

**A REPORT ON THE REMEDIAL CLEAN-UP & PROTECTIVE
MARKING OF THE SHIPWRECK *HERA* (DgS1-054)**



Under the Provisions of Alteration Permit 2005-162

DAVID W. GRIFFITHS
with contributions by Roderic S. Palm & Kevin Robinson MA



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HISTORICAL BACKGROUND

The *HERA* was an American, three-masted schooner of 388.91 gross tons, built at Boston, Massachusetts in 1869.

Her length was 132.1 feet, breadth 29.2 feet and depth of hold 11.1 feet.

Her signal letters were JHNV.

Originally owned by bankers Herman Chapin and E.C Neufelder, the *HERA* spent her early years crisscrossing the Pacific between San Francisco and Australia.

It was on one of these voyages in 1870 that the *HERA* gained worldwide notoriety when her mate was washed overboard. Not a particularly unusual incident at face value but the mate turned out to be none other than George Gordon; the 6th Earl of Aberdeen and eccentric heir to the Gordon Distillery fortune, for whom scores of private detectives had been scouring the globe.

In 1873 the *HERA* joined numerous other fast sailing vessels in the lucrative trade between San Francisco and Portland, Oregon, before spending many years in the Bering Sea cod fishery.

With the discovery of gold on the beach at Nome, Alaska in 1898 the aging *HERA* was pressed into service transporting the massive rush of miners north.

In October of 1899 the old schooner was again front page news when she was reported in distress off Cape Flattery, Washington State, with two hundred returning miners aboard. Her captain indicated that he was short of supplies; an understatement indeed, as most of those aboard were in a state of starvation, two of their number having already perished from hunger.

Upon the vessel's rescue, by the tug *SEA LION* and the US Revenue Cutter *GRANT*, the *HERA* was towed into Seattle harbour where she was quickly purchased by a group of local businessmen that included a Mr. Shirk and a pioneer magnate of the Emerald City, Joshua Green, owner of the LaConner Trading and Transportation Company.

THE LOSS

The *HERA*, having undergone about \$1500.00 worth of repairs, departed Seattle for Honolulu on November 18th 1899 with a 700 ton cargo that included grain, animal feed, flour, tin-ware, grand pianos, 1800 barrels of Roche Harbour lime, a knocked-down schoolhouse on deck and 60,000 quart bottles of Seattle Malting and Brewing Company's "Rainier" beer, packed in 1000 oak-staved barrels.

Aboard were Captain J.J. Warren, part-owner Mr. Shirk and his daughter Mabel, as well as fifteen crewmembers.

The *HERA* sheltered at Clallam Bay for a week as continual storms chewed up the Strait of Juan de Fuca. Finally Warren raised sail and the *HERA* crept past Cape Flattery, straight into the teeth of a raging southeaster, which began to sweep her towards the unforgiving shore of Vancouver Island.

As the gale worsened and Captain and crew fought to wear the ship out to sea, water began seeping between the hull planks of the aging *HERA*.

It soon became apparent that the pumps could not handle the increasing flow and even though the volatile lime had been loaded high in the hold, on top of the other cargo, it got a good soaking.

The barrels swelled and burst and the lime began to smoulder.

THE LOSS (Cont'd)

Warren later wrote, *“The smell of smoke put the crew into a frenzy; sealing companionways, hatches, vents and caulking open deck seams in an attempt to smother the growing inferno”*.

With his vessel afire and in a leaking condition Warren ran her before the wind, towards land.

For twenty-four hours straight the crew manned the pumps and attempted to contain the fire.

Late on the afternoon of November 25th the *HERA* dropped anchor off Lennard Island, at the approach to Templar Channel, Clayoquot Sound.

The sea was still high and the fire increasing in intensity when Warren had the vessel's only lifeboat swung out and he, Shirk, Mabel and two crewmen set off to get help from the settlement on Stubbs Island. Before they reached it, a group of local men in the Tofino lifeboat, with Phillip Jacobsen at the tiller, had already set out for the stricken *HERA*.

In a letter written to a friend, Mrs. Spain of Clayoquot described the scene:

“We have had great excitement here all day. About 10o'clock Fred (Frederick Spain, Provincial Constable) and several others sighted a ship at sea flying a flag of distress.

“They thought she was on a rock so Fred and five others decided to go out to her, even though there was a terrible sea running.

“I think you can imagine better than I can describe my anxiety, as well as that of Mrs. Brewster's and Mrs. Jacobsen's whose husbands went also. It was a very brave act as they encountered a great deal of danger.

“Captain Warren and four others, including Miss Shirk and her father, had already left in the ship's boat. As the tiny launch could only carry five persons Warren intended to return for the others when the rescue party arrived.

“When they got to the ship after a long, hard pull they found it to be on fire and six desperate men ready to jump into the boat as soon as she came near enough.

“Of course if they had done this the boat would have been swamped and all drowned, and it was only by standing up with axes in hand and calling out that the first man to jump in would be killed that this was prevented.

“Then safely, one by one they were got on board.

“By this time the ship was red hot.....”

Abandoned, the *HERA* drifted with the incoming tide into and around Tofino Harbour. The fire, now consuming decks, masts and rigging, lit up the dark, November night.

Mrs. Spain continued:

“As I write she is just in front of the house, one of the grandest yet one of the most awful sights I have ever seen.

“The whole room is lit up with the light from her, and I have only to turn my head to see her.

“She is one mass of roaring flame, and it is a very black night, the whole harbour is lit up”

Finally, as water filled her holds, the *HERA* slipped to the seafloor off Felice Island and was entombed by the sands of Clayoquot Sound.

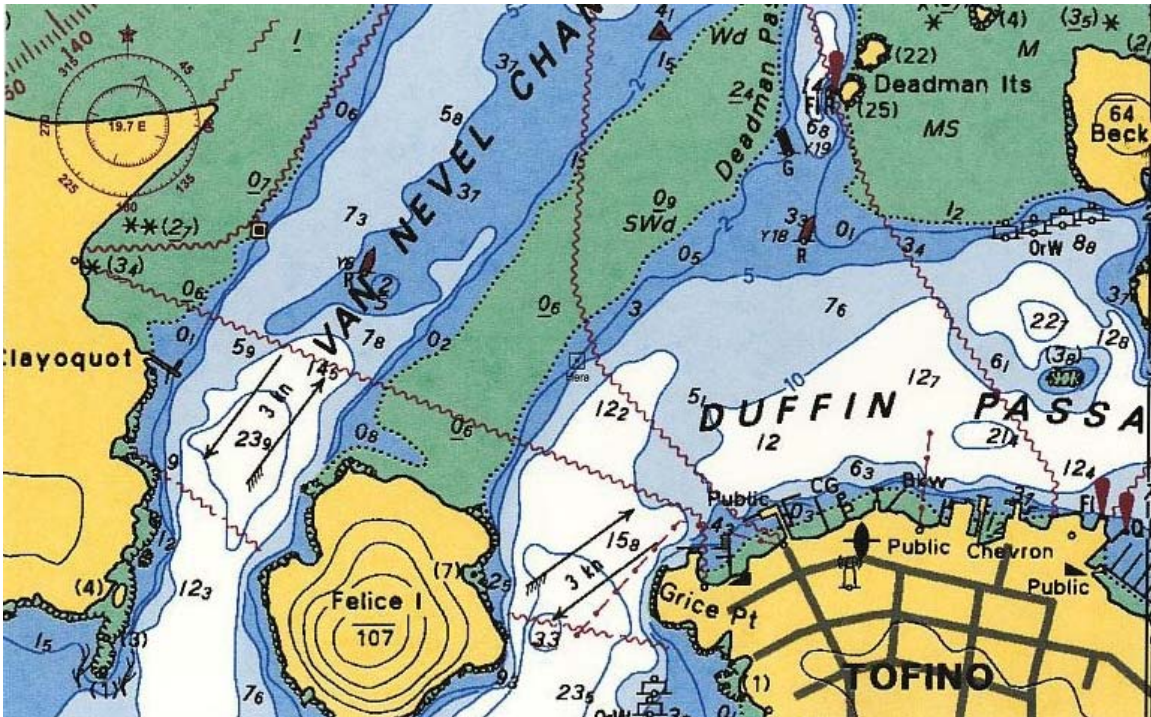


Fig. 1 Section of chart showing *HERA* location

THE DISCOVERY & BEYOND

In December of 1974, seventy-five years after the *HERA* disappeared from view, a commercial crab fisherman alerted Tofino diver, maritime historian and all-round wreck hound, Rod Palm, to the fact that one of his traps had fouled on the bottom and that when he'd pulled up the trap's line it was rust-stained.

Never one to turn down a lead Palm immediately headed out to the site and followed the line down.

On reaching bottom he found the line tangled around a large ship's deck knee, protruding about a foot out of the sand.

A quick scan of the area revealed more visible deck knees, ship's rigging, deadeyes, and bottles everywhere.

Closer inspection showed that the whole port-side of the vessel, above the waterline, was exposed.

A quick check through his files and Palm was able to identify the partially buried hulk as that of the *HERA*.

Given the wreck's fine state of preservation and the fact that he had dove that area many times before without seeing any evidence of a shipwreck, Palm concluded that the sands of Clayoquot Sound had only recently eased their grip on the old schooner.

Palm's euphoria over the discovery quickly turned to concern for the wreck's protection.

A trip to Victoria and a visit to the Heritage Conservation Branch ensured its' legal protection under the old Historic Sites Act, designating the *HERA* wreck British Columbia's first protected, underwater heritage site.

With permission from the Heritage Conservation Branch to undertake a four day test excavation, Palm returned to Tofino only to find that a group of divers from Port Alberni

had salvaged all visible and easily accessible deadeyes which, after realizing they had too many to transport back home, they dumped overboard at the Government Wharf in Tofino.

Undaunted, Palm undertook his excavation, which revealed that the fire had indeed ravaged the *HERA*'s decks, rigging and most of the lime but her hull, cargo and fittings below the lime had escaped the inferno and were in a remarkably good state of preservation.

Most of her 1000 barrel cargo of bottled beer remained intact; their intended destination stenciled in black paint on the barrel tops "*Lovejoy & Co., Honolulu*".

Each barrel was hooped and staved with wood and contained five dozen, brown glass, and corked quart bottles, packed in straw.

The majority of the bottle's contents were still intact brew and some retained their labels; the Rainier branding and depiction of Mount Rainier clearly visible.

Also located during the initial excavation were intact sacks of grain, deadeyes, mast-bands, tin-ware and a variety of ship's hardware.

The latter artifacts were turned over to the Maritime Museum of British Columbia in Victoria for safekeeping.

Their current provenance is unknown.

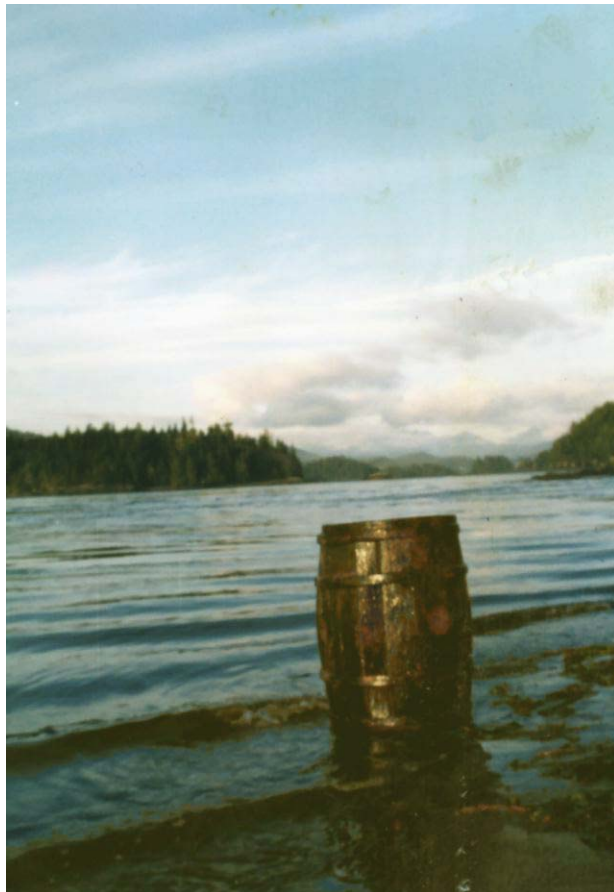


Fig 2: Conserved Barrel from *HERA* wreck

THE DISCOVERY & BEYOND (Cont'd.)

A large portion of the *HERA*'s hull and cargo remain deeply-buried in the sand overburden (the stern section lies beneath approximately 3.5 metres of sand) and is most likely in an even greater state of preservation than the more exposed and accessible portions of the wreck.

The *HERA* site offers archaeologists and marine historians a rare "snapshot" of the general maritime trade taking place in the Pacific, as the 19th century turned to the 20th. It is so rare in archaeology of any kind to have the opportunity to study and interpret anything "intact".

Encouraged by the results of his preliminary excavation Palm attempted to raise interest and support to undertake a full-scale excavation and survey of the site, with a view to retrieving and conserving certain artifact material for interpretation and public display. Over the years, Palm invested a great deal of time and money in research and investigation, resulting in a number of proposals for field-work and funding which were politely received with interest by the Heritage Conservation Branch but never acted upon.

With the permission of Heritage Conservation Branch Palm was allowed to raise a single intact barrel for conservation and ultimate display at the Vancouver Aquarium in Stanley Park. Mr. Palm successfully conserved this artifact by rinsing and cleaning in fresh water, fitting it with nylon straps to retain the shape, air-drying, treating with successive coats of boiled linseed oil and turpentine and finally refastening the oak staves. This conserved barrel was duly delivered to the Vancouver Aquarium and put on public display. Its current provenance is unknown.

After numerous, fruitless attempts to garner the financial support to fund a program of excavation, conservation and interpretation, Mr. Palm eventually abandoned his efforts in this regard. He attempted to recoup some of his own financial losses (once again with the permission of the Heritage Conservation Branch) by successfully marketing some of the *HERA* bottles as souvenirs, with an explanatory label, at \$16.00 apiece, in the late 1970's/early 1980's. Infact, the sale of bottles had been one proposal for raising funding for the excavation and such an arrangement is by no means unprecedented in the field of nautical archaeology. Case in point: the sale of arrow shafts to partially finance the excavation and conservation of King Henry VIII's flagship *MARY ROSE* in the United Kingdom. The *HERA* wreck is rarely, if ever, visited by scuba divers. When it is, it is for the purpose of scavenging loose bottles and other artifacts. Despite the reporting of these intrusions to the Heritage Conservation Branch over the years, no action has ever been taken. The Branch's last direct involvement with the *HERA* was a few days spent doing a layout and survey of the site as an offshoot of a shipwreck search expedition in 1977.

THE DISCOVERY & BEYOND (Cont'd.)

In addition to the occasional bottle pilferer, the *HERA* wreck is being assaulted and degraded by other forces.

As Mr. Palm noted at the time of the initial discovery, it was apparent that the visible portions of the wreck had only recently been uncovered, by seafloor subsidence, storm surge, current action, or the like.

Up until that time the *HERA* had lain for 75 years in a protective “cocoon” of sand; hence the excellent state of preservation.

It has been more than 30 years now since portions of the site lost that protective cover and the actions of marine borers and other destructive organisms are taking their toll.

In addition to these natural forces, the site lies within one of the most productive commercial crab fishing areas of Clayoquot Sound and is regularly the repository for fouled traps, lines and other equipment.

Crab fishermen do not give up their expensive traps and the lucrative contents without a fight and the impact on the site, by way of their efforts to retrieve fouled traps with power winches and the like, is detrimental in the extreme.

In 1983, while undertaking their fieldwork for the inventory “a Report on the Status of the Historic Shipwrecks of Clayoquot & Nootka Sounds” for the British Columbia Heritage Trust and the Heritage Conservation Branch the Underwater Archaeological Society of British Columbia (UASBC) undertook a visual/photographic survey of the *HERA* site. Increased exposure of the wreck to the elements and deterioration of a number of features were noted.

In the “Conclusions & Recommendations” section of the *HERA* site report the UASBC stated the following:

“The HERA wreck was the first underwater site to receive designated heritage status from the Provincial Government – through the actions of nature we may soon lose a unique opportunity to study the relatively intact remains of a late 19th century sailing vessel.

“This surely cannot be allowed to happen.

*“It is the **strong** recommendation of the executive and membership of the UASBC that a full-scale survey, excavation, artifact retrieval and programme of conservation be instigated.*

“It is further recommended that when such an excavation is planned and undertaken that the wreck’s discoverer (Palm) be appointed as Project Leader”.

It has been almost a quarter of a century since those recommendations were made to the Heritage Conservation Branch.

In 1984 the UASBC, with funding support from the now defunct British Columbia Heritage Trust, placed at the site of the *HERA* a commemorative/information plaque, the text of which includes the plea “***Please Respect Our Maritime Heritage***”.

ACTION & REACTION

In February of 2005 divers (Rod Palm & Jason Mulder) from the Tofino-based Tonquin Foundation undertook an inspection dive to the wreck of the *HERA*.

Though cursory in nature this inspection clearly showed that even more of the site has lost its protective covering of sand, that a number of site features are altered, damaged or destroyed (e.g. the vessel's mainmast, once a prominent feature of the site, is now completely absent) and that the site is inundated with numerous fouled commercial crab traps, tangled line and gear.

Mr. Palm noted, "That, if anything the site is more exposed than in past years".

He observed that at least two of the wrought-iron deck knees had collapsed and that the lead stem sheathing was bent over 60°. Mr. Palm feels sure that this is due to the efforts of commercial crab fishers attempting to retrieve their fouled traps, as the knees were previously quite firmly set.

Mr. Palm noted further, "During the survey several fully exposed barrel staves were seen scattered about the site. One of these was seen to be intact, except for the recent invasion of the marine wood borer *Limnoria lignorum*, commonly known as a Gribble.

"I say with confidence that the wood stave was recently exposed as Gribbles consume wood at a rate of about 25mm per year. The stave described had 7mm of encroachment on one edge with no damage on the adjacent edge (lightly covered with silt at the time).

"I feel that the disrupted staves are the direct result of the crab fishery. The length of the float lines to the traps in this area is generally about 30m long, so when the fisher picks up the float and wraps it on the winch, the 32kg trap may be dragged across the bottom for 20m before it actually leaves the bottom. It is easy to visualize the damage that has and continues to take place on this site.

"This site could be protected from further compromise (by the crab fishery and other manmade intrusion) by the placement of mooring buoys off the bow and stern (of the wreck). These buoys should be joined by a cork-line (a floating line of regularly spaced floats). This will give visiting divers something to tie up to rather than dropping their anchors on the site, or worse yet, dragging a grapnel to locate the site. This would also be a visual reference for the crabbers, who obviously don't want to lose their gear.

"As this is after all a heritage site, I would suggest that immediate action be taken for its protection".

On April 26th 2005, as a direct result of these observations and concerns the Tonquin Foundation's Executive Director, David W. Griffiths, made an application for an Alteration Permit under the auspices of the Heritage Conservation Act (see Appendix XX) to undertake the removal from the site of the commercial crab gear, the marking and monitoring of the site and the dissemination of the site's location and significance to interested parties such as the Canadian Coastguard, Royal Canadian Mounted Police, Fisheries & Oceans Canada, the commercial fishing fleet, etc.

On May 10th 2005, after input from Mr. Jacques Marc of the Underwater Archaeological Society of British Columbia (see Page 18), Alteration Permit 2005-162 was issued to Mr. Griffiths of the Tonquin Foundation to undertake the work.

FIELDWORK

On May 14th 2005 Rod Palm placed two 300lb concrete anchors (externals) approximately 7m off the stern of the wrecksite and marked their positions with lines and surface buoys. A similar anchor had previously been placed off the bow of the wreck by Palm in the early 1980's.

On August 12th and 13th 2005 members and supporters of the Tonquin Foundation undertook remedial cleanup and surface marking of the site of the shipwreck *HERA* (DgS1-054), located in Duffin Passage, Clayoquot Sound, approximately one-third of a mile northeast of the northeastern point of Felice Island (**49° 09.4' N by 125° 54.9' W**), in depths ranging from 9.2m to 12.3m.

August 12th 2005

Personnel David W. Griffiths
 Roderic S. Palm
 Steve Bernard
 Kevin Robinson
 Jason Mulder
 Al Peacock
 Juan Preece

0900 Crew meets at Method Marine fuel dock to load boats and work platform. The former consisting of two privately owned speedboats and one aluminum herring skiff, the latter consisting of a donated steel fish farm float from Mainstream Canada.

0945 Work platform towed to site with herring skiff.

Upon arrival in the general vicinity of site it is noted that the previously placed, temporary floats marking it have been removed by persons unknown.

1000 – 1130 Divers employed in relocating wreck site and external moorage anchors.

1130 – 1215 Work platform positioned directly over amidships to stern area of wreck site by means of lines to externals and platform anchor.

1230 – 1730 Commercial crab gear retrieved from wreck site and loaded on work platform. This was accomplished as follows: Divers working in pairs would locate a crab trap on the site and attach a down-line from the work platform and surface crew above to a nearby solid feature of the wreck. A lift-bag and line would then be clipped to the trap, with the down-line running through the clip. The lift-bag would then be inflated with compressed air from a SCUBA tank.

Once inflated, the lift-bag and trap would rise to the surface along the down-line, to be hauled aboard the work platform by the surface crew.

Once onboard the work platform the lift-bag was unclipped from the trap, the divers were signaled by pulls on the line and the lift bag would be hauled back down for the process to be repeated.

Prior to lifting, traps were inspected for any artifact material by the divers.

On the surface the traps were inspected once more and emptied of any living organisms. They were then separated as to stainless steel or twine-mesh construction and stacked accordingly on the deck of the work platform.

On a four occasions the traps proved too heavy or for the lift-bag alone to lift. On these occasions a plastic barrel was attached to the trap and filled with compressed air to facilitate the lift. A total of 22 traps were raised in this manner on August 12th.

August 12th 2005 (cont'd)

1730 The work platform was secured for the night over the site and a red-flashing strobe light was affixed to an upright pike pole to indicate the presence and position of the work platform to mariners. Work crew returned to Tofino to unload boats, fill SCUBA tanks, etc.

August 13th 2005

Personnel David W. Griffiths
Roderic S. Palm
Steve Bernard
Kevin Robinson

0900 - 0930 Crew meets at Method Marine fuel dock to load boats (one speedboat and one herring skiff) and departs for site.

0930 – 1300 Work platform re-positioned over amidships to bow area of wreck

A further eight traps were removed from the wrecksite in the manner described above. An inspection of the site indicated that all traps had been removed from the body of the wreck. Three traps were found to be wedged between the hull and the bottom strata but it was decided to leave these, for the time being, in situ as their removal, using the method described above, could possibly cause damage to the hull itself.

Lines to the externals were lengthened or replaced as necessary and a 21” diameter green “Scotchman” float was shackled to the anchor line at both bow and stern.

1300 – 1430 Ground tackle was retrieved and the work platform and retrieved traps (Total=30) were towed back to the Fourth Street dock in Tofino.

The work platform was secured to the pilings at the Fourth Street dock and signage was placed on the traps indicating from where they had been recovered and inviting their owners to retrieve them.

Note: Legal commercial crab traps are required to have a plastic tag affixed to them which is issued by the Department of Fisheries and Oceans and which identifies the license holder and the year of the issuance of license. Twelve of the thirty retrieved traps had these tags affixed. The most recent of these tags were issued in 2004. No “active” traps were observed on the site.

August 14th 2005

Personnel David W. Griffiths
Roderic S. Palm
Steve Bernard

1900 - 1930 The traps were unloaded from the barge and stacked near the boat launch ramp at the Fourth Street dock. The signage described above was placed on the traps.

At time of writing a total of ten traps have been taken.

Those traps that are not taken after a reasonable period will be disposed of by participants in the Great Canadian Shoreline Cleanup program or hauled to the Tofino Landfill by members of the Tonquin Foundation.

August 18th 2005

Personnel David W. Griffiths

1730 Plastic stick-on letters spelling “WRECK HERA” were affixed to both green marker buoys at the site of the *Hera* wreck.

FOLLOW UP

Prior to the work being undertaken representatives of Fisheries and Oceans Canada, the Royal Canadian Mounted Police, the Canadian Coastguard and Transport Canada’s Navigable Waters Protection Division were notified of the intended work in person and by telephone.

Transport Canada’s Navigable Waters Protection Division had no objection to the green marker buoys being placed at the site as a temporary measure but requested that they eventually be replaced with standard information buoys of the type shown in the figure below (middle example).

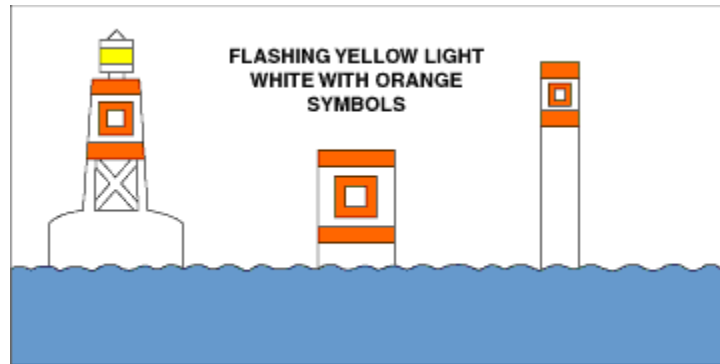


Fig. 3 Information Buoys

To this end an application has been made (see attached) to the Navigable Waters Protection Division for the replacement of the green marker buoys with information buoys at some future date.

After the work was completed Fisheries & Oceans Canada, the Royal Canadian Mounted Police and the Canadian Coastguard (Tofino Lifeboat Station) were informed in writing (see attached) that the work had been undertaken.

As per the General Terms & Conditions of Permit an Archaeological Site Inventory Form (Basic Shipwreck Form) has been completed and attached.

CONCLUSIONS & RECOMMENDATIONS

The placement of permanent marker/information buoys at the site of the *HERA* will significantly reduce, if not end all together, detrimental impact to the site by the inadvertent actions of commercial crab fishers.

The concern raised that by marking the site it is being put at an increased risk of artifact removal by visiting divers is an erroneous one. Already, since the site has been marked, it has become an interpreted feature of tours by whale and bear watching groups, fishing charters and other tour operators.

The site lies in close proximity and in plain view of the Tofino waterfront.

Regulatory agencies such as the RCMP, Fisheries & Oceans Canada and the Canadian Coastguard (Tofino Lifeboat) have been apprised of the site’s location and status as a designated heritage site.

Through public presentations, the press, interpretive displays and by word-of-mouth the Tonquin Foundation will inform the local community and visitors alike of the *HERA*’s location, status and significance.

Once disseminated, the fact that British Columbia's first designated underwater heritage site lies within Tofino's "backyard" will become a source of community pride.

The community of Tofino will become the steward, the protector, of this heritage resource.

RECOMMENDATIONS

Although the threat of man-made disturbance to the site has been substantially reduced by this project, the forces of nature continue to impact it negatively.

Large sections of the wreck, which previously lay beneath a layer of protective sand, are now exposed to the elements, marine borers, etc.

It is **strongly** recommended that a complete site assessment and survey be undertaken with a view to determining the feasibility of undertaking a program of "rescue archaeology" which might include the retrieval and conservation of threatened artifact material for ultimate interpretation and display.

It is also respectfully requested that Archaeology Branch help defray the cost of this remedial clean-up and marking of the site which resulted in an actual expense to the Tonquin Foundation of **\$881.51** and further, consider funding the purchase and placement of the marker/information buoys requested by Transport Canada's Navigable Waters Protection Division.

PHOTOGRAPHS



Fig 4 Barge, boats and crew on site



Fig 5 – Retrieved traps on barge



Fig 6 – Marked site showing proximity to Tofino



Fig 7 – Traps on float at Fourth Street Wharf



Fig 8 – Donation request



F O U N D A T I O N

P.O. Box 609,

Tofino, British Columbia, V0R 2Z0, Canada.

Tel: 250 725 4488 Fax: 250 725 2103 Email: Tonquin@seaviewcable.net
www.tonquinfoundation.org

April 26th 2005

Ray Kenny
Manager
Archaeological Permitting Section
PO Box 9375
STN PROV GOVT
Victoria, BC, V8W 9M5

Re: Application for Alteration Permit; Marking and Site Clean-up of shipwreck *HERA*

Dear Mr. Kenny,

Upon the recommendation of Dr. Steven Acheson of your department I would like to take this opportunity to apply for an Alteration Permit, in order to surface mark and undertake some remedial/protective measures at the site of the shipwreck *HERA*, located in Duffin Passage, Clayoquot Sound.

The *HERA* was British Columbia's first designated underwater heritage site and is currently being severely impacted through unintentional entanglement by commercial crab traps and associated ground tackle.

This permit application applies only to the marking of the site (in order to alert the commercial fleet as to its location) and the removal from the site of the above-mentioned traps and tackle.

The attached document "*The HERA Revisited*" refers to the possibility of future survey, inventory, artifact retrieval, conservation and interpretation.

At this time I propose only to proceed with the protective marking and remedial clean-up of the site with minimal disturbance of archaeological material.

I hope you find this in order and look forward to hearing from you in the near future.

Yours truly,

David W. Griffiths

Project Description: Marking & Site Clean-up of shipwreck HERA

1. Type of site alteration.
 - a) Placement of heavy moorage anchors approximately 8m off the *HERA*'s bow & stern.
 - b) Attachment to each anchor of lines and chain to surface.
 - c) Attachment to anchor lines of green wreck marker buoys.
 - d) Attachment between surface wreck marker buoys of floating "cork line (i.e. floating line with small plastic floats attached at intervals.
 - e) Disentanglement of commercial crab traps and ground tackle by hand and retrieval of traps and tackle by surface vessel.
 - f) Notification and consultation with appropriate authorities as to purpose and scope of project (RCMP, Department of Fisheries & Oceans, Canadian Coastguard, District of Tofino, etc.)
 - g) Preparation of report on status of site at the completion of marking and clean-up.
Preparation of shipwreck site form.
2. Background
 - a) "A Report on the Status of the Historic Shipwrecks of Clayoquot & Nootka Sounds"
Underwater Archaeological Society (July 1984)
"The *HERA* Revisited" Tonquin Foundation (April 2005)
 - b) Shipwreck
 - c) As recommended in the attached "The *HERA* Revisited".
3. Location
 - a) Not applicable
 - b) On the seafloor midway between Felice Island and Deadman Islets, Clayoquot Sound.
(See attached chart in "The *HERA* Revisited")
4. Concurrent archaeological studies
Observations leading to description of site condition (as per "The *HERA* Revisited")
5. Disposition of materials
There is no intention to recover any archaeological material during this operation.
6. Upon receipt of permit preparations to undertake project will commence (weather and tidal conditions dependant.)
Permit expiry date: September 1st 2005
7. Project Director: David W. Griffiths
Archaeological Advisor: Kevin E. Robinson
Field Director: Roderic S. Palm
Additional field personnel will include Tonquin Foundation and Underwater Archaeological Society of BC members, Charles Moore and area volunteers.
8. None.



F O U N D A T I O N

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www.tonquinfoundation.org

August 18, 2005

Gord Adams
Fisheries Officer
Fisheries & Oceans Canada
PO Box 48
Tofino, BC, V0R 2Z0

Dear Officer Adams,

On August 12th and 13th of this year members of the Tonquin Foundation, under the auspices of an Archaeological Alteration Permit issued by the Archaeology Branch of the Ministry of Sustainable Resource Management, undertook a program of remedial clean-up and surface marking of the designated heritage site of the shipwreck *HERA*, located in Duffin Passage, Clayoquot Sound. This shipwreck lies approximately one-third of a mile Northeast of the Northeastern point of Felice Island at position **49° 09.4' N** by **125° 54.9' W** (see enclosed chart portion).

Over the years commercial crab traps have become fouled upon the wreck and efforts by fishers to retrieve them have detrimentally affected the site.

Our group retrieved 30 fouled and abandoned traps from the site on August 12th and 13th and we have marked the wreck bow and stern with 21-inch diameter green "Scotchman" buoys in the hope that this will prevent further loss of traps and damage to the site

These buoys are a temporary measure until such time as we gain approval under the Navigable Waters Protection Act to place a permanent moorage/marker buoy system at the site.

I am wondering if you might consider it prudent to issue a Fisheries Bulletin advising the fleet as to the *HERA*'s location, status and the likelihood of the fouling and loss of gear it poses.

As a Provincially designated heritage site it is an offence under the Heritage Conservation Act to disturb the wreck or remove anything from it.

Yours truly,

David W. Griffiths
Executive Director



F O U N D A T I O N

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www.tonquinfoundation.org

August 18, 2005

Sergeant Jacquie Olsen
Non-Commissioned Officer in Charge
Royal Canadian Mounted Police
PO Box 280
Tofino, BC, V0R 2Z0.

Dear Sergeant Olsen,

This is to inform you that on August 12th and 13th of this year members of the Tonquin Foundation, under the auspices of an Archaeological Alteration Permit issued by the Archaeology Branch of the Ministry of Sustainable Resource Management, undertook remedial clean-up and surface marking of the designated heritage site of the shipwreck *HERA*, located in Duffin Passage, Clayoquot Sound. The site is located approximately one-third of a mile northeast of the northeastern point of Felice Island at position **49° 09.4' N** by **125° 54.9' W** (see enclosed chart portion). Our group raised 30 fouled and abandoned commercial crab traps from the wreck and marked the site bow and stern with 21-inch diameter, green "Scotchman"-type buoys. Hopefully, this will alert the fleet to the wreck's location and prevent further loss of traps and damage to the wreck through the fisher's efforts to retrieve their fouled gear.

Of course, marking the site will make it more accessible to sport divers and others and although diving the wreck is permitted, disturbance of the site or removal of any artifact material is an offence under the Heritage Conservation Act.

Perhaps you would be so kind as to inform other members of the Tofino Detachment of the *HERA*'s location and designated status.

With thanks,

David W. Griffiths
Executive Director



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August 19, 2005

Tofino Lifeboat Station
Canadian Coastguard
PO Box 40
Tofino, BC, V0R 2Z0.

To Whom It May Concern:

This is to inform you that members of the Tonquin Foundation, under the auspices of an Archaeological Alteration Permit issued by the Archaeology Branch of the Ministry of Sustainable Resource Management, recently undertook a remedial clean-up (removal of 30 fouled commercial crab traps) of the shipwreck *HERA* and marked the site bow and stern with two twenty-one inch diameter, green "Scotchman" type markers.

This is a temporary measure until such time as we receive approval from Navigable Waters Protection Division to place standard information buoys at the site.

The *HERA* wreck is a designated heritage site and as such it is an offence under the Heritage Conservation Act to disturb it or remove any artifact material from it, except under permit. The site is located in Duffin Passage, Clayoquot Sound approximately one-third of a mile northeast from the northeastern point of Felice Island at position **49° 09.4' 125° 54.9'**.

Do you think it might be prudent to issue a Notice to Mariners concerning the *HERA*'s location and status and I wonder if the officers and crews of the Tofino Lifeboat might consider monitoring any diving activity at the site when in the area?

With thanks,

David W. Griffiths
Executive Director