MARINE ARCHAEOLOGICAL ASSESSMENT OF WRECKAGE FOUND ALONG POINT CLARK BEACH LAKE HURON

Licence No. 2021-08

Licence Holder: Scarlett Janusas

A project conducted by members of the Ontario Marine Heritage Committee

May 8, 2024

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1.0 ONTARIO MARINE HERITAGE PROFILE

In the spring of 1975, a group of avocational and professional marine heritage enthusiasts was brought together to conduct an underwater archaeological investigation of the naval slip structure at the Historic Naval and Military Establishments (now "Discovery Harbour") in Penetanguishene, Ontario. At a subsequent meeting in November of that year, the project participants gathered in Tobermory to prepare a report on the work and hold discussions concerning the protection of Ontario's marine heritage resources. As a result of that meeting, a submission to the Heritage Division of the then called Ontario Ministry of Culture and Recreation [now the Ministry of Citizenship and Multiculturalism] was crafted, which included identification of issues and problems, a number of proposed solutions, and a list of recommendations.

Another event had taken place in the fall of 1975 which also was to have implications for the future association of the meeting participants: the event was the discovery of a shipwreck near Hope Island, in Georgian Bay. It was decided that in keeping with recommendations made to the Ontario government in the submission, application would be made for an archaeological licence (**the first application for underwater archaeology to be made under the province's Heritage Act**) to do a survey of the wreck in the spring of 1976. Most of the participants in the naval slip investigation were also involved with the Hope Island wreck project.

With these two projects behind them, members of the group met again in Tobermory in November 1976 to initiate the formation of an organization dedicated to Ontario's marine heritage. The following spring a meeting took place to formalize the organization. On March 12, 1977 the informal alliance of like-minded individuals officially became the Ontario Marine Heritage Committee (OMHC), "supporting the research, interpretation and preservation of Ontario's marine heritage." There were 11 charter members. As a first priority, members of the group undertook licenced surveys of the Hope Island wreck (1977 through 1980), providing the first documentary evidence of how unprotected Ontario shipwrecks quickly could be stripped by sport divers. In addition to project work, members met at meetings held in the fall and spring of each year. In October, 1979 a constitution and by-laws for the OMHC were adopted. The OMHC logo was adopted in 1987, based on the capstan cover – a compass rose – from the Port Stanley wreck, an OMHC project.

Since its formation, the OMHC has supported and been actively involved in over 30 research projects (some of these long term) around the province. Topics have been as varied as submerged prehistoric shorelines, caves and portage sites, shipwrecks, comparative surveys, resource monitoring and early port documentation. Members have presented over 30 training workshops and seminars and have been actively involved in government-sponsored reviews of heritage legislation and regulations. Communication and outreach have been enhanced by the OMHC website and Facebook page. Membership numbers have varied over the years between 15 and 30, and a number of the original participants are still active. Current membership (37) includes professional archaeologists, marine historians, and people with extensive experience in underwater

technology/equipment, photography and mapping. The membership includes divers with experience on sites all over Ontario, other parts of Canada and internationally.

Most recently, the OMHC worked with Bruce County Museum and Cultural Centre (BCM&CC) to arrange for acceptance of one of the founding members personal archival collections and to establish a Marine History and Underwater Archaeology Resource Centre at the BCM&CC.

The OMHC was founded to promote research, interpretation and preservation of Ontario's marine heritage. After more than 49 years, that commitment is as strong as ever!

2.0 INTRODUCTION

The Bruce County Museum and Cultural Centre (BCM&CC) was contacted by informants residing in the area of Point Clark regarding wreckage that had been washed up on the shore below (south of) Point Clark (Figure 1). The BCM&CC contacted members of the Ontario Marine Heritage Committee (the OMHC and the BCM&CC have a partnership regarding marine heritage) who coordinated a time and place to meet with the informants and to assess the wreckage on the shore.

Prior to conducting any assessment, a marine archaeological licence (2021-08) was obtained by Scarlett Janusas from the Ministry of Citizenship and Multiculturalism (MCM).

Scarlett Janusas, as indicated above, is the marine licence holder and marine archaeologist. Patrick Folkes is the marine historian and project co-leader. Additional OMHC volunteers (2nd field visit) included: Durrell Martin, Kayla Martin, Jennifer Martin, Kevin Martin, Dan Lindsay, and Jamie Li. Many of the local informants also volunteered on site, clearing away the overburden of sand and conducting searches for additional pieces.

Local informants for the first field visit included four individuals:

Carol Phillips [redacted]

Judy Parker [redacted]

Amy McBrien [redacted]

Scott Ribbel [redacted]

Following the erection of signage by the Municipality, the following additional informants contacted either OMHC or the Municipality:

Brenda Nailor and partner [redacted]

Virginia Elliott [redacted]

Greg Ernest [redacted]

Jill Guasden and [redacted] Lucas, [redacted]

The concern of some of the local residents is that the wreckage found along the Lake Huron shoreline south of Point Clark (Figure 1) poses a potential hazard (large metal fasteners, rough wood, etc.). Some of the informants had “rescued” several pieces of wreckage from cottagers’ burn piles.

The initial site visit was conducted on May 13th, 2021 under sunny skies, a slight wind, and a high of 15 degrees C. The marine archaeological assessment was confined to the beach as water conditions presented zero visibility. A second field visit was conducted on June 12, 2021 under sunny skies, and a high of 24 degrees C. This was a continuation of verifying “finds”, recording and documentation and an in-water survey. The two visits are combined in terms of reporting, as the only difference was date, weather conditions, and personnel. The site remains the focus of the project.

The archaeological licence allowed S. Janusas and P. Folkes to locate and record the pieces washed up on shore, obtain basic measurements, examine those pieces stored by informants (saved from the burn piles), to conduct shallow water survey, metal detector search and side scan sonar survey, and to make recommendations for further investigation of the wreckage.

Although the licence permitted a metal detector and side scan sonar survey, the opportunity to conduct either survey did not occur during times available for the volunteer project due to availability of personnel and/or equipment.

The municipality erected signage at the locations of all of the finds (Image 1). This signage alerted the general public that these pieces were part of 19th century shipwreck and not to move or destroy them. The sign also provided the archaeological licence number and contact information should additional pieces come to light.

The contact information on the signage included both the Municipality and the Ontario Marine Heritage Committee. Both agencies then alerted Scarlett Janusas, licence holder and marine archaeologist, to the informant and information.

Image 1: Signage with Two Local Informants [redacted]

Figure 1: General Location of Study Area

3.0 MARINE ARCHAEOLOGICAL ASSESSMENT

On May 13, 2021, S. Janusas and P. Folkes met the informants at end of Regional Road 86, south of Point Clark at the public beach. Informants mentioned that pieces had started to be washed up on the Lake Huron shoreline south of the Point Clark lighthouse circa 2016 and that there is a wide scattering of the pieces along the shoreline. Amy McBrien and Scott Ribbel recovered several pieces that had been collected in someone's "burn pile" and are storing those pieces in their garage.

The following is a brief description of the six pieces found along the shoreline and of those recovered pieces (Figure 2). All pieces were documented using an IPhone camera and GPS (the recovered pieces were not recorded at the stored location). GPS georeferencing was conducted in decimal minutes.

Piece 1: Piece 1 appears to be the outside piece of a hull with notches on the bottom side. The object was not moved, and only basic measurements taken. Length of piece is 19.02' (5.80) by 1.9' (58 cm) in width and is curved on the exposed top surface. The piece exhibits a number of iron fastenings. **Piece 1** is oriented on shore in a NE (land end) and SW (water end) orientation. The notches are all approximately 11.02"(28 cms) with 11.8 "(30 cm) spacing. Rough drawings and photographs are presented below (Figure 2, Image 2 and 3). All measurements are approximate only and are meant to provide an overview, not specific details. The object was located at: 44.055336 latitude, -81.746604 longitude.

Image 2 shows **piece 1** with a metre stick on the lower end for scale. The piece is highest in elevation in the middle and tapers off from this height on either side. The piece has multiple iron fasteners in place. The piece is broken at both ends, suggesting that is longer than the provided measurement of 19'. The piece is one solid piece of wood, probably white oak.

Image 3 shows **piece 1** from the side (piece was not moved) and there are clearly notches on the underside of the piece indicating that it was fastened somehow to another ship element, although the spacing is too close for futtock or rib spacing.

Piece 2 (Figure 2, Image 4) is the largest piece of those washed ashore and is largely out of the water with an end still partially in the water. It is located at: 44.059342 latitude, -81.750030 longitude. It has been identified as being one side of a centreboard box or casing. Measurements from the first field visit indicated the diameter of the fastenings is generally 1" and length of the piece is 22' 3" long (6.82 metres) by 3' 4" (1.04 m) wide (at the shore end).

Figure 2: Location of Six Pieces of Wreckage

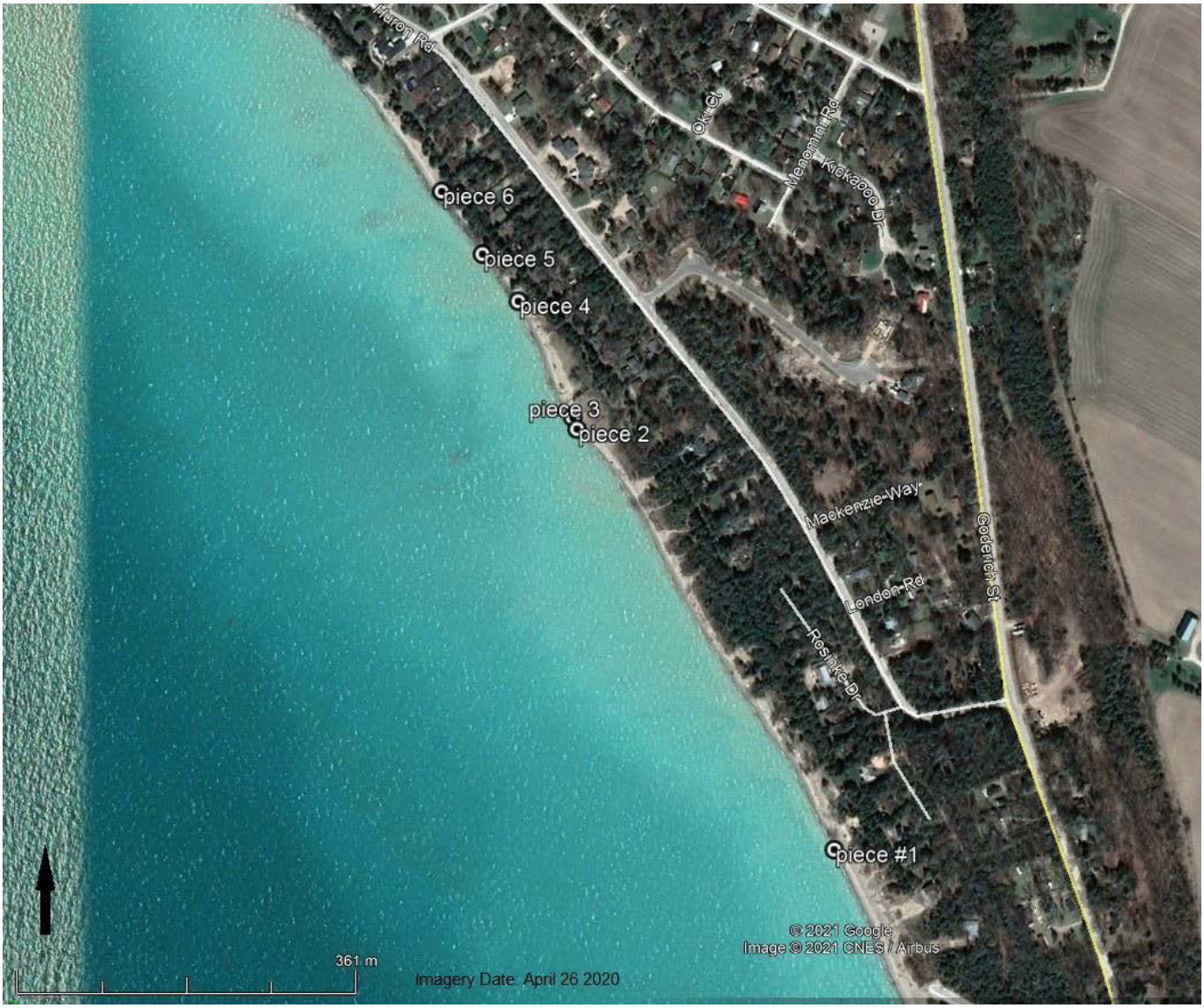


Image 2: Piece 1

Image 3: Piece 1 from Side showing Underlying Notches

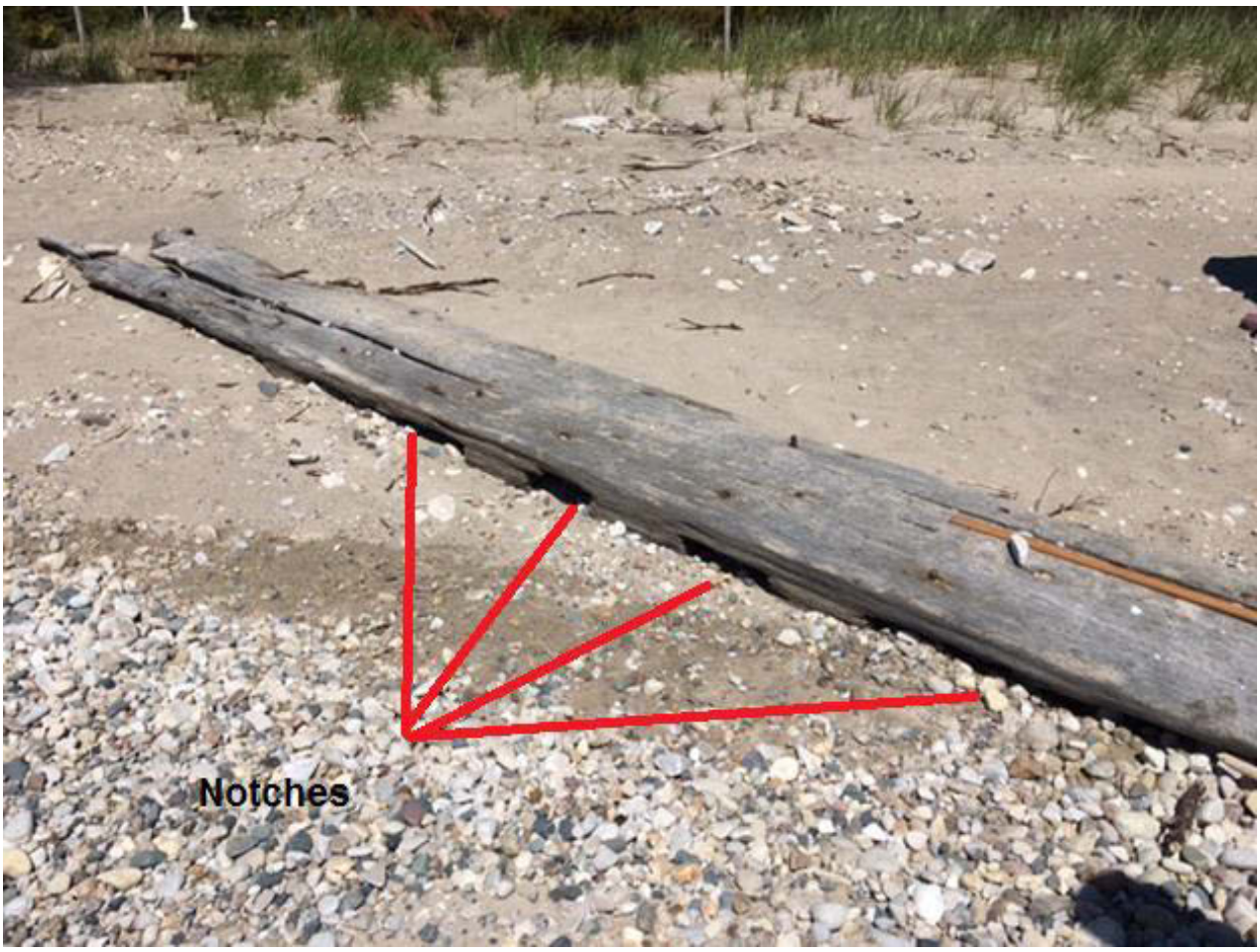


Image 4 shows that Piece 2 was originally partially covered with sand and beach gravel/stones (informants say it was once clear of sediments/rocks) by storm wave action. Image 4 shows the three large planks and on the right side of the image illustrates the iron bolts that have been driven through the planks. Image 5 illustrates the iron bolts, suggesting that there was at least one more plank forming part of this piece. On either end of the planking are perpendicular pieces of wood that have been affixed to the planking with multiple iron bolts (Images 4-11). The abundance of these fasteners suggests a possible refit, and/or a need to ensure that the pieces would not shift therefore requiring additional fasteners to ensure the pieces would not separate. The latter, if this is the case, suggests that this piece was subject to heavy use or heavy vibrations that would tend to separate the pieces. Image 6 illustrates one end with the heavy use of fasteners, but also of notable interest is the presence of one wooden trenail (a trenail is a wooden peg that has been driven through a hole drilled by hand with an auger) or possibly a spile (covering for a metal fastener). Image 6 is also paired with a drawing overlaid on the image showing the position of each of the bolt holes. There is no specific configuration of the bolt holes, such as spacing or position relative to other bolts. Image 7 illustrates more of fasteners and their configuration. The spacing of the fasteners does

not appear to have any purposeful pattern, again suggesting some refit activity for the piece, possibly to reinforce the piece. Image 8 illustrates the planks underlying the wooden piece attached with fasteners. Image 9 shows the lakeside end of **piece 2**. Image 10 shows a piece of wood that is still attached to one of the fasteners at the lake end of the piece, showing that these pieces would have lain in alignment with the underlying planks, but aside from this small fragmentary remnant, there are no other remnant pieces attached to **piece 2**. Image 10 also indicates that the space between the planks on the bottom and the top wooden pieces did not allow for a great deal of space (width wise) between the two areas. This supports the identification of piece 2 being part of a centerboard box. Image 11 shows a piece of metal coming up through the planking at the lake side of the piece. This is part of the pivot pin, supported by its position near the end of the "box".

The planking was held together, edge to edge, by long pins, which would certainly not be the case with external hull or deck planking. The 1866 Lake Underwriter's rules clearly show these pins in a centreboard casing drawing.

Images 12 – 16 illustrate **Piece 2** during the second field visit in June, where the piece was cleaned for recording purposes. Although the piece was supposedly recorded by volunteers, the drawing was never submitted. Subsequent attempts were made to revisit the site, but the piece had been reclaimed by Lake Huron and is now submerged. Nonetheless, the basic measurements and some more specific ones were obtained at the site during the May visit and from photographs.

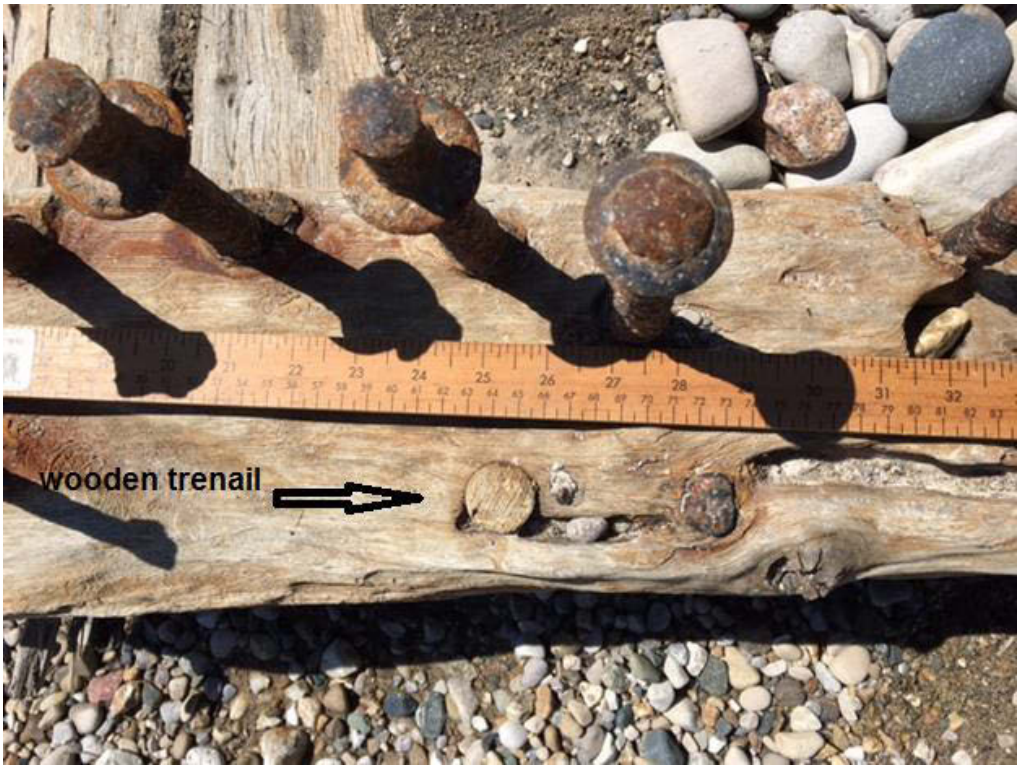
The 1866 Rules shows those curious notched pieces in the other timbers and labels them in the drawing as "Section of keel and pocket-pieces of centrecase". **Piece 6** and one of the recovered pieces (stored by an informant) may be these "pocket pieces" and associated with **piece 2.** In order to confirm this function (centreboard box) one would have to see the underside of the major section with its pin. If this piece is indeed part of the centreboard casing, it may be possible to determine a likely tonnage and length of the vessel (using the Rules of 1856, 1866, and 1876 as guides). The larger of the two end pieces, filled as it was with a proliferation of bolts and spikes, could be interpreted as the lower section of the casing attached to the keel timbers, and the one at the other end, similarly bolted and spiked, fixed to the deck frames.

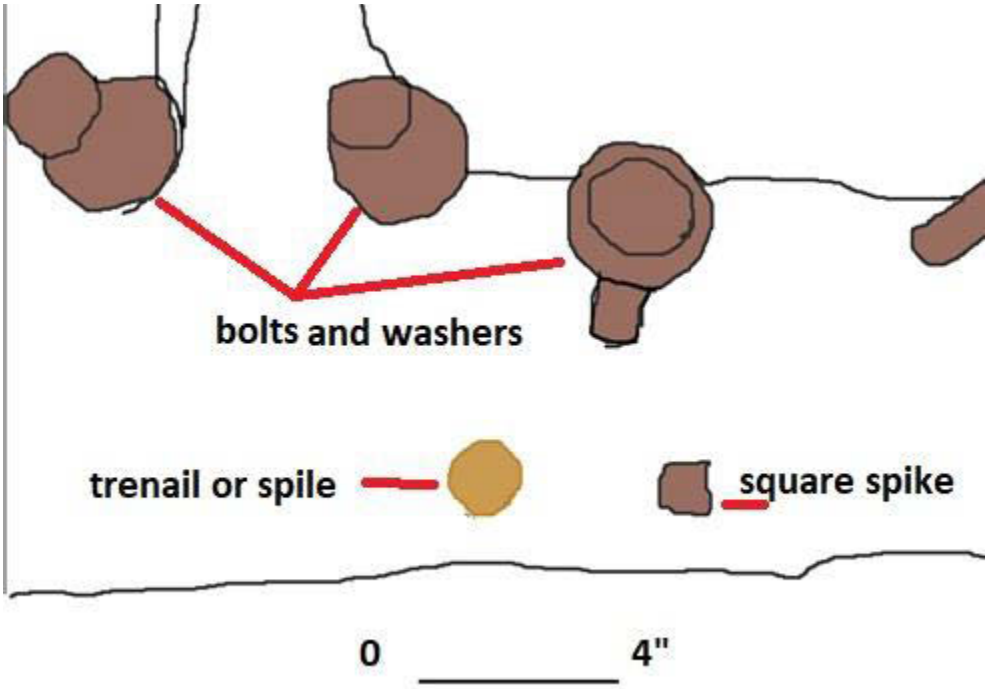
It is very probable that more wreckage exists offshore, perhaps including keel and bottom timbers. Likely more of the wreck will eventually wash up in the westerly storms.

Image 4: Piece 2 facing NW – Centreboard Box Casing (May 2021)

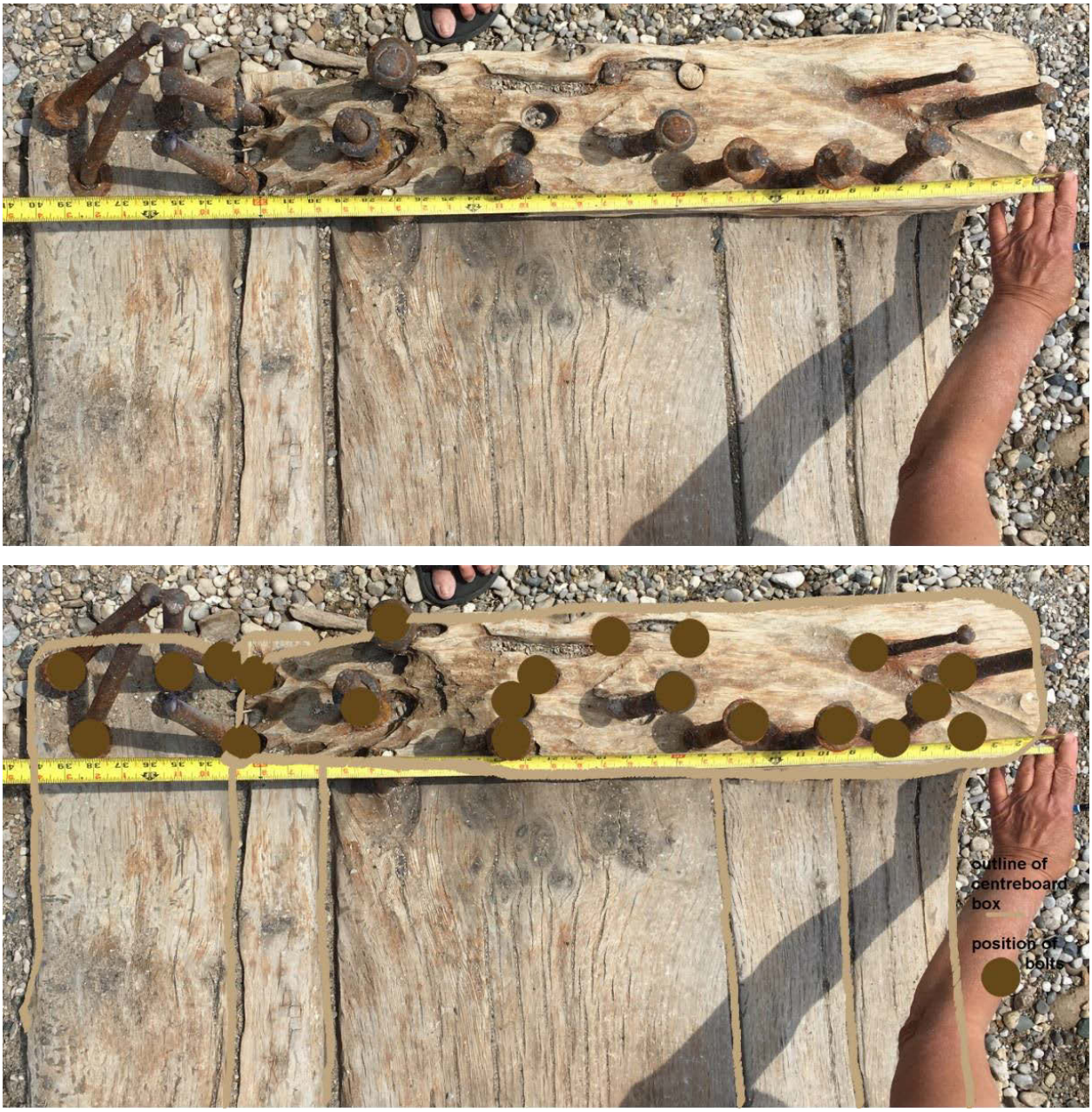
Photograph 5: Extension of Iron Through Bolts Suggesting Another Plank (May 2021)

Photograph 6: Fasteners, Washers and Wooden Trenail or Spile (May 2021)





Photograph 7: Metal Fasteners and Base Placement (May 2021)



Photograph 8: View of Underlying Planks (May 2021)

Photograph 9: Lake Side End of Piece 2 (May 2021)

Photograph 10: Remnant Wood in Alignment with Planking (May 2021)

Photograph 11: Pivot Pin Coming Through Planking (May 2021)

Image 12: Piece 2 (June 2021)

Photo Credit: Dan Lindsay

Image 13: North End of Piece 2 (June 2021)

Photo Credit: Dan Lindsay

Image 14: Piece 2 Being Recorded by Volunteers (June 2021)

Photo Credit: Dan Lindsay

Image 15: North End of Piece 2 with Pivot Pin (June 2021)

Photo Credit: Dan Lindsay

Image 16: Completely Unburied Piece 2 (June 2021)

Photo Credit: Dan Lindsay

Piece 3 is a single piece of planking. The wood appears different from Piece 1 and 2. The piece may be from another wreck, however, shipbuilding routinely used many different types of wood for construction, so it is more likely from the same wreck. The piece measures 13' 6" (4.14528m) in length with a width of 11' (.033528m). **Piece 3** (Photographs 17 to 19) shows two (possibly 3) slight projections along one side. There are also iron fasteners on the piece. Function of the piece is unknown at this time. Piece 3 is located about five metres east of Piece 2.

Image 17: Piece 3

Image 18: Piece 3

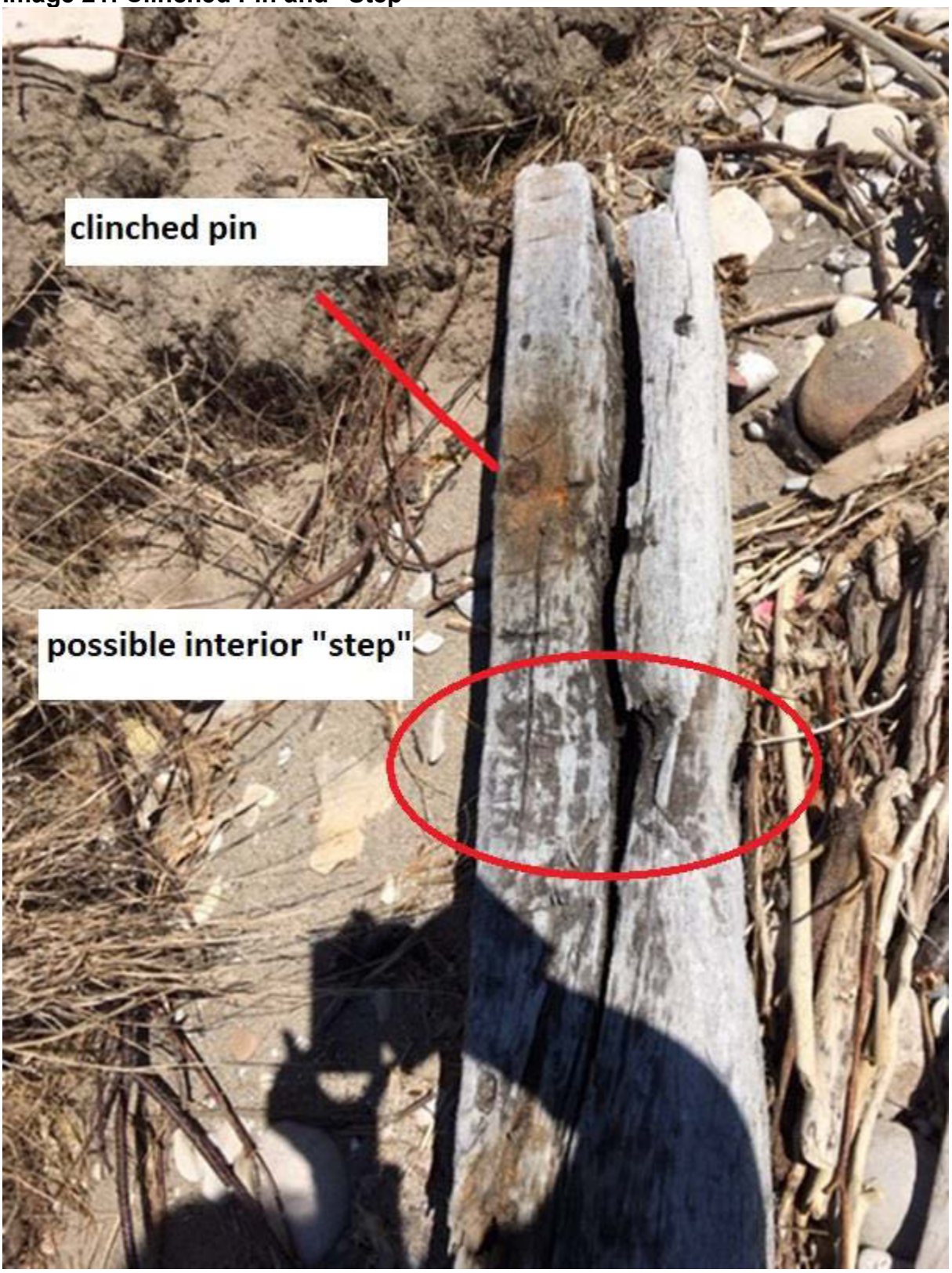
Image 19: Piece 3

Piece 4 is a single piece of wood with a small rectangular indentation. The indentation appears too small for mast step but may possibly be a step for an interior support. The piece was located at: 44.060560 latitude, -81.750812 longitude, near 143 Huron Road.

This piece also had iron bolts, one of which was clinched. There are what appears to be adze marks on one end of the piece. The piece measures 17’ 3” long by 9” wide. The small indentation measures 3.5” by 3” with a depth of 1”. Images 20 and 21 illustrate the above.

Image 20: Piece 4 showing Rectangular Small “Step”

Image 21: Clinched Pin and "Step"



Piece 5 is similar to **piece 1** having a similar curvature. It is partially buried in the sediment/sand. It was located at 44.061009 latitude, -81.75129 longitude.

Length could not be obtained because of the burial of the piece, but width is 15”.

Image 22: Partially Buried Piece 5

Piece 6: is a possible a "pocket piece" and possibly associated with **Piece 2**. There were at least six (6) notches and the length of the entire piece is 15’ 6”. No width was obtained. The notches were approximately 8” in length with a depth of 4.5”, separated by a runner of 5”. This piece was located at: 44.061606 latitude, -81.751834 longitude.

Jill Guasden informed the team that her son, Lucas, had “recovered” **piece 6** from against the rock pile in front of 155 Huron Road in 2016 and dragged it out of the water. Guasden

recorded the piece as being 14’ in length at that time. OMHC records it as 15’6”. Despite the differences in measurements and not knowing how Guasden measured the piece, they are most definitively the same piece. The main difference is the condition of the piece. In 2016 it presents still as a solid piece of wreckage, whereas in 2021, the deterioration of the piece is also clearly evident. She also informed OMHC members that “Cottages in the 60’s pushed rocks into long fingers stretching out into the water in order to build docks to launch their boats.”

Image 23: Piece 6 “Discovered” in 2016

Image 24: Piece 6 “rediscovered” in 2021

Image 25: Possible Pocket Piece 6

Image 26: Notching on Piece 6

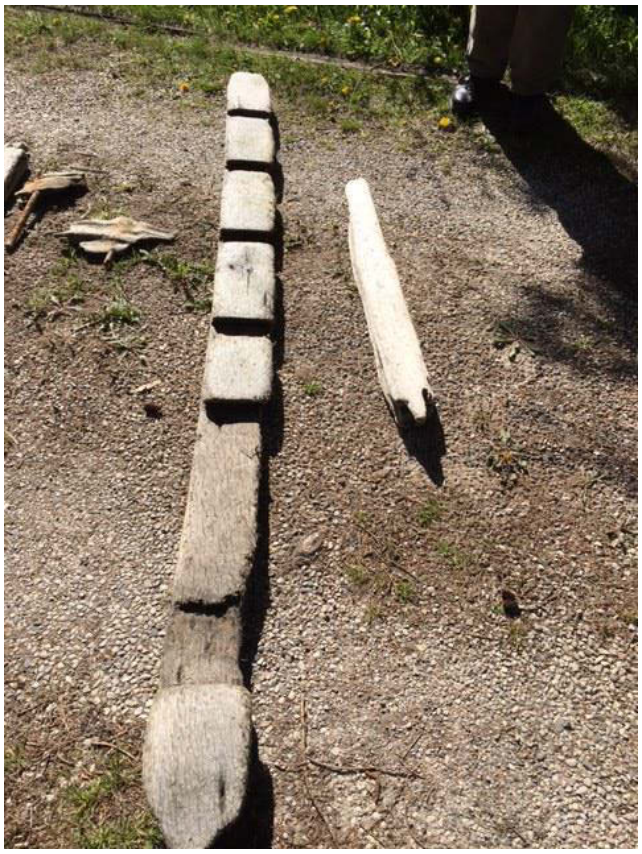
Image 27: Piece 6 with Notching

Image 28: Close up of one of the Notches (or pockets)

These six pieces were dispersed from south to north along the sandy beach a distance of approximately 808 metres from **Piece 1** at the south to **Piece 6** at the north end. Five pieces are clustered (but still at appreciable distances from one another) at the northern end of the study area. All pieces are located south of the Point Clark lighthouse (Figure 1).

As indicated earlier in the report, several pieces were rescued by the informants and stored in their garage. These were also investigated and rough measurements taken and the pieces photographed. Of note is one large piece with a length of 8.6’ (2.6 m) with an inside height of 8’ and an outside height of 6”. The piece was notched and made of one single piece of wood, likely white oak. This may be a "pocket piece" and the relationship to **Piece 2** is obvious. The notches are beveled. While there are no fasteners present, there is evidence that fasteners were once there from the holes located on the underside of the piece. The salvaged pieces are shown in Image 29 – 34.

Image 29: Salvaged Pocket Piece



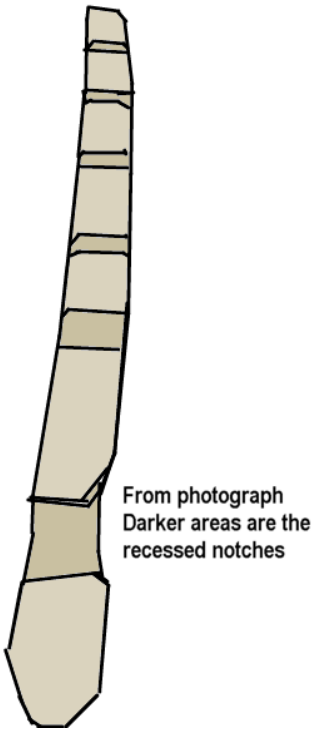
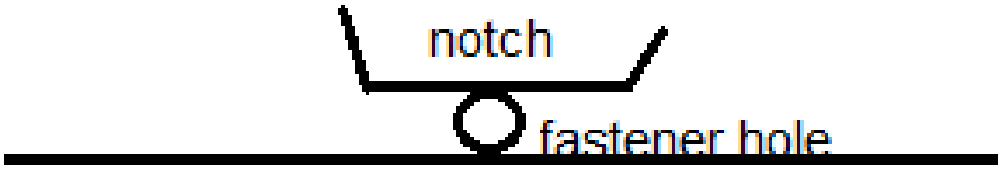


Image 30: Lip along Edge of Long Piece

Image 31: Beveled Notching



View of Bevelled Notching, Fastener Hole
not to scale

Image 32: Fastener Hole on Bottom Side of the Piece

The remaining four other salvaged pieces were very warped and aside from identifying them are wreckage, they could not be assigned clear functionality. Two had iron fasteners running through them. Three are seen in Image 33 and the fourth piece is seen beside the large, notched piece above in Image 32.

Image 33: Pieces salvaged from Burn Pile

Another piece was a flat band of metal that was curved. It is not known if this was its original configuration or if wave action and wreckage process contributed to its shape, but it is likely to have been some strapping material (Image 34).

Image 34: Flat Metal Strapping

The second field visit in June of 2021 required the identification of additional pieces reported by informants.

Brenda Nailor and partner located two pieces in the water and were kind enough to mark the locations on the beach to indicate where in the water they were located. The first piece was located between 933 and 935 Rosinke (piece of the centerboard box) (Image 35) and is referred to as **Piece 9**, and another piece was located near 913 Rosinke (long member, unidentified, no image). Informants were discouraged from bringing the pieces ashore.

Image 35: Part of Centreboard Box (Piece 9)

Virginia Elliott reported wreckage south of the lighthouse off Cedar Trail. These were investigated and determined to be remnants of docks/piers rather than a shipwreck. Images 36 – 38 illustrate these finds and Figure 3 shows the location of these pieces.

Image 36: Round logs – possibly part of pier/wharf

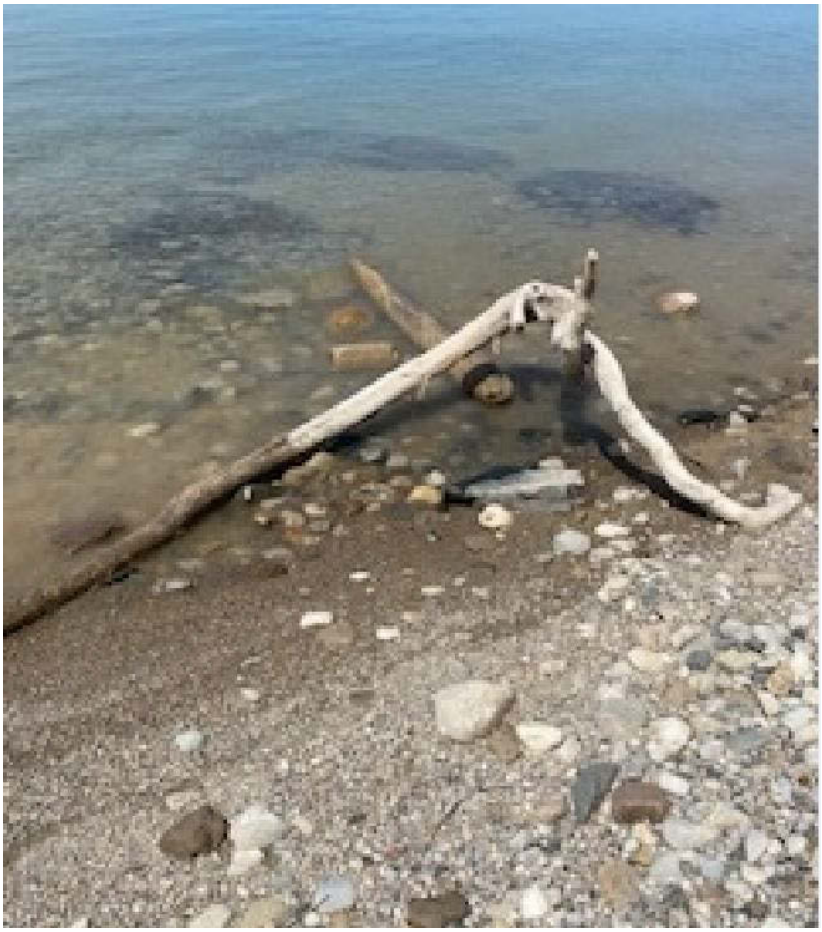
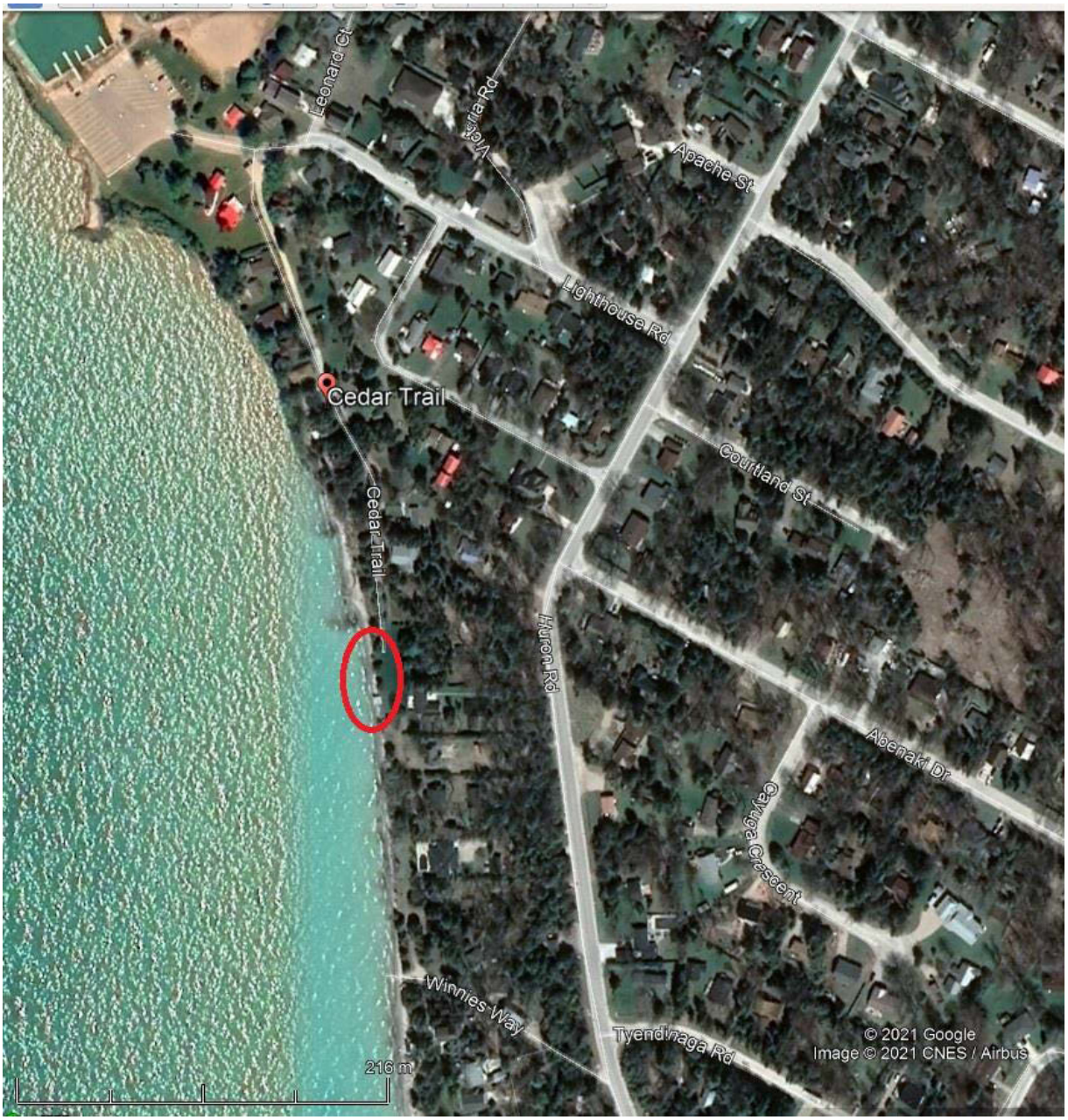


Image 37: Round logs – possibly part of wharf or pier/crib

Figure 3: Location of Pieces from Possible Wharf/Pier



Greg Ernest reported a piece in the water and provided a general location and photographs but the find was not verified by OMHC members. Based on the rounded timber, it is also not likely to be part of a shipwreck, but more likely part of a pier/wharf construction.

Image 38: Rounded timber with bolt holes

Image 39: Rounded log with bolt holes and recent axe marks

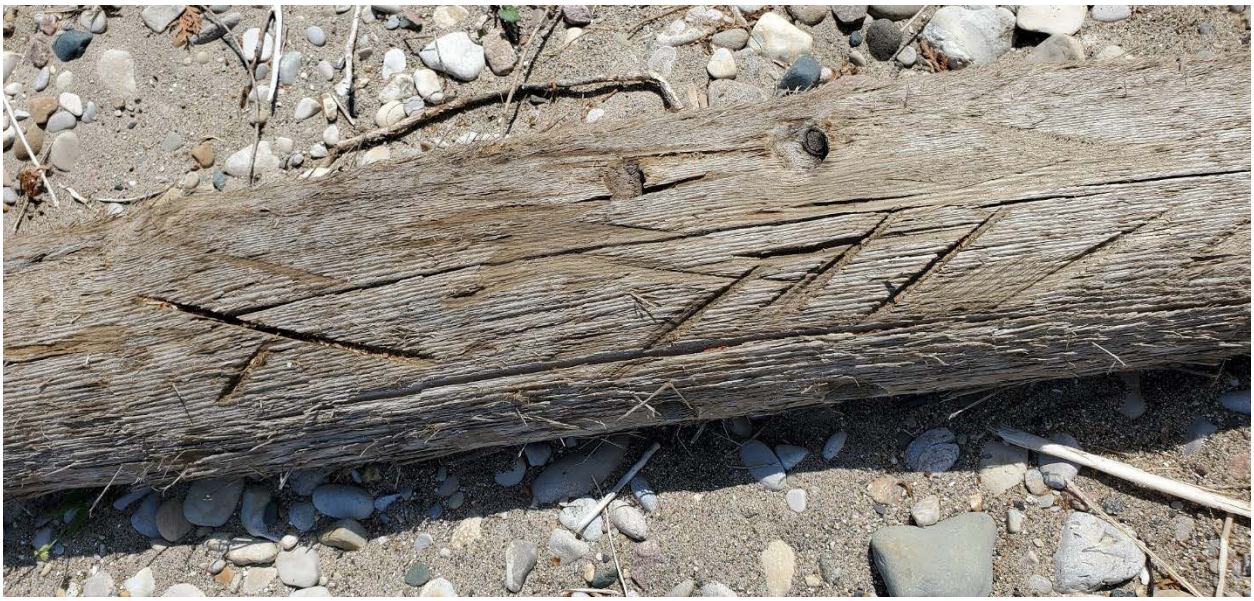


Image 40: Opposite side of rounded log showing bolts were through bolts

Other pieces were reported to the team but recovered and no longer in situ (that is, they have been moved from the beach on which they were washed ashore). One was reported by Carol Phillips (Image 41) and is a plank with many holes for fasteners that appear to have a uniform placement on the plank, - pairs of holes for fasteners run along the entire board. The piece has been subject to extreme deterioration from lack of conservation.

Image 41: Plank with fastener holes

Another piece is located at a cottage fronting the lake (133 Huron). The piece may be a knee, although investigation of the piece was not possible, other than a quick photograph (Image 42).

Image 42: Wreckage recovered and located at cottage

Another two pieces of wreckage were found in the proximity of Piece 1 (Image 43 and 44). The first piece, referred to as **Piece 7**, does not provide much information other than it is wreckage with a large bolt (Image 43). The second piece, referred to as **Piece 8** (Image 44) was found by volunteers and dragged out of the water. After documenting the piece by photograph, the volunteers were asked to put it back in the water to avoid deterioration due to drying. The piece is part of the centerboard box and has two sides still intact. There are three wooden planks of varying widths that are affixed to three other wooden planks on the opposite side. Through bolts are readily apparent.

It is of some interest to note that the two centerboard box finds are separated by over 200 metres. The distance between piece 6 (the location of the furthest south fragment of centerboard box) and piece 2, the largest piece of centerboard box found in 2021, is over 400 metres distant from each other.

Table 1 presents a summary of finds found on the beach with known provenience co-ordinates.

Image 43: Piece 7 found near Piece 1 with large bolt

Image 44: Piece 8 - Centreboard box section

Table 1: Piece and Location Information

PIECE NUMBER	LATITUDE/LONGITUDE	BRIEF DESCRIPTOR
1	44.055336, -81.746604	Possible hull planking
2	44.059342, -81.750030	Centreboard box casing
3	5 metres east of piece 2	Unknown function
4	44.060560, -81.750812	Unknown function, possible piece with interior step
5	44.061009, -81.75129	Possible hull planking
6	44.061606, -81.751834	Pocket piece
7	44.054791, -81746231 immediately offshore in water	Long structural member
8	44.055173, -81.746809, ~5 metres in the water off piece 1	Centerboard box section
9	44.056756, -81.747890	Centerboard piece

Figure 4 illustrates the location of the additional pieces.

Figure 4: Location of Additional Pieces

An in-water survey that was initially meant to be on scuba, quickly reverted to snorkel because of the extreme shallow depths of the area (Figure 5). Only a small portion of Lake Huron directly fronting areas of finds was undertaken due to time limitations. Images 45 and 46 show divers prepping to conduct a visual survey of the waters immediately adjacent to Piece 2. The survey covered only a small area, extending out from the shoreline approximately 15 metres (Figure 6). No additional pieces of shipwreck were located during the in-water survey. However, given that there were several pieces located by local informants in the water, additional in-water survey would undoubtedly lead to additional discoveries.

Figure 5: Water Levels and Location of Point Clark Reef

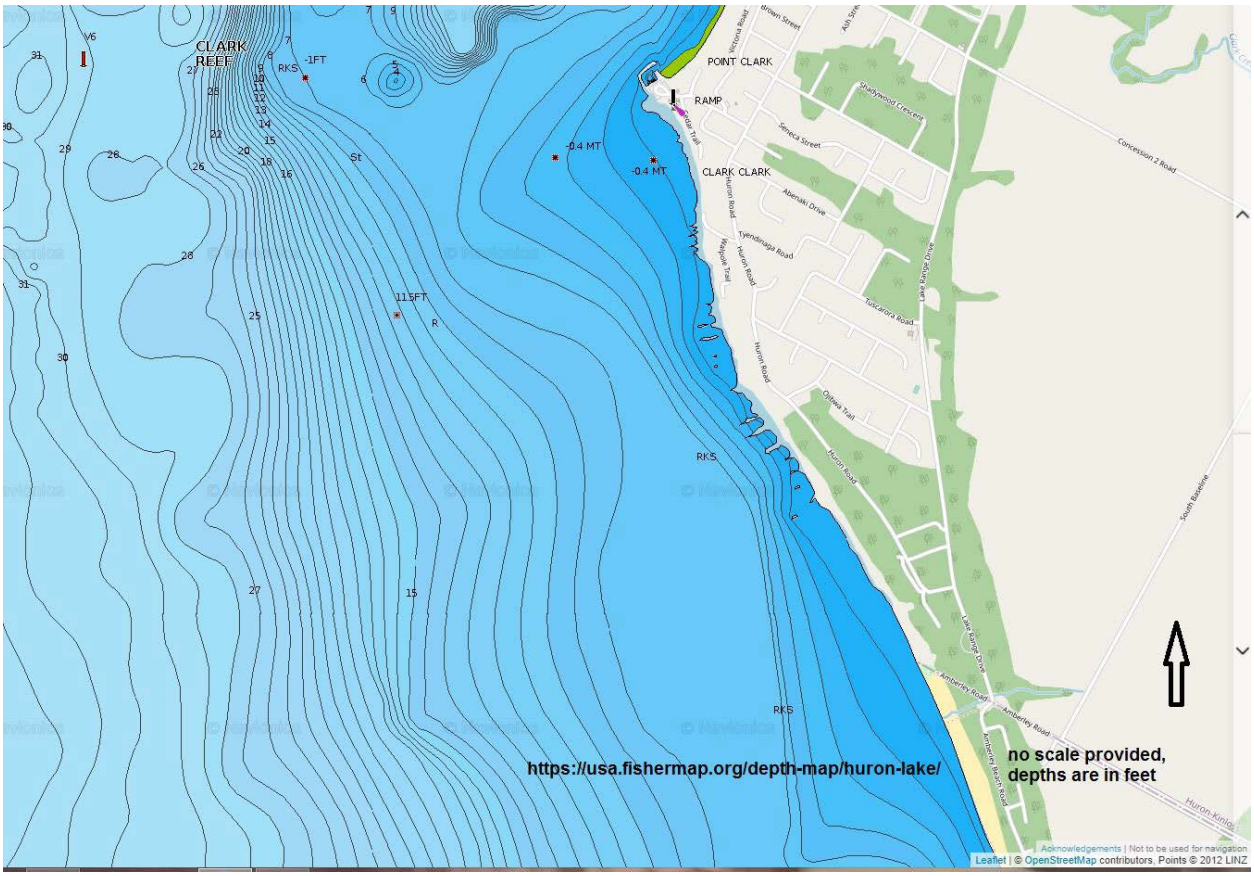


Image 45: Divers getting ready to survey

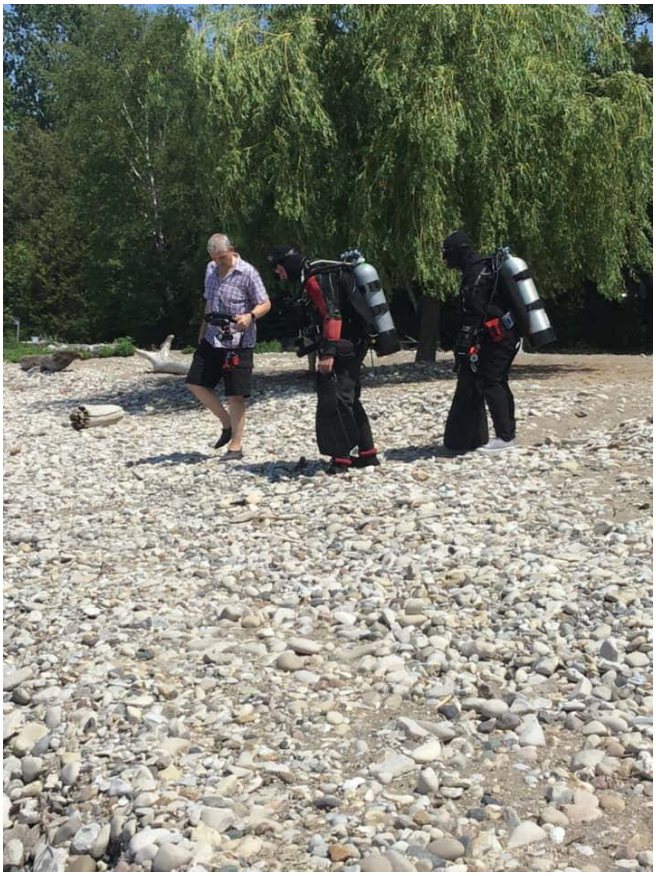


Image 46: Dives faced with very shallow waters

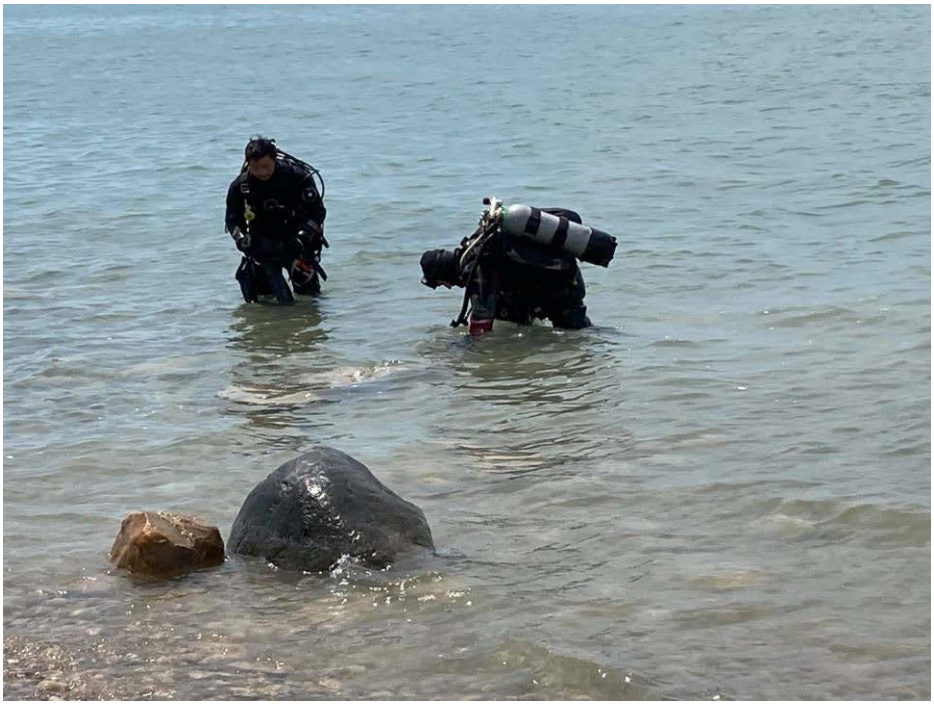
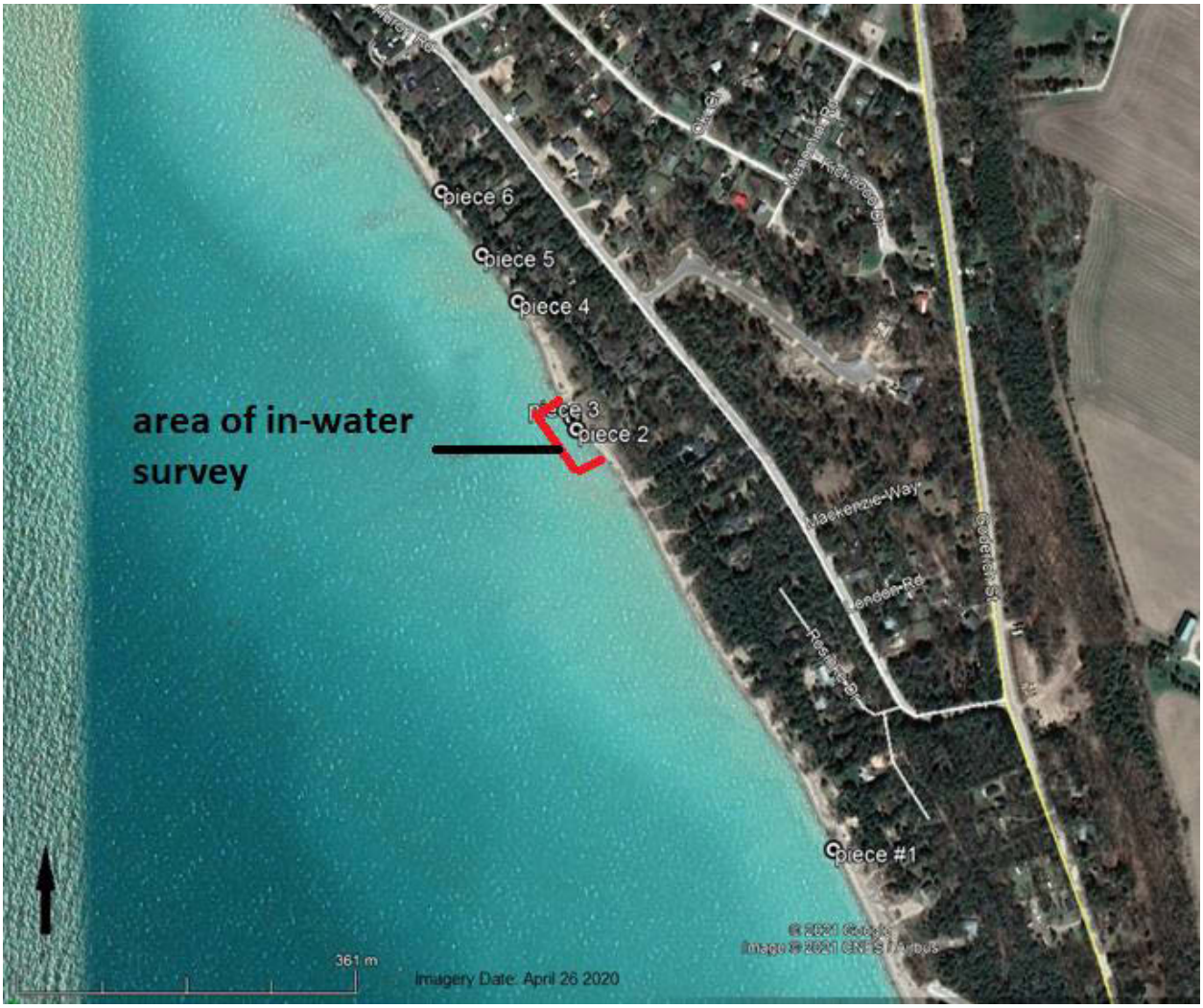


Figure 6: Area of In-water Survey



A pedestrian survey was undertaken by OMHC south of **Piece 1** searching for visible pieces on the beach but none were found in the next southern 100 metres of shoreline. Whether the visible absence of wreckage in this southern area reflects burial of pieces, and therefore not visible, or the true absence of pieces, could be verified with a metal detector survey of the area.

Other Observations

Noteworthy is that if the winds are blowing northeast, this results in little wave action. Waves from previous days of the first field visit in May had stirred up the bottom making visibility in the water nil. The June visit met with ideal conditions and the water clarity was pristine allowing for visual assessment approximately three to five metres offshore and for volunteers searching the area with paddeboards, visibility to the bottom reached well over a metre. Also offshore, located more at the northern end of the survey area are a series of rocky reefs which no doubt played a part in breaking up the wreckage. These rocky reefs were not visible at the southern end. Images 47 - 49 illustrate the reefs offshore. These rocky reefs, as will be further discussed in the historic background

section of the report, are the result of human made groynes. So, while they may have factored into the continued wrecking of the ship, they were not there in the mid-19th century to contribute to her wrecking.

Image 47: Reef facing NW from Piece 6

Image 48: Reef facing WNW from Piece 6

Image 49: Reef facing SW from Piece 6

4.0 HISTORIC RESEARCH

Local historic research on site conditions was undertaken by Scarlett Janusas.

Historic research of ship losses in the area was undertaken by Patrick Folkes. This is preliminary research based on the location of the wreckage and available records.

4.1 Study Area Conditions

The previous section noted that there were artificial “reefs” in the study area. Mike Fair, Director of Community Services, Municipality of Huron-Kinloss, confirmed that groynes were indeed constructed by cottagers in the 1960s, but he was unaware of any historic photographs of the same. A search through the Library and Archives Canada also failed to produce any historic photographs of these groynes. A 1954 aerial photograph (Figure 7) does not show any groynes, piers or wharves in the area, however, the imagery may not have been translated to exhibit these features – as the entire Lake Huron area appears as a black background. Historic imagery from Google Earth went back to 2005 (Figures 8 - 10). These satellite images show groynes in the area of the finds, although the remnants of these appear less intact than those to the north of the area in 2005. As these were established in the 1960s, and that wave action along this coast is quite intense at times, it is suspected that these groynes were short-lived.

Figure 11 is a graph of historic water levels for Lake Huron and Lake Michigan. Low water years included 1926 where lake levels were 575.8’; from 1933 to 1938 water levels averaged about 576’; in 1959 water levels dropped again to about 576’; in 1964 to 1965 the water levels were about 575.8’, and from 1999 – 2013, water levels averaged about 576’, with the lowest water in 2013 at 575.79’. Given this information and understanding the dynamics of cottage development along the cost chronologically, it is understandable that in 1959, there would have been fewer cottages, so no active groyne development. In the years 1964 to 1965, with an active cottage community, the groynes were constructed during this low water stage so that cottagers could provide access to deeper water for their boats. The 2005 satellite imagery shows sand bars in front of the groynes and running somewhat parallel to the shoreline. The 2009 satellite imagery shows a marked deterioration of the groynes, and the 2012 satellite imagery shows a marked low water period where sand dunes and remnants of groynes are visible.

The accumulation of sand bars off the beach may be other areas where wreckage is buried. Objects tend to present resistance to sand continuing to disperse evenly along the lake bottom and may end up buried under the accumulating sands. A magnetometer survey over these offshore sandy bars may result in detection of additional wreckage.

Figure 7: 1954 Aerial Imagery

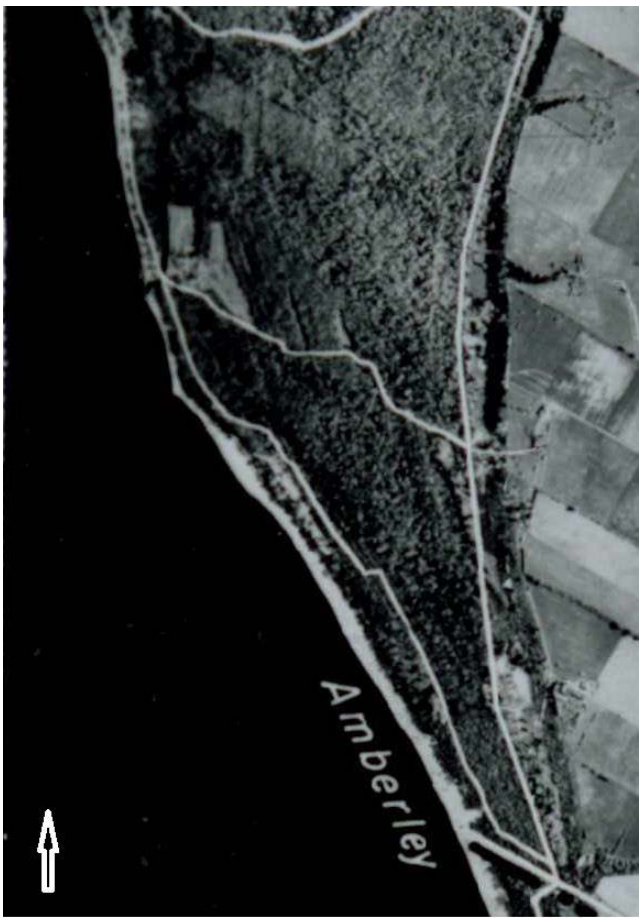


Figure 8: 2005 Satellite Imagery of Study Area

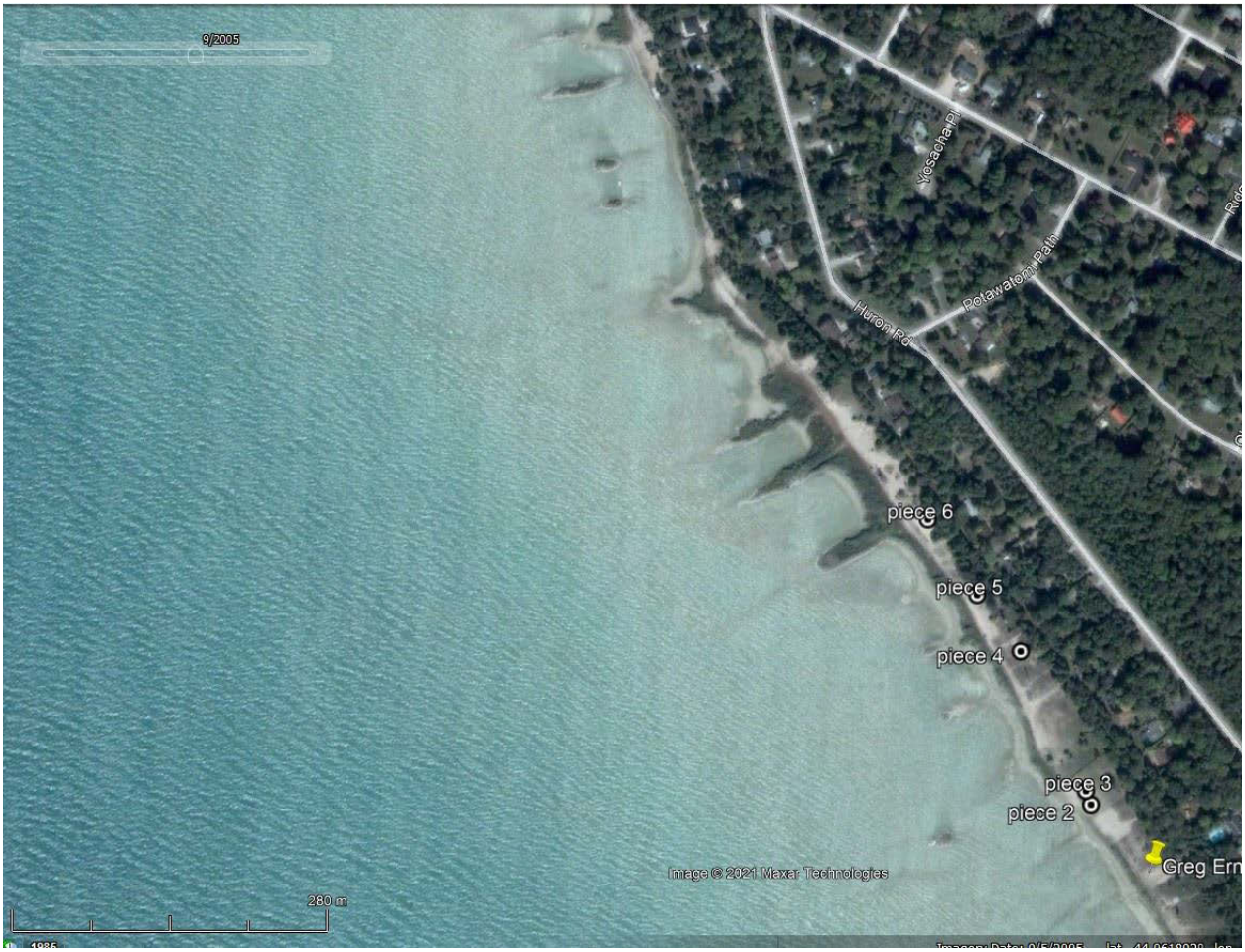


Figure 9: 2009 Satellite Imagery of Study Area

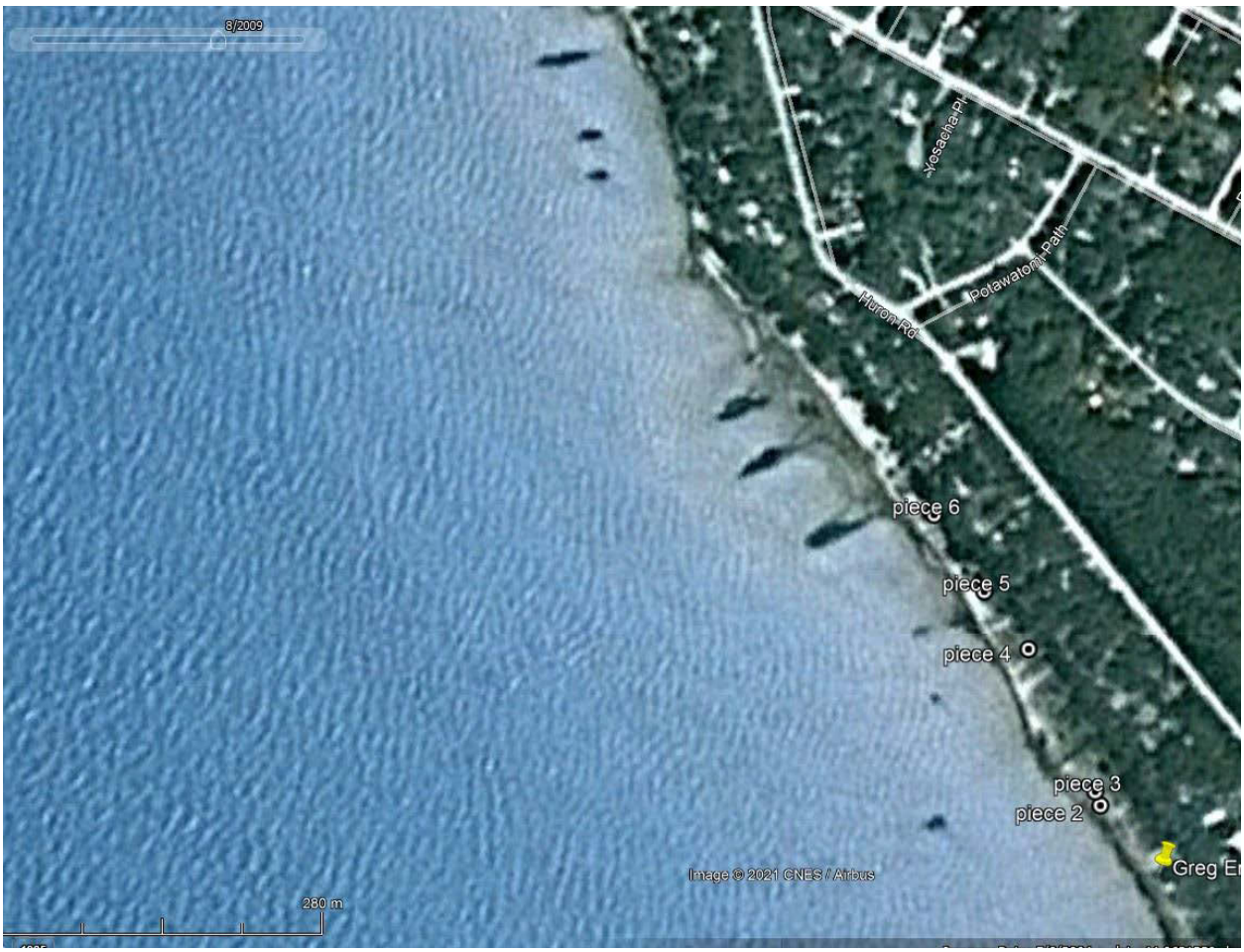
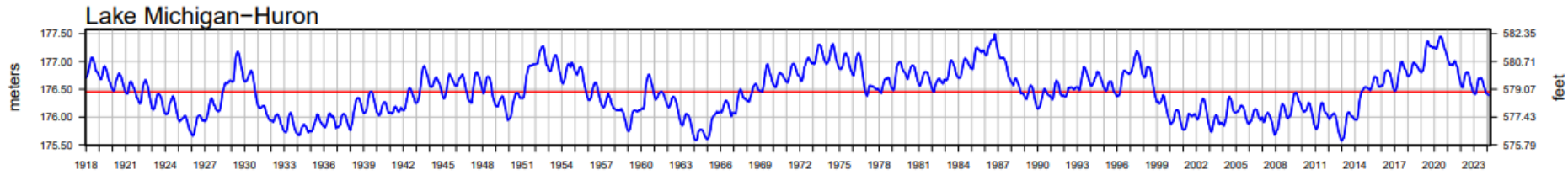


Figure 10: 2012 Satellite Imagery of Study Area

Figure 11: Lake Huron Water Levels 1918 – 2023



Source: https://lre-wm.usace.army.mil/ForecastData/GLBasinConditions/LTA-GLWL-Graph.pdf

4.2 Ship Losses in the Area

A likely candidate for the identification of the vessel (wreckage) is the scow-schooner **'Homer H. Hine'** wrecked "below Pine Point, about ten miles south of Kincardine", Oct. 30, 1883 ('Marine Record', November 8, 1883). Pine Point was a common 19th century name for Point Clark. The **'Hine'**, which was almost certainly a total loss, was launched at Fairport, Ohio, in 1871. According to Bill McNeil's (a marine historian, notes are in the personal library of Patrick Folkes) notes she was 150 tons, 102.4 x 24.5 x 7.4. 'Inland Lloyd's' register of 1882 has her as 3-masts, which is curious given her relatively short length.

The Alpena County, George N. Fletcher Public Library, Digital Collections provides additional information on the **Hine.** Her original owner was H.H. Hine, and she came from Painsville, Ohio. She was built in 1871 under the official number 42421. Her builder was S. MacClain. In 1881, she underwent repairs at Vermillion, Ohio and got new rails and a deck. In 1882, she was owned by Gilchrist of Vermillion. On November 1st, 1883, she was driven ashore at Sand Beach, Michigan. The crew were removed by the tug, **Kate Moffat.** The abandoned ship drifted across the lake to Pine Point (Point Clark) (https://www.nemoha.org/2905662/data).

The Toronto 'Daily Mail', Friday, November 2, 1883, under date line Amberley, November 1, says the "'**Hine'** was driven on the rocks at Point Clark. She will be a total wreck. She is loaded with lumber. The crew were taken off by a tug last night off Sand Beach [Michigan]." In the same issue, dated in Kincardine, November 1, the **'Hine'** "came ashore last night below Pine Point [Point Clark], about ten miles south of here. Her bowsprit, foretop masts and canvas are carried away. She is apparently in no immediate danger of breaking up." The Goderich 'Huron Signal', November 2, commenting on the weather, said: "A storm prevailed during the week. On Tuesday evening at 10 o'clock the wind was blowing at the rate of 48 to 50 miles an hour, from the south-west. As we write a heavy gale is blowing from the northwest, with hail showers."

4.2 Centerboards

Piece 2 has been identified as part of the centerboard box or case, and two additional pieces (Piece 6 and one of the recovered and stored pieces) are likely associated with the centerboard box as pocket pieces. Piece 7 and 8 are also centerboard sections. It has not been firmly established that all three pieces (2, 7 and 8) are from the same shipwreck, however.

Centerboards are derived from leeboards and sliding keels. They were used generally in vessels that were more flat-bottomed. The sliding keels were present in some early ships on the Great Lakes; however, this was quickly replaced in favour of the pivoted centerboard. The pivot bolt is, in fact, the key element of the centerboard and is present on this centerboard box casing (Image 11 and 15) labelled **Piece 2** in this report.

"The Swain patent did specify, …, that the board was hung on a bolt, the bolt-hole to be "four-fifths from the after end". This concept represented a significant improvement over the slide-keel suspended by tackles at each end. Pivoting on a fixed bolt, the board could not be jammed in the box in a fore and aft direction. If the board struck bottom, it would

tend to be forced back up in the trunk and it could be raised and lowered more easily with only one pendant or tackle at the after end" (Barkhausen 1990: 9).

Barkhausen (ibid: 10) notes that many Great Lakes vessels had offset centerboards, where the centerboard was lowered alongside the keel rather than through the keel. Figures 12 and 13, respectively, illustrate an offset centerboard and a through slot in the keel centerboard; the first from the **Alvin Clark**, and the second from the **Clipper City**.

Figure 12: Offset Centerboard – Alvin Clark (from Barkhausen 1990: 11)

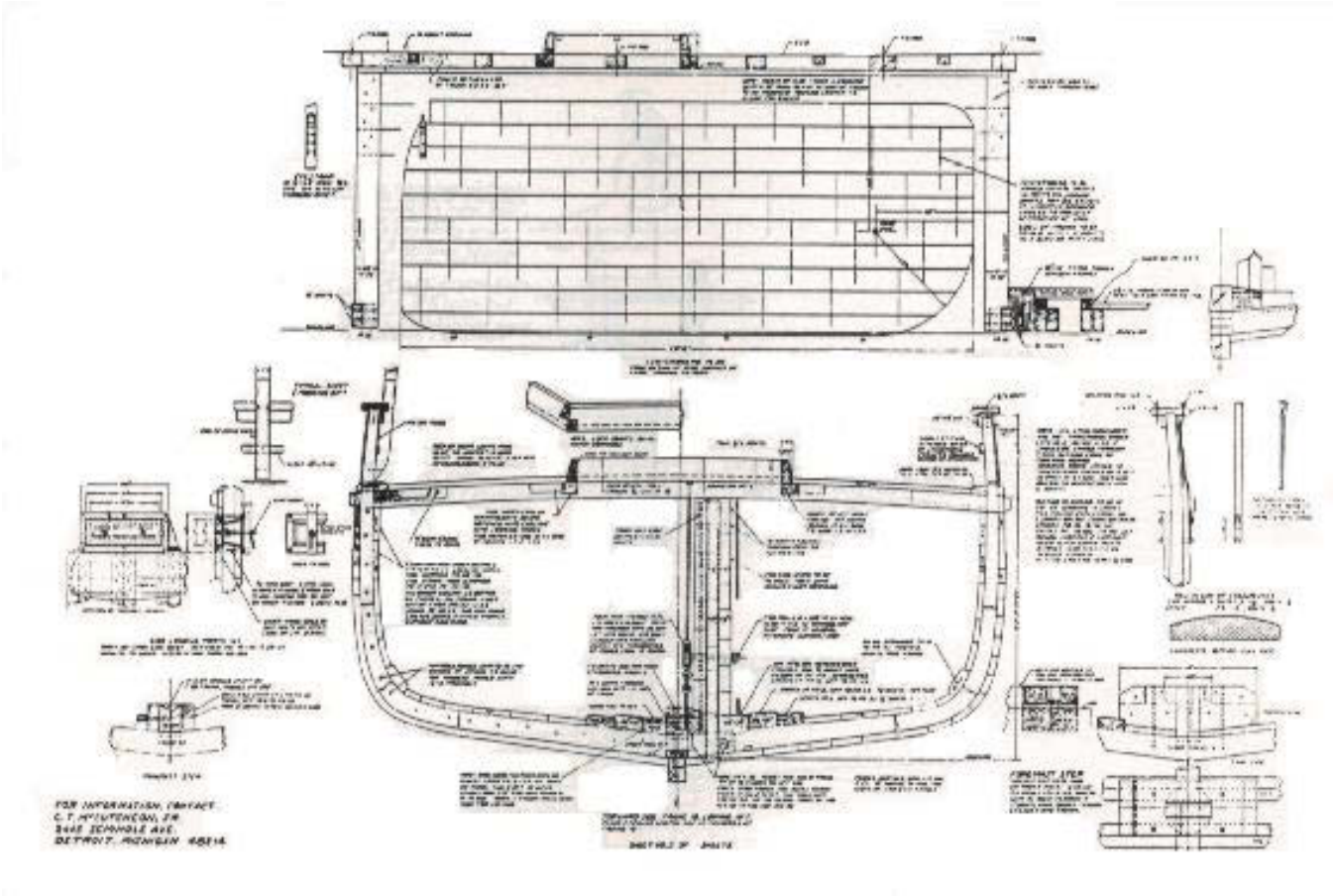
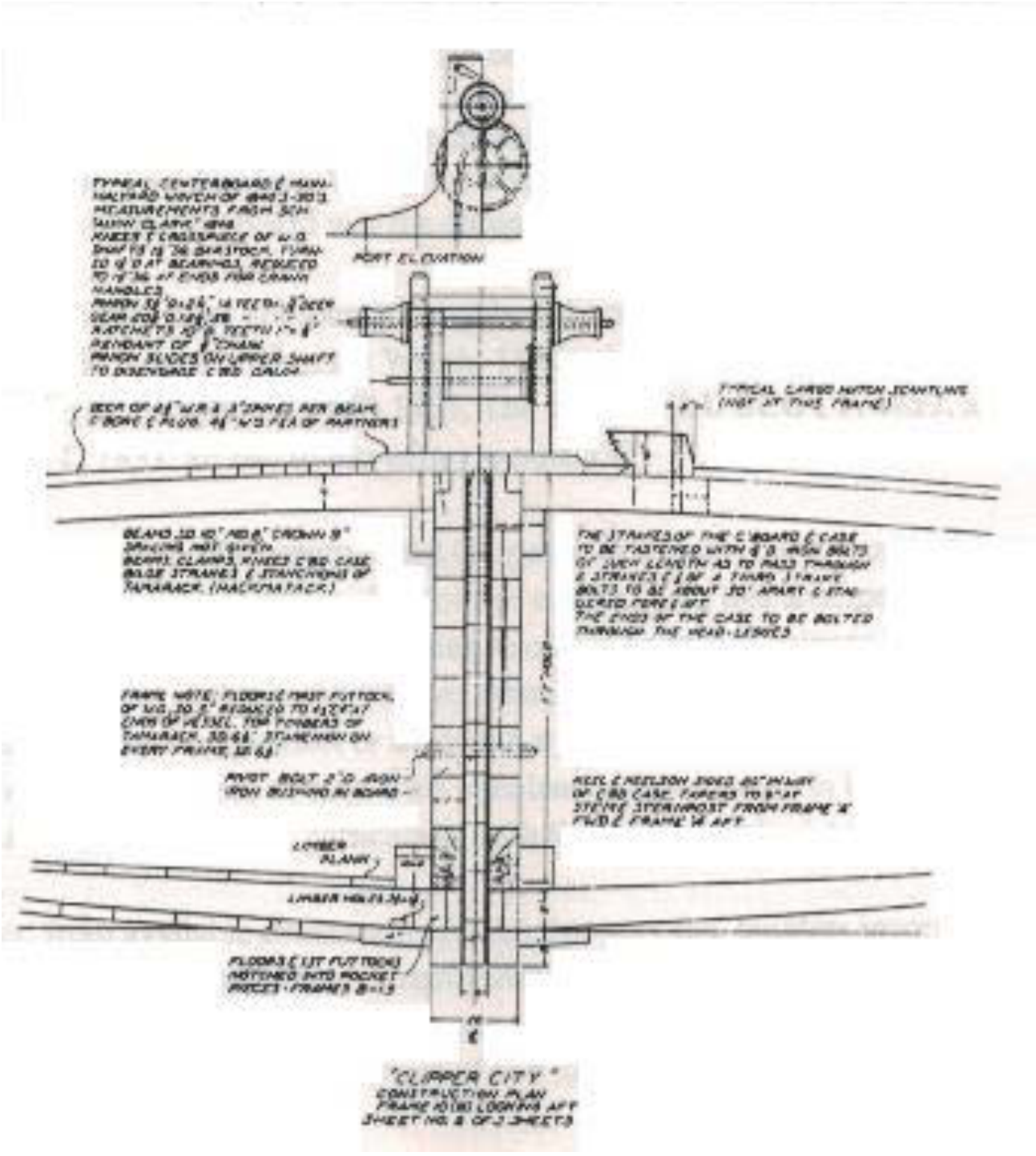


Figure 13: Through the Keel Centerboard – Clipper City (from Barkhausen 1990: 12)



With the incomplete piece of centerboard casing recovered from the Point Clark site wreckage, it is not possible, at this time, to determine if the casing would have accommodated an offset centerboard or through the keel centerboard.

The Inland Marine (1885) presents a report by Bates on the preference for the offset board:

“In the outset the centreboards of lake vessels were placed to work at one side of the keel, chiefly for greater convenience in masting, or in caulking the after head ledge when the mast was stepped close abaft the box, but also because many small vessels were enlarged in those days by cutting in twain and lengthening amidship, and it was through there would be more longitudinal strength in the bottom, if the centreboard was built at one side rather than over the keelson and keel with a long slot cut through these important timbers; and moreover the cost of construction would be less. Where the centre-box was built at one side of the keel, usually the starboard was the chosen side.”

Barkhausen (1990: 13) points out that the last statement by Bates may not be a true reflection of which side is dominant for an offset centreboard. For example, he cites that the **Alvin Clark** of 1847, the Port Stanley Wreck of the 1840s, the **Annie Falconer** of 1867, the **Marquette** of 1855, the **Winfield Scott** of 1862, and the **Mary M. Scott** of 1857, all had the trunks set to port.

Additional reasons for having an offset centreboard is possibly a “convenience in masting”, which would allow for a balance between the hull and rig; it permitted a narrower keel amidship (e.g. **Alvin Clark** keel was 8”, where the **Clipper City** with a centered board was 20”; the vertical tie rods along the centreboard case would “stiffen the backbone”, and also “inhibit leakage in those seams” (ibid: 14).

The offset centreboard was eventually phased out of the lake vessels, but with no clear transition date, as overlap in its use continued for many years beyond the Underwriters Rules to use the centre keel in 1866.

“All vessels hereafter [1866] built shall have the centreboard through the centre of the keel as per plate” (Underwriters Rules, 1866: 9).

Based on the above, it is likely that the **Homer H. Hine’s** centreboard was through the centre of the keel, although as noted above, the phasing out of the offset centreboard was not immediate. The **Homer H. Hine**, built in 1871 may have still been built with an offset centreboard. Until additional evidence of construction surfaces, a definitive statement regarding whether the centreboard casing on the ship reflects that of an offset or a centred centreboard remains speculative.

William Bates presented a synopsis on the development of the centreboard on the Great Lakes (1885, Inland Marine):

“In the beginning of Lake navigation, when vessels were small and necessarily drew but little water, they were generally built with standing keels, after the custom of the Atlantic coast. With the settlement of the country and the multiplication of shipping ports, all of them only carrying a few feet of water over the bars at the entrance, it became apparent that vessels of great size must dispense with keels, even if built with shallow holds. Even

with government appropriations to pier out the rivers and remove the bars, the tonnage of vessels could not enlarge with the requirement of the carrying trade unless a comparative light draft could be harmonized with their design and construction. It thus came about that the leeboards or centreboards were universally adopted in lieu of keels for the purpose of preventing leeway in oblique sailing. No standing keels were built since about 1851 and very few later than 1840."

The 1876 Rules provide detailed specifications for the building of the centreboard and its casing/box or trunk. One of the specifications relates directly to the maximum length of the centreboard, "the standard strength of centre-boards shall not be less than one-quarter of an inch thickness of white or burr oak for every foot of length".

Barkhausen presents the Boards example of proportions (Table 2). Note that length of the load line is different than length of vessel.

Table 2: 1876 Proportions for Length of Centreboard

Length of Load Line Feet	Draft of Water feet	Length of Board Feet	Thickness Inches
40	5	13.41	3.35
60	6	16.24	4.06
80	7	18.65	4.69
100	8	20.78	5.19
120	9	22.7	5.67
140	10	24.5	6.12
160	11	26.15	6.54
180	12	27.71	6.92
200	13	29.18	7.29
220	14	30.58	7.64
240	15	31.93	7.98

The length of the **Homer H. Hine** was approximately 102.4', but as noted above this is not the same as the length of the load line. It can be assumed that the load line was longer than the length of the vessel, but the actual length of the load line is not known. If one uses the table as a guide, it will appear that the next length in the table would be 120 load line length, suggesting a length of board of between 20.78 to 22.7' and a thickness of 5.19 to 5.67 inches.

The 1876 Rules also states that Yellow Locust and White Hickory were superior in strength and durability compared to White or Burr Oak. The Rules also specify that the centreboard case shall not exceed 30'. The depth of hold for the **Hine** was 7.4' and the 1876 Underwriter Rules provide statistics for centreboard vessels with holds exceeding twelve feet (12) amidship. Some basic principles may well have been applied to centreboard vessels with lesser holds.

Barkhausen presents the 1876 Rules as follows: "one brace beam at each side of the centre-box, above the king-bolt, secured to the box and to the sides of the vessel with knees, or iron straps and screw bolts".

In addition, the king-bolt, or pivot pin, was to be placed “one-sixth the length of the board from the fore end, and the lower edge”.

Piece 6 is a pocket piece, and the configuration of the pocket pieces is shown in Figure 25 and 29.

Figure 14: Pocket Pieces and Keelson Construction as per 1876 Rules
(from Barkhausen (1990: 25)

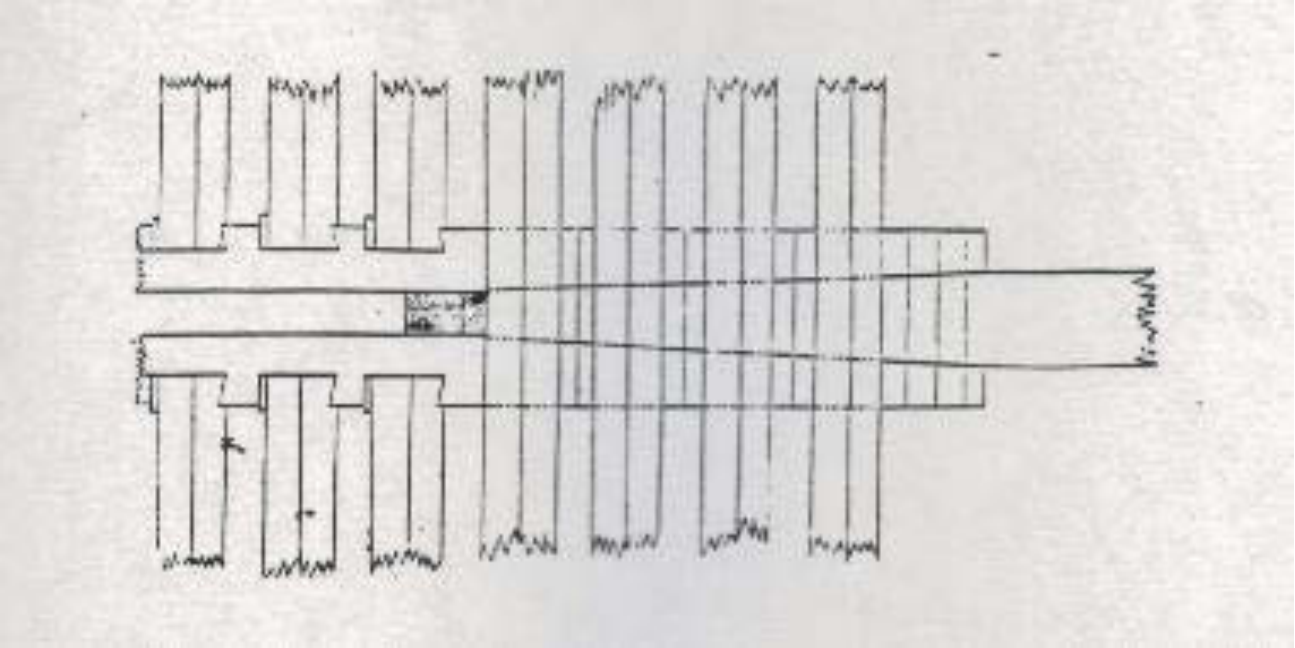
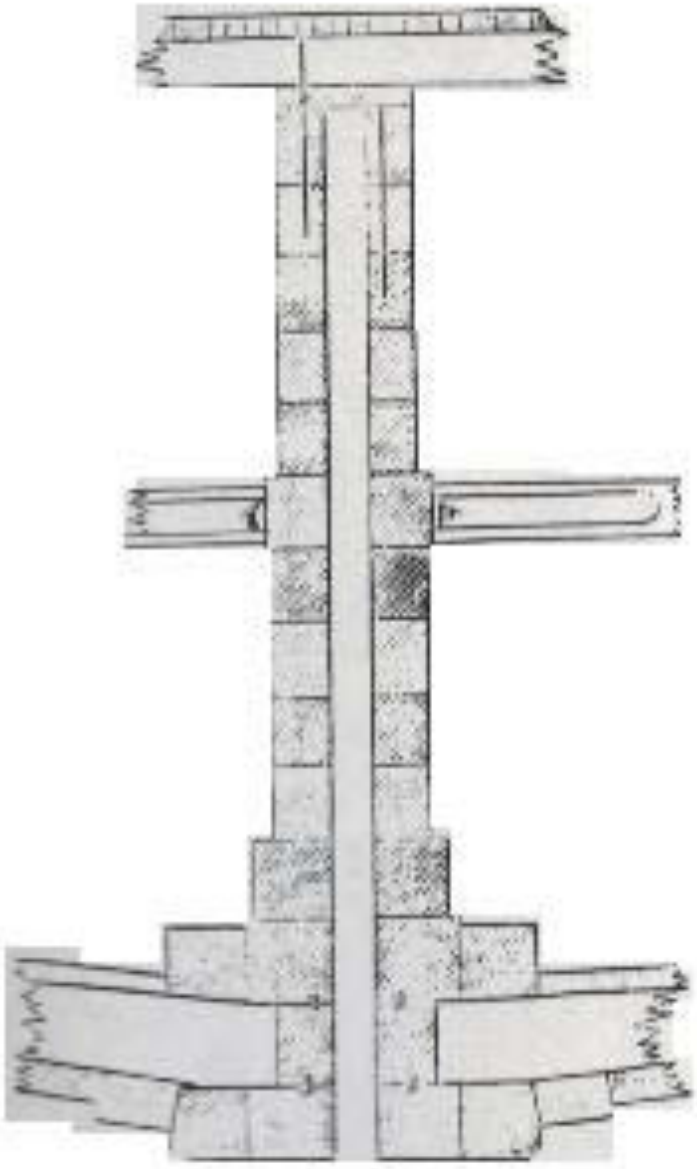


Figure 15 provides an illustration of the centreboard trunk construction per the 1875 Rules.

Of special note is Barkhausen’s remarks that centreboards and their construction did not always follow the Rules, and that there were many adaptations along the way in its development. He emphasizes that recording of centreboards from shipwrecks will go a long way in obtaining the necessary documentation of these elements of a ship that will further the interpretation of the centreboard use and adaptation over time.

Figure 15: Centreboard Trunk Construction per 1876 Rules
(Barkhausen 1990: 26)



Another example of a centreboard comes from the **W.E. Gladstone** found in the Harbour of Refuge in Southampton, Ontario. The schooner foundered off Southampton following a gale (Cleveland Herald, November 21, 1883). She was pounded to pieces halfway along the Long Dock. Ken Cassavoy (personal communication 2022) relayed that the centreboard was still associated with the **W.E. Gladstone** wreck.

4.3 Scow Schooners

The **Homer H. Hine** has been described in newspaper accounts as a scow-schooner. Chapelle (1951: 332-333) describes Gulf scow schooners which operated on both the coast and the river. He describes the hulls as both flat-bottomed and V-bottomed. As there are no plans for the **Homer H. Hine** that have been discovered to date, it is unknown if she had a flat or V-bottomed shaped hull. Evidence from future survey may provide this information.

5.0 Summation

Two field visits (May and June of 2021) were made to the Point Clark area where informants provided access to “stored” pieces and also provided information to existing pieces along the shoreline and in the shallow waters of Lake Huron. Each reported find by informants was investigated by the OMHC and pieces were identified as shipwreck or parts of a wharf/crib structure.

The more interesting pieces were those associated with the centreboard and centreboard box. There were three pieces that were identified as the centreboard box and/or centreboard: **Pieces 2, 8, and 9**. Pieces associated with the centreboard box was the pocket piece (**piece 6**). The remaining pieces, while noteworthy as being part of the wreckage, did not contribute much to the identification or interpretation value for the ship.

With the incomplete piece of centerboard casing recovered from the Point Clark site wreckage, it is not possible, at this time, to determine if the casing would have accommodated an offset centerboard or through the keel centerboard.

Background research into marine disasters in the area appear to support the identification of this ship as the **Homer H. Hine.** Newspaper accounts identify the **Hine** as a scow schooner. The length of the **Homer H. Hine** was approximately 102.4’, with a depth of hold of 7’4”. She was built in1871 and wrecked in 1883.

Another noteworthy aspect, but not an unexpected one, is that the distribution of wreckage, for the case of the **Hine**, specifically exceeds 800 metres from one end to the other. Based on the strength of storms, wave and wind action, currents, location, barriers, etc., the distribution of wreckage presents a very large “study area”. One can expect this for many other wrecks along any exposed shoreline.

6.0 RECOMMENDATIONS

It is most likely that this wreckage is from the scow schooner **Homer H. Hine** wrecked in the area in 1883. There are at least nine (9) pieces that have been identified either on the beach or adjacent to the beach in shallow water and are distributed over a distance of over 800 metres. Some of the pieces are partially buried, some partly in and out of the water, and other pieces completely out of the water. Those pieces exposed to the weather are subject to drying, warping and additional damage, and possible vandalism or scavenging for “firewood”.

Continued vigilance on the part of cottagers to apprise OMHC and the BCM&CC of additional wreckage being washed up on shore would be helpful. Those pieces on the shore and those collected by informants should be subject to detailed documentation. At this stage, only preliminary photographs and measurements have been recorded. Many of these pieces are very heavy and will require many hands to turn to fully record features on all four sides. The pieces are not in situ and moving them will not destroy any information once they are georeferenced (the nine pieces have been georeferenced). These general locations do, however, provide possible clues to patterns of repositioning, that is, how do the storms and storm surge gather up pieces and deposit them where they are now located, and is there any additional cultural material associated with the ship that might also have been washed up on to the shore such as personal effects, small ship artifacts such as pulley blocks, hardware, etc.. Once georeferenced, any other additional pieces can be added to the currently collected geographical data.

For the protection of these pieces from the elements and because conservation of waterlogged materials is very expensive, it is recommended that these pieces, and future pieces, be buried by the Ministry of Natural Resources and Forestry (the owners/caretakers of this beach) directly on the beach in an archaeological sterile location. That is, the area of burial should be surveyed by a licenced archaeologist and determined to have no archaeological potential. It is further recommended that signage be provided by the County of Bruce, Municipality of Huron-Kinloss or BCM&CC at both ends of the beach indicating that historic ship wreckage may be brought ashore by storms and that they should not be moved, and that when such wreckage appears, people should contact the BCM&CC, who will then contact the OMHC or MCM.

The onus of recording, protecting, and burial or securing of these pieces for a museum and display rests with the MNRF. The Municipality was supportive of this project and erected signs at each of the initial six finds made in May. There has been no initiative shown on the part of MNRF to record, protect or bury these pieces of wreckage to date.

Ideally, a side scan sonar survey and magnetometer survey should be conducted offshore to determine the location of additional wreckage and that those pieces of wreckage identified in the survey be subject to accurate recording. In addition, a very thorough metal detector survey pinpointing additional buried pieces by the presence of bolts and other metal hardware could provide locational information for additional research/recording.

In point form, the following recommendations are made:

- Side scan sonar and magnetometer survey should be conducted off shore of the area of the found wreckage and that any wreckage located in the survey be further documented.
- A metal detector survey on the beach be conducted to locate additional wreckage through identification of those pieces with metal hardware;
- That signage be posted at either end of the beach alerting people to possible historic ship wreckage and procedures as to how to report the findings, and that wreckage should not be moved.
- That the nine pieces located on the shore in 2021 and recorded in a preliminary survey by S. Janusas and P. Folkes, be recorded in further detail.
- That the MNRF, under the direction and supervision of a licenced marine archaeologist, bury (in a location on the beach that has been determined to have no archaeological potential), the nine pieces of wreckage and those recovered and stored pieces described in this report, following their recording; and,
- Should additional pieces be washed ashore over time, following their detailed recording, that the MNRF also bury these new pieces in the same location as the original nine buried pieces. A record of the burial area should be recorded with the Ministry of Citizenship and Multiculturalism.

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8.0 ACKNOWLEDGEMENTS

Thanks to the cottagers and residents of the area who alerted the Bruce County Museum and Cultural Centre regarding the wreckage, who in turn reached out to members of the Ontario Marine Heritage Committee. Members active in the assessment of this wreckage included Patrick Folkes, Scarlett Janusas, Ken Cassavoy and Burke Penny. Informants Scott, Amy, Carol and Judy are shining examples of what can be done by the general population to assist in the preservation and protection of Ontario's marine heritage resources.

Local Informants (May 2021)

Subsequent to the initial May visit, additional OMHC and local volunteers continued to contribute to the project through the recording, surveying and general support of the project in June. There were also other informants who contacted the OMHC through email. In addition, although not present in the photograph, Mike Fair, Director of Community Services, Municipality of Huron-Kinloss, was incredibly supportive of the project, and arranged for signage on the beach at various locations to identify the project and to assist in the protection of the exposed pieces on the beach. This project is a testament to the continued concern of local citizens, government personnel, the Bruce County Museum and Cultural Centre, and the Ontario Marine Heritage Committee in the protection of the finite resource of Ontario's marine heritage. Thank you to all!

OMHC and Local Volunteers (June 2021)

Associated Media Coverage

CTV London News: 1800s shipwreck discovered near Point Clark, Ont. Reported Scott Miller, May 27, 2021. https://london.ctvnews.ca/1800s-shipwreck-discovered-near-point-clark-ont-1.5445581

“POINT CLARK, ONT. -- Carol Phillips and Judy Parker were just walking along the shores of Point Clark, Ont. a few weeks ago, when they came across something poking out of the water’s edge.

“Judy and I were quite interested in it because it had all these weird nails sticking out of it. A big piece of wood, and that’s when we got really curious about what it could possibly be,” says Phillips, who lives in Wingham.

Unbeknownst to Phillips and Parker, Scott and Amy O’Brien had also been finding strange pieces of old wood washing ashore this spring.

“Every time we went out, we’d find more pieces. It was like a puzzle,” recalled the Point Clark residents.

Homer H. Hine shipwreck pieces in Lake Huron near Point Clark, Ont. on May 27, 2021. (Scott Miller/CTV London)

Empowered with the O'Briens' discoveries, Phillips and Parker decided they’d call in some historical help to identity what they’d found.

The Bruce County Museum sent out a pair of local marine historians who have identified the shipwreck shards as pieces of the Homer H. Hine, an 1880s schooner that sank off the shores of Point Clark in 1883.

“This piece is the heart of the schooner. The centre board. It’s kind of a rare piece, not too many have survived like this, so it’s really exciting for us,” says marine historian, Patrick Folkes.

Homer H. Hine shipwreck pieces in Lake Huron near Point Clark, Ont. on May 27, 2021. (Scott Miller/CTV London)

“We’ve got a fair stretch of about a kilometre long where these pieces have been found. Six pieces in total. But some that found the original pieces were kind enough to rescue some of the pieces from people’s burn piles, and they’ve stored them in their garages, for us,” says Scarlett Janusas of the Ontario Marine Heritage Committee.

Janusas, a marine archaeologist, plans to return with marine heritage volunteers to document the shipwreck pieces found, snorkel the shores for more, and then rebury the pieces where they were found.

“It would have taken a big storm which probably broke up the main part of the wreckage, which is still likely offshore. You get a big enough storm, and pieces start to come in,” says Folkes.

Homer H. Hine shipwreck pieces in Lake Huron near Point Clark, Ont. on May 27, 2021. (Scott Miller/CTV London)

For Phillips and Parker, there’s pride and excitement in discovering a shipwreck that past shoreline surveyors dismissed as 'old pieces of wood.'

"The rest is history. It turns out it is actually a piece of a shipwreck, and we’re just thrilled about it. We do actually feel like older explorers, but we’re here,” says Parker, who resides in Belgrave. “We’re the Goonies,” says Amy. “We felt like explorers."

Homer H. Hine shipwreck pieces in Lake Huron near Point Clark, Ont. on May 27, 2021. (Scott Miller/CTV London)

Owen Sound Sun Times by Denis Langlois May 30, 2021
https://www.owensoundsuntimes.com/news/local-news/investigation-begun-after-pieces-of-1883-shipwreck-found-on-local-beach
“Investigation begun after pieces of 1883 shipwreck found on local beach”.

The centreboard box of the 1871 schooner Homer H. Hine was found washed up on Point Clark beach in Huron-Kinloss this spring. SUPPLIED [by S. Janusas]

An archeological investigation is underway in southern Bruce County after shipwreck remnants – identified as belonging to the 19th-century schooner Homer H. Hine – were discovered washed ashore on Point Clark Beach.

Marine archeologist Scarlett Januses [sic, Janusas] and marine historian Patrick Folkes are donating their time to document the pieces. So far, they've conducted preliminary recordings of the wooden remnants, the majority of which were discovered along the Lake Huron shoreline this spring.

Januses [sic, Janusas] said she has put out a call for more volunteers from the Ontario Marine Heritage Committee to assist with the investigation.

"There's a number of things we still need to do. We need to go back and do some detailed drawings of each of the pieces that have been washed ashore. I am hoping that we can do a snorkel/scuba survey offshore, between the shore and rocky reefs. And I'm also asking for assistance with a side-scan sonar to look for the main wreckage, which would be offshore on the other side of the reef," she said in an interview.

Januses [sic, Janusas], who has received the marine archeological licence for the investigation, said she is working with Huron-Kinloss and the province to find a place to bring the shipwreck pieces and bury them once the documentation process is complete.

Burial will help to preserve the remnants so archeologists can return, if needed, to unearth the pieces to gather more information.

“If we just leave the pieces out in the open, they’re going to dry, they’re going to warp and, eventually, they’ll not be recognizable,” she said.

“Conservation would cost an arm and a leg, so this is the best alternative.”

Januses [sic, Janusas] said local residents have been spotting pieces of the shipwreck on the beach for the past five years.

But, this spring, a significant number washed up, including a large piece with numerous iron fasteners that was part of the centreboard box of the sunken vessel.

Januses and Folkes visited the beach to begin fieldwork May 13.

Huron-Kinloss was notified about the discovery and said in a news release late last week that the Ontario Marine Heritage Committee and Ministry of Natural Resources & Forestry are investigating to gain further information about the shipwreck.

While the beach hasn’t been closed, the municipality has posted signs advising people about the ongoing archeological investigation and asking that pieces not be moved or damaged.

“There are concerns with safety at this area as there are metal pieces protruding from the shipwreck, please do not touch or climb on them,” the release said.

“We appreciate your patience while we work with our partners to determine a path forward.”

Folkes conducted the research to determine the origin of the remnants. There’s little known about the Homer H. Hine, Januses [sic, Janusas] said.

The 105-foot scow/schooner was built in 1871 and had three masts. It was wrecked in 1883 and was a total loss. No casualties were reported.

Storm action would have caused the underwater wreckage to slam against the rocky reef off Point Clark and break up, while storm surges would cause the pieces to end up on shore this spring.
Januses [sic, Janusas] said the goal of the investigation is to record as much information about the shipwreck pieces as possible and then bury them for preservation.

“Back in 1871 when it was constructed, there weren’t a lot of very good blueprints around and there’s details that are missing from the blueprints that are available,” she said. “So we’re trying to fill in the pieces of information that aren’t there, readily, already.”

Januses [sic, Janusas] said the centreboard box is of particular interest because it’s rare to see how those parts of a 19th-century ship were constructed.

“Sometimes when you’re dealing with shipwrecks underwater, you only have a very narrow field of vision, which limits what you can do. So when you see a piece that’s been washed up on shore, it gives you a better opportunity to appreciate the piece and to obtain greater detail than you might do if you’re doing something underwater,” she said.

Januses [sic, Janusas] said she hopes the investigation will be wrapped up in about a month or so.

But that depends on the number of volunteers who answer the call for assistance and wind direction, which impacts underwater visibility.

IMG-7139 A piece of a shipwreck, identified as the 1871 schooner Homer H. Hine, that was found washed ashore on the Point Clark beach in Huron-Kinloss this spring. SUPPLIED [by S. Janusas]

CKNX NewsToday.ca https://cknxnewstoday.ca/midwestern/news/2021/05/28/shipwreck-washes-ashore-point-clark by Janice Mackay, May 28, 2021 Shipwreck Washes Ashore in Point Clark

The Township of Huron-Kinloss reports pieces of a 19th Century shipwreck washed ashore at one of their beaches this week.

The Ontario Marine Heritage Committee and the Ministry of Natural Resources and Forestry have launched archaeological investigations to gain further information about the shipwreck.

The public is being asked to respect the ongoing investigation and to avoid this area of the Point Clark Beach.

Please do not move, remove, or damage any of the shipwreck pieces while the investigation is underway.

There are concerns with safety at this area, as there are metal pieces protruding from the shipwreck, please do not touch or climb on them.

https://www.mebondbooks.com/2021/07/05/investigating-the-wreck-of-the-homer-h-hine/
Investigating the Wreck of the Homer H. Hine by M.E. Bond July 5, 2021

You're walking along the beach on a fine spring day when you come across a piece of wood at the edge of the water. Intrigued by the long nails sticking out of it, you take a closer look before finishing your stroll. The next time you come down to the beach you notice another large piece of wood. Next thing you know the marine historians have been called in and you have some answers to your questions!

As it turns out, pieces of a shipwreck had been spotted by residents of Point Clark, Ontario over the last five years. But this spring pieces of wood were identified as parts of the wreck of the three-masted schooner *Homer H. Hine*.

The *Homer H. Hine* was a barge built in Fairport, Ohio in 1871 by Samuel McLean (or McClain). It was rebuilt as a schooner in 1874. The ship was wrecked on October 30, 1883. A note from the Northeast Michigan Oral History and Historic Photograph Archives states: "Waterlogged in Gale off Sand Beach, MI, crew rescued by tug KATE MOFFAT, drifted across lake & went to pieces at Pine Point, ONT."

Some contemporary clippings can be found on the website Maritime History of the Great Lakes:

Kincardine, Ont. Nov. 1. — The bark HOMER H. HINE, lumber ladem [sic, laden], which was deserted by her crew off Sand beach yesterday, came ashore last night below Pine Point, about ten miles south of here. Her bowsprit, foretop masts, and canvas were carried away. She is apparently in no immediate danger of breaking up.
J.W. Hall Great Lakes Marine Scrapbook, Oct./Nov., 1883

The scow HOMER H. HINE, which has been missing on Lake Huron for several days drifted ashore ten miles south of Pine Point, on the Canadian shore, having been, as previously stated, abandoned by her crew. Her outfit is considerably demoralized, but her recovery is not improbable, the weather to that end being in her favor. – Detroit Report.
Marine Record Nov. 8, 1883

The HOMER HINE, lumber laden, which was deserted off Sand Beach, came ashore below Pine Point, about ten miles south of Kincardine. Her bowsprit, foretop-masts, and canvas were carried away. She is apparently in no immediate danger of breaking up.
Marine Record Nov. 8, 1883

HOMER H. HINE 150 Tons, and 12 years old a total loss on Lake Huron 1883. Valued at $2,000.
Lost Tonnage on the Lakes in 1883
Marine Record, December 27, 1883

HOMER H. HINE Schooner, foundered October 30, 1883. App. value $3,000 app. loss $4,000.
Casualty List for 1883
Toronto Globe, Dec. 4, 1883

This year a big storm must have caused the wreck to break up and begin washing ashore. Marine archeologist Scarlett Januses [sic, Janusas] and marine historian Patrick Folkes were called on to identify and study the pieces. They in turned asked for volunteers from the Ontario Marine Heritage Committee to help with the investigation. As of the writing of the news stories a month ago the work to be done included:

- documenting the shipwreck pieces
- snorkeling the shore for more
- making detailed drawings of each piece
- recording as much information as possible
- reburying the pieces
- looking for the main wreck with side-scan sonar

Januses [sic, Janusas] says that finding pieces of a shipwreck washed ashore is a good opportunity to observe them up close, which can be difficult with an underwater wreck. “Back in 1871 when it was constructed, there weren’t a lot of very good blueprints around and there’s details that are missing from the blueprints that are available,” she said. “So we’re trying to fill in the pieces of information that aren’t there, readily, already.”

As I learned last month, burying the wooden pieces preserves them so they can be studied again at a later date. Leaving them in the open would lead to drying and warping, and proper conservation is often far too expensive.

Sources

- “1800s shipwreck discovered near Point Clark, Ont.” by Scott Miller via *CTV News* (May 27, 2021)
- “The wreck of the Homer H. Hine is washing ashore, 138 years later” by Dennis Langlois (June 7, 2021)
- Great Lakes Vessel Database
- Northeast Michigan Oral History and Historic Photograph Archives
- Maritime History of the Great Lakes