



Ontario Underwater Council
www.underwatercouncil.com



Fall / Winter 2007

President's Corner

First I'd like to thank all the hundreds of individuals and organizations (scuba divers, retailers, clubs, and charter operators) that supported, participated, and enjoyed the 2007 OUC Treasure Hunt.

Held at Presquile Provincial Park on Lake Ontario every Father's Day, the OUC Treasure Hunt is Ontario's largest and longest-established and has been exciting, delighting, and entertaining Ontario divers and their families for 37 years.

This year's hunt was chaired by Pirate Captain Terry Ethridge, who, along with his Pirate Crew (family, friends, and fellow OUC members) did an excellent job making sure everything ran smoothly and that everybody had a great time.



Terry Ethridge, Chair of the 2007 Treasure Hunt in full Pirate regalia;

The redesigned Underwater Orienteering Competition course received high marks, as did the Kids Olympics event, the Car Rally (a perennial favourite) and the Volleyball and Tug-of-War Competitions. And several lucky Fathers had breakfast served to them in bed (fresh-baked muffins and fresh-brewed coffee)!

Close to \$14,000.00 in prizes were awarded at this year's Hunt, including dive charter trips to the Caribbean, Newfoundland, Tobermory, Thousand Islands, and Brockville. And thanks to the generosity of this year's sponsors, many Treasure Hunters went home with more than one prize.

For a complete list of prizes and sponsors see the Treasure Hunt section later on in this Newsletter. And for a list of winners, please visit the Treasure Hunt section on the OUC website at www.underwatercouncil.com.

Prizes for Treasure Hunt 2008 are already coming in, including a pair of underwater Sea-Doos. I invite you all to support, attend, and enjoy next year!

Second, I'd like to remind you all of OUC's 2007 OUC Annual General Meeting:

OUC's AGM will take place at 11:00 a.m. on Sunday November 18th, 2007 at the Ontario Sport Alliance Building, 1185 Eglinton Ave East, Toronto.

AGM packages have been sent out to all Voting Members in September with specific instructions regarding issues that will be raised

at the AGM and that will require membership votes to be cast.

Immediately prior to the AGM, OUC will hold 3 presentations, as follows:

Raising Awareness of the "Scuba Diver Below" flag within the Boating Community

Presenter: Dave Noble, OUC Director of Sport Safety

Time 9:15 - 9:45

Regulations Pertaining to the Transport of Scuba Cylinders in Ontario"

Presenter: Alf Brown, Ontario MOTC

Time: 9:45 - 10:15

"Everything you wanted to know about OUC's Liability Insurance Policy for Scuba Clubs but were afraid to ask"

Presenter: Raimund Krob

Time: 10:15 - 10:45

All Member Clubs are requested to send fully-empowered delegates to the OUC AGM.

Third, a look ahead to 2008

The OUC is now well into the 2nd year of a 5 year rebuilding program. An incredible amount of work has already been done by a talented and dedicated team of people but much more still needs to be done. If your passion is diving and if you want to "help us support and promote the sport of scuba diving in Ontario through safety, advocacy, cultural & environmental awareness, self-governance, education, and fun" please get in touch with me at the coordinates below.

In particular, OUC needs strong candidates to help fill the following Board positions:

- Director of Membership
- Director of Communications

Board positions are 2-year terms and require a significant time commitment. OUC is also looking for Regional Coordinators and Club

Representatives to help with the growth of programs and activities serving the sport.

Earlier this year OUC launched the Aviva Barth Memorial Program, a 6-point plan to increase awareness of the Scuba Diver Down flag with the Ontario Boating Community. OUC's Trillium Grant Application to help fund this program was not approved in this round, so we have embarked on a "Plan B" that allows this important program to continue nevertheless.

Yours in safe & enjoyable scuba diving,

Raimund J. Krob

President

Ontario Underwater Council

Landline: 416-283-0467

Cellular: 416-427-4500

Sport Safety:

By Dave Noble, OUC Director of Sport Safety:

Most of you probably heard about the tragic September 16th accident in the Niagara River that claimed the lives of two Ontario divers.

If so, you may want to read the full report on the OUC website at www.underwatercouncil.com the Safety section under "OUC's 72-hour Incident Report"

For the condensed version of just the recommendations, please read on:

- 1) Entities that extraordinarily impact a public waterway should appropriately notify all affected members of the public well beforehand.
- 2) Entities wanting to place signage to warn scuba divers of extraordinary underwater hazards should place the signage in locations where scuba divers are most likely to see the signs *before* they get into the water, and should

direct the language of the signage specifically at *scuba divers*.

3) Divers should look for and stay safely clear of their dives' "points of no return". Point of no return is defined as a time or place in your dive after which you can no longer bail out safely.

4) Divers should plan their dives and dive their plan. Part of planning their dive should be to clearly assign buddy teams and to review and adhere to the lost buddy procedure: If members of a buddy team become separated, then all members of that buddy team should make two full 360 degree rotations, looking up, down, and around for their lost buddy/ies. If after a minute or two they cannot find their buddy/ies, then all members of the buddy team should safely ascend and reunite at the surface.

5) Divers should always deploy Surface Marker Buoys (a.k.a. Scuba Diver Below Flag) when diving in waters known to carry boating traffic. This helps:

- Boaters see and avoid divers
- Separated Buddies reunite
- Dive Masters and or other surface observers to take action if they see the divers heading towards danger.

6) Divers should use compasses as their preferred underwater navigation indicators. Using current as a navigational indicator may be unreliable, as current speed and direction may change many times in the course of even a single dive.

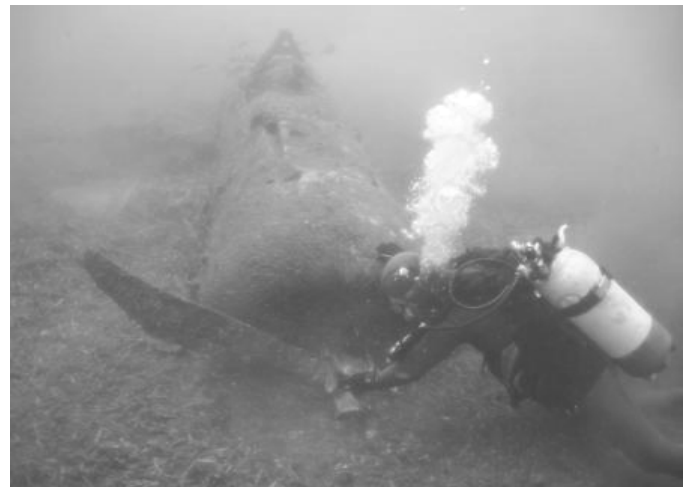
7) Divers should seek a local orientation prior to diving in unfamiliar waters. Divers believing themselves to be in familiar waters but experiencing unfamiliar conditions should safely surface and reorient themselves before continuing their dive.

Reminders of War in The Great Lakes

By Mike McAllister

Originally published in the Scarborough Underwater Club Newsletter

The day was bright and with few clouds, in the summer of 1940, a perfect day for flying, as Leading Aircraftman Johnson flew his Harvard airplane over Georgian Bay, gazing down at "Giants Tomb," the Island so named as the place where Ketchekewanna, the Indian god who had created the 30,000 islands, had laid down exhausted and died.



Mike McAllister, is a member of the Scarborough Underwater Club with a keen interest in Canadian history and WWII aircraft.

Looking to his right he noticed two steamboats proceeding southbound in the steamboat channel. One can imagine the ships, "Collingwood" and "Royalton" looking a bit like toys from 4,000 feet, when the 650 hp engine started misfiring, and the plane shook with each intermittent bang of the air-cooled radial engine, then as the two bladed prop suddenly became visible, the only sound heard was the wind rushing past the cockpit.

LAC Johnson had left Borden earlier that morning, on a solo flight as part of his training in the British Commonwealth Air Training Plan.

During WWII Canada ran the BCATP, at large and small airfields across the country, training young airmen from all the Allied nations, as well as expatriate Polish, Czech and Norwegians who had escaped the Nazi war machine, to fly in many types of single and dual engine planes, learning to become navigators, bomber and fighter pilots, leading Winston Churchill to call Canada "The Aerodrome of Democracy".

The type of aircraft that Johnson was flying was built by Noorduy Aviation of Cartierville Quebec, under licence, to an American design (North American AT-6 Texan) and is a dual control single engine fighter-trainer called a Harvard. At the outbreak of the War, in September 1939, Canada had 14 of these aircraft as well as 256 other types which were mostly obsolete. At Wars end in 1945 Canada had the world's third largest air force, and, through the BCATP, had trained over 100,000 flyers.

Bill English, a seaman on the steamer "Royalton," which was carrying a load of grain, watched as the shiny yellow aircraft glided silently towards the sparkling water of Georgian Bay. Spray flew into the air as the machine came to a halt just out side of Penetanguishene harbour, sitting at a slightly nose down attitude, due to the weight of the engine. The pilot climbed from the already slid back canopy, and out onto the wing.

Mr English watched in disbelief as the "Collingwood", ahead of his ship and much closer to the downed aircraft, steamed right on past, making no attempt to turn toward the plane, nor stop to put out lifeboats. Now the Royalton made for the downed plane and pilot with all possible haste, but on arriving where the plane went down, found only traces of oil and a few bubbles. This lack of action by the Captain of the Collingwood caused quite some controversy at the time.

In the early summer of 1999 I was sitting in the sun porch of a cottage on Georgian Bay, enjoying the view, and reading a book called "Recollections - Township of Tiny", where I came across the paragraph " In strategic military manoeuvres, the Tiny Marsh was used for target practice and during these years two Harvard war planes were reported to have crashed in Tiny waters. One crashed in the Penetanguishene Bay and the other off the shores of Christian Island." (Sharp intake of breath, followed by a whistle.)

I have always been interested in Canadian history as well as aircraft, particularly those of WWII vintage, and here it looked as though two undiscovered wrecks were practically in my backyard.

After contacting the Township of Tiny about the book, I was referred to Carrie Moran, a reporter for the Midland Free Press, who then wrote an article about the downed planes, mentioning that the Toronto Aerospace Museum would be interested in locating and recovering these historic aircraft. I received two phone calls, on the Friday of the week that the article appeared in the fall of 1999, one from Mr. Bill English of Penetanguishene, who was a witness to one of the crashes, and a call from Dutchman's Cove Marina, regarding an aircraft seen underwater. I spoke with Bill English at his home and then proceeded to Dutchman's Cove where inquiries were made about this mysterious aircraft.

The following year, I again went to Dutchman's Cove marina attempting to nail down the story and the location, at that time I also sought help from the military museum at Camp Borden in my efforts of search and recovery.

In the spring of 2004 I was finally able to made contact with a marine salvor in the area who allowed me to view side-scan sonar images, scrolls showing the bottom of the lake in the Penetang, Giants Tomb Island area. The images are generated by a computer from sound waves

transmitted from a “towfish” which resembles a small torpedo and is towed behind the boat. The sound waves bounce back from the lake bed and any objects resting on it, and are received by the towfish at varying time intervals, depending on the distances of the various surfaces of the object from the transmitter/receiver thus allowing the computer to form a picture of the object below. GPS locations are shown on the scroll as well, and the image quality is similar to that of a photocopy.

The images on the side-scan scroll which resembled aircraft were in two locations one appearing to be an X approximately 25 feet by 25 feet.

After conducting three unsuccessful searches at the GPS waypoints I managed to hook up with some like-minded individuals from the Canadian Harvard Aircraft Association Recovery Team, a group of scuba divers, pilots and historians who are involved in locating and recovering aircraft which were used in the BCATP.

CHAA-Recovery has plans to conduct future searches in Georgian Bay at the sites previously surveyed by Georgian Bay Wetwood, using magnetometers, and side-scan sonar, supplied by the company Ocean Scan Systems, as well as two sites in Lake Ontario. When located a team of divers will descend to examine the wrecks. If any of these historic aircraft prove to be good candidates for restoration, they are likely to be raised, and transported to either the Canadian Harvard Aircraft Association in Tillsonburg Ontario or the Toronto Aerospace Museum located on the grounds of the former Canadian Forces Base Downsview in Toronto.

For more information, please see:
www.torontoaerospacemuseum.com &
www.chaa-recovery.ca

Dive! It's an Emergency!

By Laura Merzetti, Ajax Scuba Club

On Sunday September 16th, 2007 the Ajax Scuba Club held a fundraising event with all proceeds going to the Rouge Valley Health System – Ajax–Pickering Hospital. The event consisted of an underwater marathon at the pool in the Ajax Community Centre with divers choosing either 3, 6 or 12 hours underwater. Ten-minute breaks were allowed every hour. A silent auction was also held, as well as two Experience Scuba classes, and several raffles.



Generous sponsors including Scuba 2000 donated the prizes for the auction as well as prizes awarded to individual divers who raised the most money in their category.

Including the pledges the divers collected, over \$8500 was raised for the hospital. Local radio host Jerry Archer from KX96 FM and Ajax Mayor Steve Parrish also came out to show their support, with Jerry participating in the Experience Scuba class and 3 hours underwater.

Divers spent their time underwater playing table hockey, checkers, solving a large jigsaw puzzle, practicing their putting, and buzzing around on the scooters which were generously provided by Dive Source for the day's event. Everyone had a fantastic time and we were able to raise money for a very worthy cause.

Site Formation Processes and the *Sligo*

Helen R. Haines¹ and Elaine Wyatt²

Originally published in the SOS Newsletter

“...it is often said that wrecks are sealed time capsules from the moment of wrecking.”
(Muckelroy 1976: 283)

Shipwrecks, with access limited only to those able to dive, carry with them the undeniable cachet of being exotic. Yet, as Muckelroy attempts to demonstrate in his work on shipwreck site formation, the idea that wrecks are “sealed time capsules” is false. Sunken ships do not remain constant and immutable from the moment of their loss, but, as many divers will attest, change and deteriorate over time. The changes that take place at an archaeological site through natural events or deliberate actions are referred to as site formation processes.

Recently, SOS Toronto initiated a five-year monitoring project of the *Sligo*, a late 19th century vessel that sunk in Humber Harbour, Lake Ontario, in 1918. This research was designed to monitor the condition of the ship, track its deterioration and identify factors involved in site formation processes on shipwrecks in the Great Lakes.

The History of the *Sligo*

According to a comprehensive history of the *Sligo* compiled by Kimberly Monk in her 2003 Masters thesis, the *Sligo* was originally a barkentine, built in 1860 to carry goods on the Great Lakes and Atlantic Ocean. Fourteen years after her launch she was reconfigured as a schooner for use only on the Great Lakes (Monk 2003:68). In 1908 she was modified again to serve as a tow barge and the shipping of coal and stone (Monk 2003:68, 92).

It was during her service as a tow barge that the *Sligo*'s first serious mishap was reported. She was docked at the base of the Adamson Elevator in Toronto when the mechanism carrying a load of stone collapsed. Despite “bearing the brunt of the collapse” the *Sligo* was deemed “none the worse” (Monk 2003:95) and continued to serve on the Great Lakes.

In September, 1918, the *Sligo*, was en route from Point Anne to Toronto with a cargo of 500 tons of stone (Monk 2003:95). She was being towed by the steam barge *City of New York*, when the ships ran into a storm and experienced difficulties (Monk 2003:95). With the hull of the *Sligo* filling with water the *City of New York* had insufficient power to pull the stricken vessel and was herself in danger of floundering. A decision was made to cut the *Sligo* loose in the hopes that the crew could keep her afloat until the *Geary*, on her way to assist, could arrive (Monk 2003:95).

Despite the crew's best efforts to save her, the siphons failed before the *Geary* could arrive and the crew was forced to abandon ship. The crewmembers reached shore safely, but the *Sligo* sank early in the morning on September 5, coming to rest upright in roughly 20 metres of water two kilometres south of Toronto Harbour (Monk 2003:98, 100). There she remained undisturbed, except for natural marine processes, until she was rediscovered roughly 60 years later.

In 1979, Dan McIntyre and a group of Toronto divers conducting a remote sensing operation in Humber Harbour discovered the site (Monk 2003:98). The location of the ship was not released to the dive community until 1983, although regular looting of the site made it evident that other divers were aware of the wreck. SOS Toronto members participated in the first survey of the site conducted in the early 1980s by SOS Toronto President Tutty Lee. However, it wasn't until September 5, 1987 that

¹ Research Associate, Trent University Archaeological Research Centre

² Member SOS Toronto

McIntyre was able to identify the shipwreck as the *Sligo* (Monk 2003:99).



Photo courtesy of Warren Lo

Ten years later, in 1997, a second survey of the *Sligo* was conducted. This time the work was conducted under Kimberly Monk, then President of SOS Toronto. Monk continued her work on the *Sligo* in 2001 as part of her Masters thesis research on Welland sailing and canal ships for East Carolina University. During the 2001 field season SOS Toronto member Serena Oyama painstakingly compiled a photo mosaic of the site. Measurements of the vessel were taken and samples of the wood from which the ship was constructed and the cargo were collected for testing. A report from Dr. Lee Newsom at Southern Illinois University Carbondale indicates the *Sligo* was constructed largely of hardwoods (likely *Quercus* sp.) and softwoods (*Pinus* sp., *Picea* sp., and/or *Larix* sp.) (Monk 2003: Appendix A).

In 2006, the members of SOS Toronto launched their third study of the *Sligo*. The aims of this new project include tracking changes to the site, experimenting with new ways of surveying and monitoring shipwrecks and developing a better understanding of site formation processes on submerged archaeological sites in the Great Lakes.

Site formation processes

Site formation processes are defined as actions “that have transformed the archaeological (or historical) record” (Fagan 2006:204). These actions can be natural (environmental factors) or cultural (caused by human behaviour). It is the results of these actions that alterations to shipwrecks occur. Moreover, it is precisely because shipwrecks are exposed to these actions that the idea that shipwrecks are immutable time capsules is false.

This is not to suggest that shipwrecks are useful sources of information about a specific moment in time, only that shipwrecks should not be viewed through the lens of the “Pompeii principle”³ (Binford 1981). Rather, the effects of the site formation processes must be taken into account when studying a shipwreck. Moreover, site formation processes and their impact on the physical state of the ship should be included in any discussions of the site (Schiffer 1985).

Muckelroy in his study of the *Kennemerland* identified five possibly stages of wreck site development: 1) process of wrecking, 2) salvage operations, 3) disintegration of perishables, 4) seabed movement, and 5) excavation (Muckelroy 1976: 282, Figure 6). These categories, although originally developed for presenting a means of integrating the historical and archaeological records for the *Kennemerland*, proved to be extremely useful in opening the discussion of the various factors involved in wreck formation. Subsequent research at other sites identified additional processes that might affect shipwrecks including damage from storms, dismantling, scuttling, impact on the seabed, hydrodynamic activities such as tidal action, scouring, and, if the wreck is close to the surface or shore, waves

³ The term “Pompeii principle” is used in archaeology in discussing sites that have been sealed due to volcanic or other immutable events. Examples of such sites include Pompeii, Ceren, and Akroteri, all three of which were sealed under volcanic debris in AD 79, circa AD 600, and circa 1500 BC respectively.

(Muckelroy 1978; 157-214; Dean et al. 2000:49-54; Quinn 2006; Quinn et al. 2002; Ward et al. 1999). In addition, both chemical and biological agents such as aerobic bacteria, wood borers, and increased corrosion can affect exposed sections of a wreck.

One of the most ubiquitous biological agents at work in the Great Lakes since 1988 is the zebra mussel (*Dreissena polymorpha*) (Watzin et al. 2001). These mussels appear to prefer wooden surfaces to metal as they can attach themselves to the surfaces by imbedding their byssal threads into the surface of the material (Watzin et al. 2001:43). While the appearance of these mollusks may be classified as a natural site formation process, the removal of the mussels by divers is a cultural or anthropogenic action that can result in either the byssal threads failing to be removed or, more alarmingly, pieces of the wood of the wreck being removed along with the mussels (Watzin et al. 2001:43).



Photo Courtesy of Warren Lo

While site formation processes are virtually universal in the archaeological record not all of the processes mentioned above are always present at every wreck. Moreover, there can be site-specific processes, particularly in areas where the geography, weather or sea conditions are especially hazardous to ships. Shipwrecks can also be damaged by unwary ships dragging anchors or fishing nets.

Site formation processes must be considered when studying a submerged site and information about the specific processes affecting a site can be collected through surveys, mapping, and/or long-term monitoring projects such as the one in process on the *Sligo*.

The Sligo Monitoring Project

In mid 2006 SOS Toronto member Bryan Thomas, who has been diving frequently to the *Sligo* for many years, expressed concern over the apparently increasing pace of deterioration at the site. In response, SOS Toronto launched a new survey project of the *Sligo* in September 2006. Under the direction of then Chapter President Elaine Wyatt and Dr. Helen R. Haines from Trent University, a five-year research design was implemented to monitor changes at the site and identify the key factors involved in the changes.

Using the photo mosaic created by Serena Oyama, key areas of the site that appeared to be particularly sensitive to change were identified. For example, in the image it appeared that the ship railings on the port bow were slowly pulling outward, giving the impression that the ship was unzipping.

The original research design involved identifying key areas of the site that were stable, generally along a line down the center of the ship between the bow and the stern, as well as those areas that were unstable. Measurements were to be taken from the stable datums to the unstable datums. All datums were marked with plastic ear tags used for identifying farm animals. These tags are heavy plastic with pre-punched holes and embossed with large numbers, making them ideal as datum points underwater. Bright yellow medium-sized tags usually used to tag pigs were deemed the most suitable for use on the *Sligo*. Because it is necessary for the datums to be securely in place for the five years of the project, the tags were

attached to the using 15 cm galvanized steel nails. The intention to use datums on the site was specified in the research permit request filed with the Ontario Ministry of Culture. All work conducted on the Sligo is carried out under the Ministry of Culture license 2007-10 issued to Elaine Wyatt.

Measurements between the permanent datum points to the unstable points were to be taken using two approaches. The first set of measurements was to be taken on a horizontal plan while the second set of measurements were to be direct tag-to-tag without attempting to correct for slope in the measuring tape. The intent was to superimpose the first set of measurements over the photo mosaic to identify areas that had experienced the most significant change. The second set of measurements was to be used to monitor changes in the distances between the stable and unstable points.

As datums were placed and measurements taken, it became apparent that variations in the angle of the camera in the photographs used in the 2001 photo mosaic had created distortions in the planar view. In the mosaic, certain sections of the ship appeared to have fallen further away from the ship than they are today. This meant that comparisons between measurements taken in 2006 and the photo mosaic would not be meaningful and collection of these measurements was discontinued. The photo of the site is a valuable aid for orientation in poor visibility, a common condition on the Sligo, but the inconsistencies in the photographic angles meant it did not provide the precision necessary for tracking variations in a planar view.

Consequently, the research design of the Sligo Monitoring Project was modified to include only tag-to-tag measurements, which are more accurate for long-term monitoring.

Once the logistical aspects of the project were mastered, we discovered that a team of two people, using a 30 m tape measure could take up to 15 measurements during the 25 to 30 minutes of bottom time allowed non technical divers. As each set of measurements is collected, the distance between the stable and unstable datums will be compared with the previous set of numbers collected as well as the original data. This will allow us to identify the changes from season to season as well as changes from the launch of the project.



Photo Courtesy of Warren Lo

We collected our first set of data in November 2006 and our second set in April 2007. We will continue to collect data twice a year – in late April and early November. This coincides with the schedule for placing and removing the SOS heritage buoys used by most divers to locate the site. This will allow us to isolate the season of the year (summer or winter) during which the Sligo undergoes the most change and, in turn the site formation processes causing the most significant change.

Conclusion

While the work on the Sligo is still in its initial stages, we believe that our research will provide valuable monitoring of the condition of Sligo.

Moreover, it is our hope that the work of SOS Toronto will add to the growing body of knowledge about site formation processes at submerged sites in North America. Updates on our research will be provided to the Ontario dive community and the Canadian archaeological community in future reports.

Acknowledgements

This work would not be possible without the volunteer support provided by the members of SOS Toronto and SOS Hamilton who have been invaluable partners in developing the research design, placing datums and collecting measurements. In particular, we would like to thank our core team: Alex Ayers, Jonathan Ferguson, Raimund Krob, May Loo, David Taylor, John Millar and Bryan Thomas. In addition, we would like to thank Jody Bulman, Paul Chapple, Aloysia DeJulio, Robert Kuzel, Doug Holmes and Michael Stephenson for their help in collecting data. We are also grateful to Erika Laanela, marine archaeologist with the Ontario Ministry of Culture, for her expert advice.

Buoying Ontario Shipwrecks.

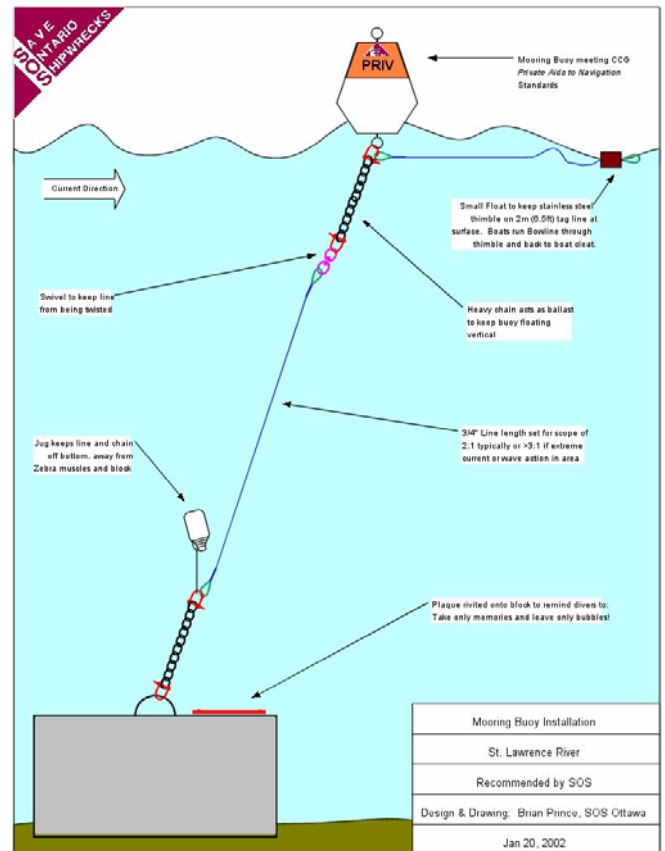
By Raimund Krob

How many times have you thrilled with excitement upon hearing the Captain of your Dive Charter Boat announce "Buoy ahead, prepare to moor!", knowing that it meant you had ARRIVED at your dive destination and were only a few minutes from being in the water? And then lowering yourself hand-over-hand perhaps, down the mooring line to the block on the bottom, and then along the tagline from the block to shipwreck?

Next time you do so, please give some thought to the folks and the organizations that deploy and maintain the blocks, the chains, the lines, and the buoys. Every year, volunteers spend

hundreds, if not thousands of hours deploying, retrieving, cleaning, and refitting these moorings for the enjoyment of all.

Not only do these moorings make diving more safe and enjoyable for us all, but they also help to protect our non-renewable underwater cultural heritage resources. In years past, it was not uncommon for dive boats to heave anchor overboard and "hook into" the wreck, often with irreparably damaging results.



Recently I had the pleasure of assisting the Toronto Chapter of Save Ontario Shipwrecks (SOS) clean & refit 3 buoys for deployment at the local wrecks of the Sligo, the Julia B. Merrill, and the Lyman Davis. There was a season's worth of algae and zebra mussels to be removed, new radar reflectors and flashers to be installed, and new mooring ropes to be eye-spliced.

To find out more about Shipwreck Mooring Programs, and how you can help, please visit OUC-Member SOS's website at www.saveontarioshipwrecks.on.ca

OUC would like to welcome its newest Commercial Members!

Tri-City Diving

3310 King St. E.

Kitchener, ON

N2A 1B3

Tel: (519) 581-1044

E-mail: tricitydiving@bellnet.ca

Website: tricitydiving.com

Dive Central

40 Essa Rd

Barrie, ON

L4N 3K5

Tel: (705) 735-0038

E-mail: steve@divecentral.ca

Website: www.divecentral.ca

Ron's Scuba Shop

13 Eleventh Street West

Cornwall, ON

K6J 3A8

Tel: (613) 933-1362

Check out OUC's online "Ontario Scuba Community Directory" for more comprehensive contact information on our commercial members.

New Individual Membership forms are now available on-line.

OUC Member Scuba Clubs:

Ajax Scuba Club

Canadian Sub-Aqua Club

Etobicoke Underwater Club

Hart House Underwater Club

Mississauga Scuba Club

Ontario Underwater Explorers

Scarborough Underwater Club Inc

Toronto Rainbow Reef Rangers

Canadian Sport Divers

Nautilus Scuba Club

Seaway Valley Divers

Dolphin Aquatic Club

North Bay Scuba Club

Aqua Knights of Hamilton

Barrascuba Underwater Club

Steel City Sport Divers of Hamilton Inc.

York Sub-Aqua Underwater Hockey Club

London Skin & Scuba Club

Sarnia Underwater Club

Save Ontario Shipwrecks

South West Ontario Divers Association

On the lighter side:

Two divers go spear-fishing.

They catch a lot of fish and return to the shore.

The first one says, "I hope you remember the spot where we caught all those fish."

The other answers, "Yes, I marked an "X" on the side of the boat to mark the spot."

"You idiot!" cries the first, "How do you know we will get the same boat tomorrow?"

Thank you to Sponsors of the 2007 OUC Treasure Hunt!

GOLD SPONSORS:

Scuba 2000 contributed 2 PADI Binders, 2 S2K Dive Bags, 2 Akona 3mm Jump suits, 2 Scubapro Pocket Weight Belts, 2 Cressi Float & Flag, 2 Pro-Blue Diver's Knife, 2 PCA Ikelite Dive Light, 2 Akona Safety Tube, 2 BC Knife, 2 Save-A-Dive Kit, 2 Diving Almanac, 2 Akona 7mm 2pc wet suits, 2 GLO-TOOB, and 2 Tank Totes



Alec Peirce (centre) of Scuba 2000, 2007 Treasure Hunt Gold Sponsor accepting framed appreciation certificate from Paul Tetley, OUC Regional Coordinator, Ontario Central East (left) and Raimund Krob, OUC President (right)

Aquarius Scuba Diving Centre contributed 2 5 mm Titanium Wetsuits, 2 Aquarius Scuba Mesh Equipment Bags, 2 Aquarius Scuba Large Heavy-Duty Gear Bags, and 2 Aquarius Scuba Regulator Bags



Marek Paszyn (centre) of Aquarius Scuba, 2007 Treasure Hunt Gold Sponsor accepting framed appreciation certificate from Michael Krznaric, OUC Regional Coordinator, Ontario Central West (left) and Raimund Krob, OUC President (right)

Bob Statham (photo not available) of Diversco contributed 2 Sherwood Octopus Regulators, 2 Genesis Pressure & Depth Gauge Consoles, 2 Akona T102 Inflatable Safety Tubes, 2 Akona B204 Deluxe Duffel Bags, and 8 Akona T102 Inflatable Safety Tubes



Rick Stanley (photo not available) of Ocean Quest Adventure Resort contributed a “2 for the price of 1” one week Newfoundland Dive Charter & 4-Star Accommodation at the Ocean Quest Adventure Resort



Thanks very much to all our 2007 Treasure Hunt Sponsors!

Gold Sponsors

Ocean Quest Adventure Resort

17 Stanley's Lane
Conception Bay S,
Newfoundland, Canada

A1W 5H9

1-866-623-2664

Web: www.oceanquestcharters.com

E-Mail: info@oceanquestcharters.com



Diversco

495 Conestoga Blvd
Cambridge, Ontario, Canada
N1R 7P4

scuba@diverscosupply.com

www.diverscosupply.com

Tel: (519) 740-1210, Toll-Free: 1-800-650-0061



9033 Leslie Street,
Richmond Hill, Ontario
L4B 4K3

www.scuba2000.com dive@scuba2000.com

Tel: 905-771-1500 Toll-Free: 1-800-324-3483

The owners and staff of **SCUBA 2000** would like to congratulate all 2007 OUC Treasure Hunt Prize-Winners and wish everyone safe & enjoyable diving.

Aquarius Scuba Diving Centre

Scuba Instruction, Supplies, Equipment Sales & Service
4020 Dundas Street West, Toronto, Ontario, M6S 4W6
Tel: 416-604-4203 E-mail: diving@aquariusscuba.com
Please visit us in person or at: www.aquariusscuba.com

- ✓ Learn to dive in one weekend
- ✓ PADI Instructor
- ✓ Technical Diving International
- ✓ Nitrox & Trimix
- ✓ Equipment Rentals
- ✓ Local and Exotic Trips



Proud to be a Gold Sponsor of the 2007 OUC Treasure Hunt

Silver Sponsors:

Blackbeard's Cruises
Canadian Divers
Canadian Sport Subs Ltd
Dive Brockville Adventure
Centre
Nautilus Scuba Club
Waterline Sports Inc.
Tim's Diving Supplies
Dive Source

DIVER Magazine
Aquasub Scuba
Innerspace Divers Supply
Adventure Divers
Ajax Scuba Club
Canadian Sub Aqua Club
Divers Den
Etobicoke Underwater Club

Fathom Five National Marine
Park
First Stage Enterprises
Kawartha Home Hardware
Mississauga Diving Services
Municipality of Brighton
Thousand Island Pleasure
Diving
Tri-City Scuba Centre

Scuba Puzzle Contest, courtesy of Abigale Miller, member, Ontario Underwater Explorers scuba club.

Instructions: The first correct answer submitted to ouc.communications@underwatercouncil.com will win a cool (and warm & fuzzy) OUC sweatshirt. Winner will be published in the next issue.

Lise and her friends love scuba diving. One Saturday morning they decided to dive in Clear Lake, Muskoka. When they arrived, they realized each one of them forgot a different piece of equipment. Since they couldn't dive, they sat in the sun instead and talked about their best dive vacations and their favourite things to see underwater. Using the clues listed below; determine who forgot which piece of equipment and each person's most favourite dive destination and underwater sight.

1. Meghan, who remembered her regulator, loves to see stingrays. Lindsay has never been to the Bahamas.
2. The diver who looks for nudibranchs while diving has the best memories of Fiji.
3. Evans' favourite dive trip was to New Zealand. The diver who admires coral also forgot their hood.
4. The three divers whose favourite destinations are in the Southern Hemisphere were the person who loves shipwrecks, the diver who forgot their fins, and Lise (who forgot her gloves).
5. Rahul, who remembered his mask, didn't like diving in Egypt. Meghan didn't forget her mask either. The diver whose favourite place was Egypt also forgot their regulator.
6. The diver whose favourite thing to see is sharks has never been to the Southern Hemisphere.

	Shark	Stingray	Shipwreck	Nudibranch	Coral	New Zealand	Egypt	South Africa	Bahamas	Fiji	Regulator	Mask	Fins	Gloves	Hood
Rahul															
Lise															
Evans															
Lindsay															
Meghan															
Regulator															
Mask															
Fins															
Gloves															
Hood															
New Zealand															
Egypt															
South Africa															
Bahamas															
Fiji															