaled on the rocks it had struck until 26 February 1861, when it slipped off and sank in deeper water. Fast forwarding 161 years, the four-person dive team could see what remained of the original wreck site through the cold and clear water from the RHIB, which floated above the barque's final resting place.



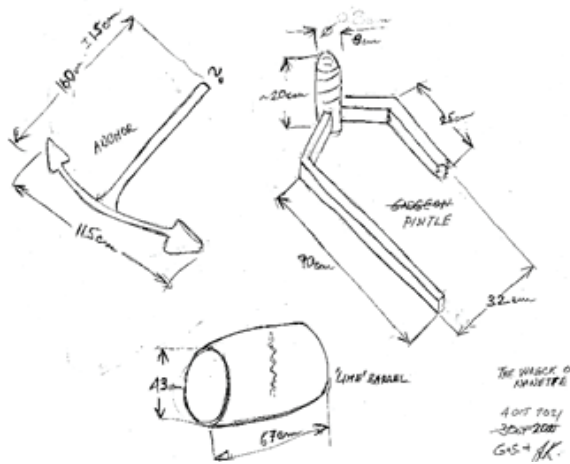
Paul Spencer with a lime barrel .

3.

Photo by: Jacques Marc

Wrecks of Cape Calver:(continued)

After initially acquainting themselves with the site, the team took a variety of measurements, including of smaller assemblages of artifacts like lime barrels and piles of bricks. Excellent visibility made the work very enjoyable, and dozens of sea lions treated the team to impressive displays of undersea acrobatics, although their playful teasing did interrupt a few measurements. The site has not changed significantly since the UASBC's last visit on 15 June 2019, and after about 40 minutes the current increased noticeably, turning diving into more of a 'crawl' from rock to rock. Nevertheless, it's a pretty cool feeling to be flying above the wreckage of a 164 year old Quebec-built barque in crystal clear visibility, surrounded by charging sea lions and abundant marine life. How could it get better than that?



Slate work by Jiri Kotler & George Silvestrini

Back in the RHIB, the team motored around the vicinity of Church Point and Swordfish Island before relocating to Benthick Island's Pilot Bay, which is between George Point and Cudlip Point. On the morning of 21 November 1886, the bay was the site of high drama as the stricken freighter Barnard Castle surged through the icy sea while the captain and crew fought for their lives after striking Rosedale Reef, an outlying reef of Race Rocks. As the wounded vessel rapidly filled with water, Captain Urquhart made the decision to beach the steamer in Pilot Bay.

The Barnard Castle is a UASBC classic: the site has been well-known since the ship sank, and the Society installed interpretative plaques on the wreck in the late 1990s. Originally launched in 1878 at the James Laing Shipyard in Sunderland, England, the Barnard Castle was a 260 foot long and 33-foot-wide iron screw steamer. Its bunkers could hold 2500 tons of coal, and the vessel's operational history is interesting – it operated throughout Europe and the Black Sea and was chartered by the Chilean government to carry munitions in support of a war with Peru in 1879. Barnard Castle arrived in British Columbia in 1881, and frequently sailed between the Dunsmuir colliery at Nanaimo and San Francisco. After striking Rosedale Reef in November of 1886 and being beached in Pilot Bay, the Barnard Castle was heavily salvaged over many years.

Most divers present on 2 October 2021 had made frequent dives on the site and knew it well. The team entered the water and descended into a murky 40 feet, where the Barnard Castle emerged through the silt. Visibility was noticeably worse than the previous dive, although a light surge helped to propel divers around the wreck. The team swam multiple circuits of the wreck and enjoyed exploring the remains of the deck and assorted machinery. They also cleaned off two interpretive plaques, and noted that there had been limited kelp growth since the last society dive on 28 August 2021 to remove it. The Barnard Castle is one of the sites to be recorded in the upcoming Historic Shipwrecks of Southern Vancouver Island report, and is a prime candidate for photogrammetry, which requires as clean a site as possible and one that is devoid of heavy kelp growth. The divers surfaced after forty minutes, and made their way back to the RHIB, arriving back at Pedder Bay shortly after noon.

Two Shipwrecks, a Lighthouse & 4 Whales

By: Jacques Marc

The first UASBC dive of the fall season occurred on August 28th. The goal was to dive the sailing barque Swordfish wrecked on South Bedford Island on November 6, 1877, to re-acquaint our selves with the site. Our second dive was to cut kelp on the Barnard Castle in advance of doing photogrammetry.

The first hurdle was trying to get enough divers to make the trip happen. Many of the regulars either didn't want to cut kelp or had end of summer plans. Fortunately, I was able to convince Paul Spencer, Holger Heitland, Gabe Hill, and Leila Bautista to join the trip. About a week before the trip Leila emailed me to say her parents were in town and asked if they could come join us on the boat. Since the boat was not full, I said we would be happy to welcome Chris and Amy on board.

On the day of the trip both Environment Canada and the Windy.com predicted good weather with light winds. We marshalled at the Pedder Bay Marina at 07:45 and quickly loaded our gear into the Esquimalt Eco Tour RHIB, skippered by Daniel Bouchard and were away from the dock by 08:20.



Swordfish Dive participants at Pedder Bay

Photo by Holger Heitland

We were making good time until we hit fog just off Bentinck Island. Navigating with radar we continued on our way and fortunatley, by the time we got to South Bedford Island the fog had dissipated. There was still a light flood current when we got on site, but by the time we were ready to hit the water slack was well underway.

We entered the water off the southwest corner of the Island as that is where I remembered the iron masts to be. Initially we dropped down to 75 feet. The underwater viz was almost tropical. I could see Leila and Gabe descending in the water column 10 meters away. The water was very blue in colour versus the normal emerald green. Not finding much at 75 feet we started back up slope and encountered several mast pieces criss-crossed on the bottom. I popped up a float to mark the location.



Swordfish Main Mast

Photo by: Jacques Marc



Paul Spencer swimming through Bull Kelp on Swordfish Wreck

Photo by: Leila Bautista

After exploring around the masts, we worked our way in to the shallows looking for the large anchor I knew was on site. We never did find the anchor, but we did find a lot of hull material and Paul Spencer relocated the carronade first discovered in 1990. After 45 minutes of spectacular diving, we reluctantly surfaced.

Once everyone was back on board, Daniel took us over to Swordfish Island where we ate lunch and changed over our tanks. We then motored over to Pilot Bay. Equipped with pruning shears we dropped in on the Barnard Castle. We clipped kelp in the stern area to prepare the wreck for photogrammetry. When we were done both Paul and I were amazed at what we could see. I even found a large winch that I didn't know existed. We planned to return later in the Fall to carry out the photogrammetry. Hopefully the kelp doesn't grow back in the meantime.

After our dive on the Barnard Castle, we motored out to Race Rocks to show Leila's parents the lighthouse and Sea Lions. Daniel then got a call on the VHF radio that we had to move as some Killer whales were coming through. We shut off the engine and waited. Three Killer whales swam by the boat about 25 meters away.

Once they were clear we restarted the engine and went through Race Passage. As we were exiting toward Victoria Daniel got another radio call. There was a Humpback near Rosedale Rock. Out to Rosedale Rock we went. Just east of the Rosedale buoy the humpback surfaced. It showed its flukes about 3 times before disappearing. Everybody was ecstatic! Back at the dock we said goodbye to Daniel and packed our gear. Leila and her parents had to leave.

The rest of the crew bought a Shipwreck IPA at the Marina Store and settled back on the outside patio to discuss the day. Great weather, two excellent dives, a light house, 3 killer whales and a humpback, not a bad day at all.

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