

Canada Thousand Island 2018

Below is a brief description of the wrecks Mike B., Chris B., Mike L., and Kerry C, plan to dive while in Canada

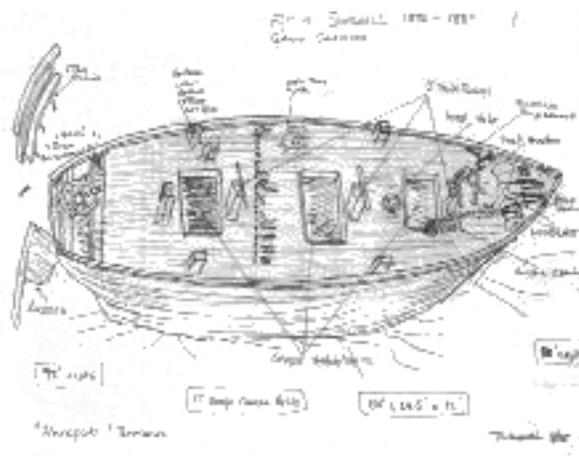
Robert Gaskin is a 132ft x 26ft, three-masted wooden sailboat that sits perpendicular to the current. Her bow points to the shore at 55 feet and the stern at 69 feet deep. Several openings on both sides allow divers to walk through it easily.

The Gaskin was launched in 1863 in Kingston. It was originally designed for the ocean, but was used to transport grain and stone between Prescott, Milwaukee and Wisconsin. Then on September 18, 1889 while the Gaskin and tug boat McArthur with a team of divers attempted to raise the ferry boat William Armstrong a chain connecting one of the pontoons used to lift the Armstrong gave way. The pontoon rushed to the surface and hit Robert Gaskin's hull. The hole caused by the shock being so great that the Gaskin flows almost immediately. The crewmen had just enough time to jump on the McArthur

The wreckage was forgotten until Ottawa divers discovered it on April 27, 1980.

Muscullonge or Muskie as she is often called, was a 128ft long wooden tug. Built in 1896, she caught fire and was intentionally run aground in 1936. After hitting the shoal, she broke in two and sunk and now sits at a depth of about 99 feet. The prop is broken up but there is still a lot to see, such as boiler, the engine, various other artifacts including the china that divers put together for everyone to see.

Kingshorn also known as the mystery wreck, the Kingshorn makes for a very pleasant dive. There are two mysteries. The first is that her positive identity is somewhat in doubt, as several boats are known to have sunk in the area. On April 27, 1897 the tug Hiram A. Walker under Captain Boyd had seven barges in tow carrying wheat, and the Kingshorn was one of them. Due to storm, squall and shoal, Captain Boyd ended up having a very bad day, losing four of them! The last to go down was probably the Kingshorn, only a few hundred yards from shore, in 90 feet of water. The second mystery is the abundance of large rocks that lie on her deck. Every diver wonders how in the world they got there, and a reasonable explanation



remains to be found.

Keystorm was built in England, this 256 ft; 2,300 ton steel freighter sank in 1912 after hitting a shoal. The sinking was considered the most significant accident in the area for the previous 50 years. The coal cargo was recovered seven years later. The Keystorm bow sits at a depth of 25 ft to 115 ft at the props.

A.E. Vickery was a wooden three-masted schooner built in 1861 and measured 136.2 ft. x 26.2 ft. x 10.8 ft. The ship was launched in July 1861 and sank on 17 August 1889 when she struck a shoal while entering the American Narrows with a cargo of 21,000 bushels of corn destined for Ontario Canada. The wreck now rests at a depth of about 115 ft near Rock Island Light.

Henry C. Daryaw was a 220 ft long steel freighter that sunk in 1941 in collision with the shoal between American and Canadian Channels. The navigator did not see the shoal in a deep fog and Daryaw ran into the shoal bow first with significant speed. She sank soon thereafter. During sinking, she flipped upside down and landed right next to the wall with the deepest part at 90ft. The current on this wreck ranges from strong to ripping, but the wall provides a little bit of protection once you get down to the wreck. The descent line is tied near the props and then another line leads to the block on the bottom. There is also a line running alongside the wreck that could be used for pulling when the current is just too strong.

Lillie Parsons was two mast "Fore & Aft" rigged centerboard schooner, built in 1868 in Towanda N.Y., It sank on its way to Brockville when a sudden squall shifted her cargo, capsizing her and causing her to take on water. The large rudder sits proudly upstream with a broad square stern resting on the rock ledges that support her. It is an experience to follow the rudder to its highest point and test the current, and then drop down the stern before drifting downstream along the channel side watching the ship's profile against the surface.