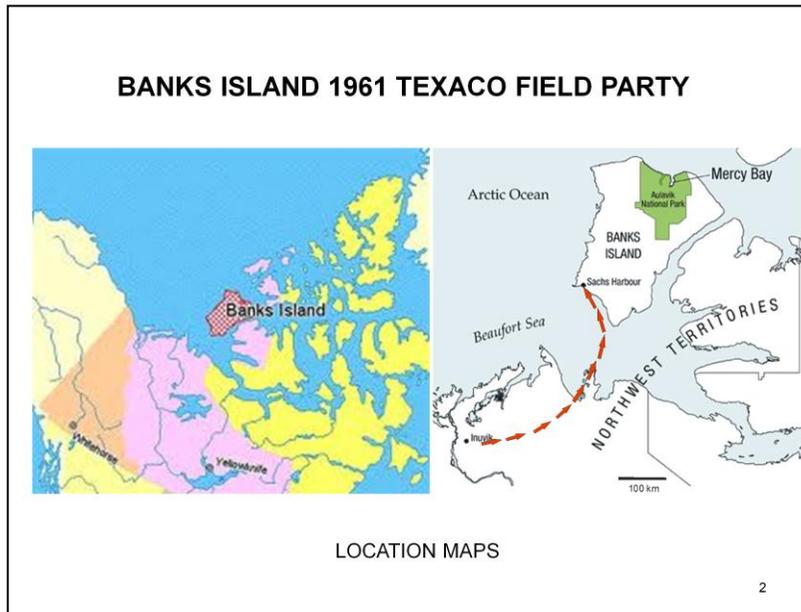


Slide 1 – DONATING HMS INVESTIGATOR ARTIFACTS FROM BANKS ISLAND TO MUSEUM CREATES REWARDING EXPERIENCES – Don Yont June 2012

- Good afternoon Ladies and Gentlemen
- My talk today begins with a discussion of experiences I had in 1961 over 50 years ago on Banks Island where I collected artifacts from the HMS Investigator. It concludes with an account of interesting developments that have happened since I donated these artifacts to the museum in 2003.
- I would at this time like to thank Doug Cass for helping me donate the artifacts to the Glenbow, the late Bev Pfeffer who suggested that I give this talk and also loaned me books on the subject, Peter Hay for allowing me to scan pictures from his photo album, Henry Cary of Parks Canada for his assistance in identifying the artifacts and finally my wife Louise for all her help and patience in putting this presentation together.



Slide 2 - LOCATION MAPS

- Started career as geologist with Texaco Exploration in 1958 doing field work in the NWT and Yukon.
- 1961 – Led a small Geological Field Party to Banks Island to evaluate Texaco's Exploration Permits located there.
- Early July camp equipment, food supplies, personnel flown by PWA Otter from Inuvik to Sachs Harbour located in the southwest corner of Banks Island.
- PWA Beaver floatplane and a Bell G47 helicopter arrived in Sachs Harbor at the same time. Note route over Cape Parry so crossing is shortest distance over open sea.
- Aviation fuel in 45 gal. drums had been flown into Sachs Harbour the previous winter by DC3.

SACHS HARBOUR - 1961

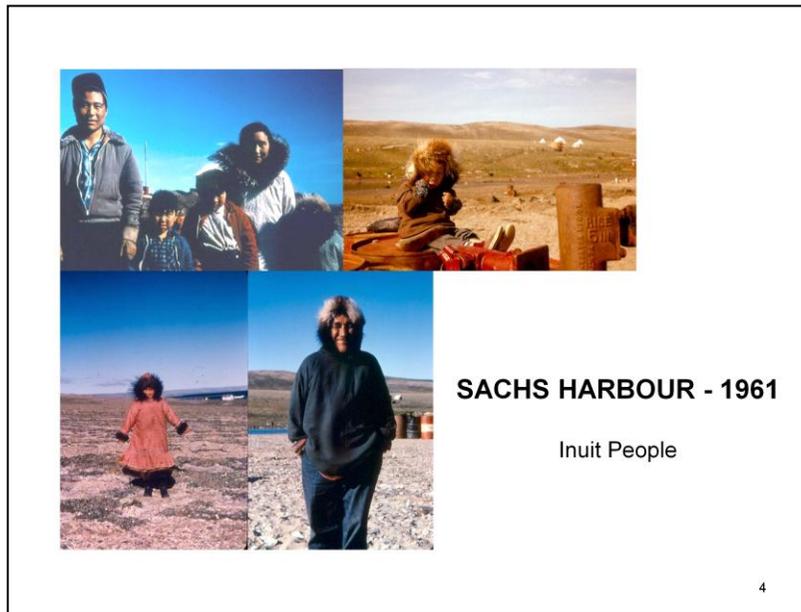


Boats along Waterfront

3

Slide 3 – Sachs Harbour – “Waterfront” Boats used by Inuit to bring supplies from mainland.

- Set up a temporary camp in Sachs Harbor spent a day or two here before moving to the campsite on the north coast of Banks Island.



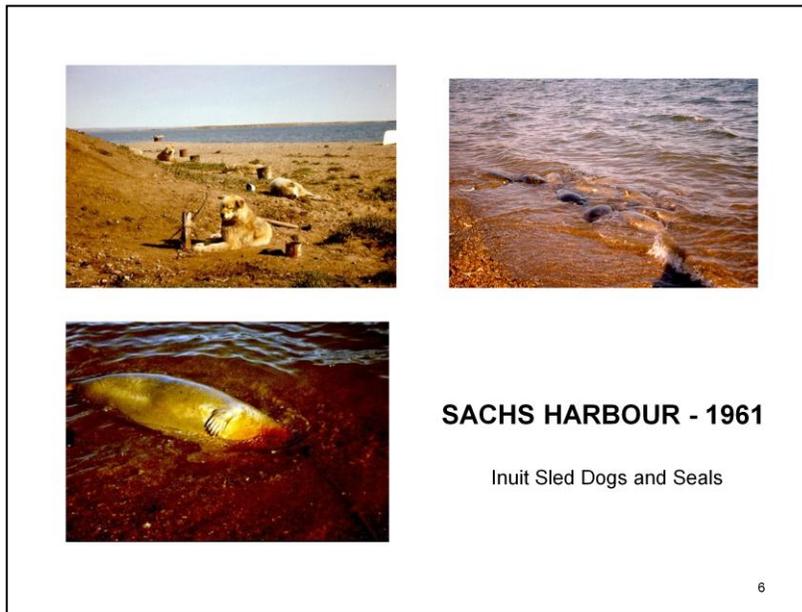
Slide 4 – Sachs Harbour – Inuit People

- Here are a few photos of some of the Inuit families and their children at Sachs Harbour.
- Note that the parkas they are wearing have the fur inside for warmth
- We hired Old William (lower right) to pump aviation fuel from 45 gal drums into 10 gal kegs so the fuel could be transported by the Beaver floatplane to our basecamps.
- Note our temporary campsite on the hill behind the Inuit child on the upper right photo.



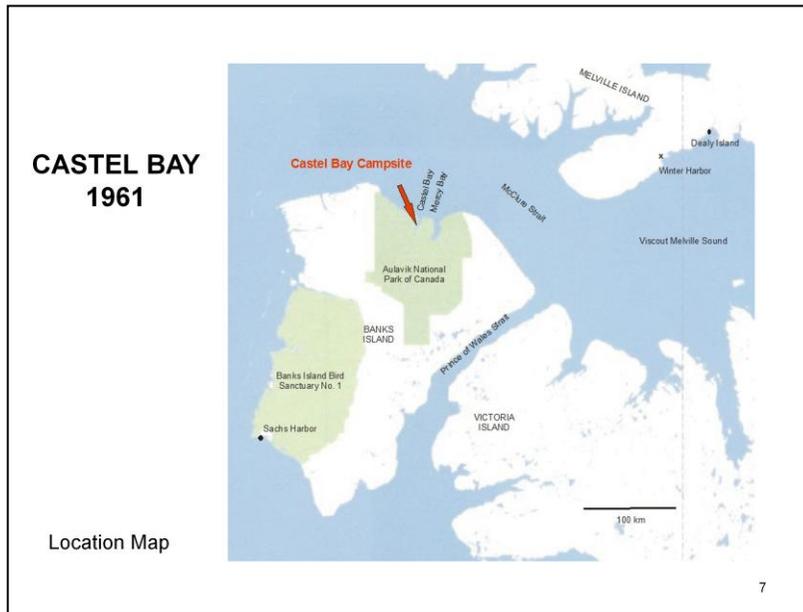
Slide 5 – Sachs Harbour – White Fox Pelts and Polar Bear Hides

- Main industry of Inuit at Sachs Harbour was hunting and trapping.
- Trapping White fox was the main source of revenue for the Inuit people in those days. The RCMP said some of the Inuit trappers did catch up to 200 white fox each during winter season at \$50/pelt = \$10,000. More than I was making.
- Polar Bear hunting restricted to 1 bear per family – many sold permit to U.S. hunters for up to \$2,000.
- I purchased a 6 foot long polar bear hide from a local Inuit at Sachs Harbor for \$100.
- Note white buildings of RCMP detachment on the horizon above polar bear hides. Constable Wheeler of the RCMP was of immense help during our stay in Sachs Harbour in finding a location for our temporary campsite, arranging for Inuit help etc.



Slide 6 – Sachs Harbour - Inuit Sled Dogs and Seals

- Dog teams were still used by Inuit for hunting and trapping and as shown here the dogs were tied up along the seashore for the summer. Changes were happening as the a few Ski Doos had arrived in Sachs Harbour the previous winter.
- “Dog food” Seal carcasses tied together by rope and kept in ocean – seal meat fed to dogs each morning. Could hear the dogs howling at feeding time.
- Bearded seal (lower left) may have been used for making sealskin boots, coats etc.



Slide 7 – Castel Bay 1961 - Location map

- First base camp set up at Castel Bay on North Coast of Banks Island as most outcrops in northeast highlands.

CASTEL BAY - 1961

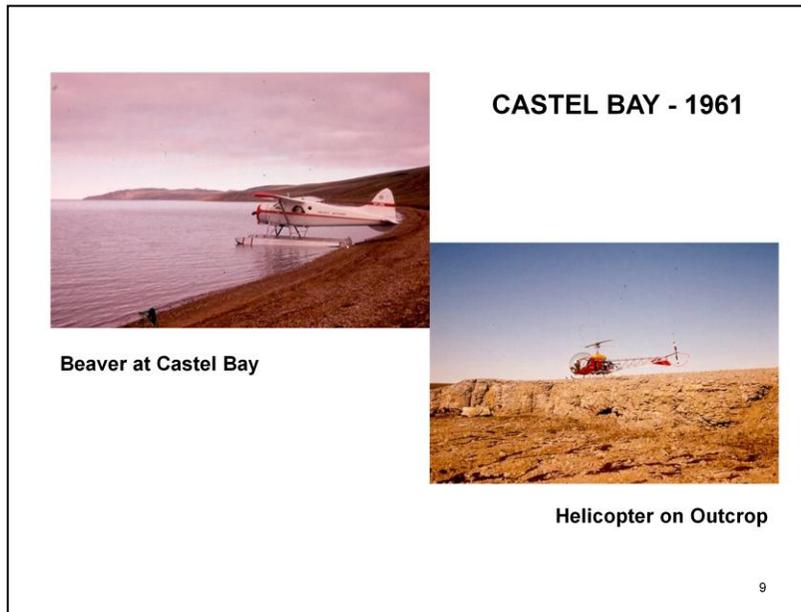


Texaco Campsite

8

Slide 8 – Castel Bay 1961 – Texaco Campsite

- Double-walled Mount Logan tents used to house personnel. There were two more Mt. Logan tents located further to the right near where helicopter parked.
- Large straight walled tent was cook tent and dining hall.



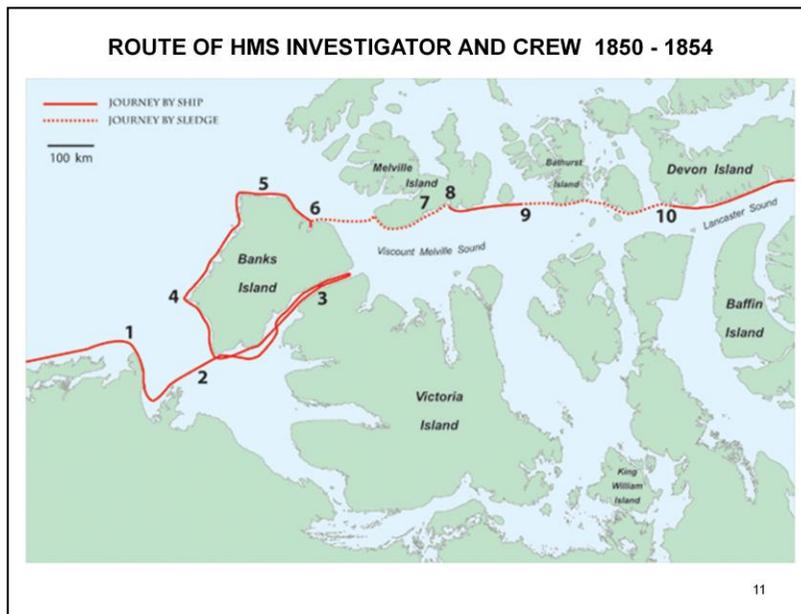
Slide 9 – Castel Bay 1961 – Beaver at Castel Bay and Helicopter on Outcrop

- Beaver floatplane used to move camp equipment, supplies and personnel, and ferry aviation fuel for helicopter from Sachs Harbour to Castel Bay.
- Bell G47 Helicopter on skids used to transport 2 man team of geologists to field and for reconnaissance mapping. Helicopter is sitting on an outcrop of a Mercy Bay Reef.



Slide 10 – Banks Island Wildlife - 1961

- Herds of Muskoxen were spotted quite often on Banks Island – form protective ring with young inside with the lead bull outside facing danger(upper left) – when helicopter approached the herd broke into run with the lead bull bringing up the rear (upper right).
- 1961 Muskoxen population estimated at a few hundred - by 1980's Muskoxen population 65,000. Inuit now harvest Muskoxen meat and wool (qiviut) at a plant near Sachs Harbor.
- White fox tame and frequented the campsite - fur is brown in summer.
- Polar Bears were occasionally spotted from the helicopter along the coast – did not run as helicopter approached but stood upright and clawed in the air at helicopter.
- Caribou, Arctic Hare, Ermine and Lemmings were also seen. Lots of Snow Geese and Ptarmigan also present.



Slide 11 – Route of HMS Investigator and Crew – 1850 – 1854

- We were aware that the English ship the HMS Investigator had been abandoned on the north coast of Banks island in 1853 so we definitely wanted to visit the site and see what was still left there. Before I show pictures of what we found I'd like to give a brief summary of the voyage of the HMS Investigator that took place over 160 years ago.
- HMS Investigator and her 66 man crew under Captain Robert McClure was one of two ships that sailed from England in January 1850 in search of the lost Franklin Expedition. They sailed around the southern tip of South America and entered the Arctic Seas from the West.
- HMS Investigator reached the Beaufort Sea first and by September 1850 (2) had sighted Banks Island.
- HMS Investigator then sailed up the Prince of Wales Strait hoping to reach Winter Harbor on Melville Island (7), the most westerly point reached by Parry's British Expedition in 1819, but became trapped in the ice and was forced to spend the winter of 1850 - 1851 near the Princess Royal Islands (3).

- In October 1850 McClure led a sledge party to north end of Prince of Wales Strait, sighted Melville Island across the strait and therefore declared October 26, 1850 as Discovery Day – The Northwest Passage had been discovered.
- In August 1851 the Investigator sailed clockwise around Banks Island and after becoming trapped by heavy pack ice along the north coast (5) finally became free and by September reached Mercy Bay on the north coast (6) where McClure decided to spend the winter.
- HMS Investigator spent 2 harrowing winters in Mercy Bay (6) before being rescued in 1853 by Lt. Pim of the HMS Resolute, a member of the British Navy's Five-Ship Belcher Franklin Search Expedition that entered the Arctic from the east in 1852. The Belcher Expedition was the last major search for Franklin by the British Navy.
- Before abandoning ship McClure had his crew unloaded equipment and provisions from the Investigator and set up a depot on shore which became known as McClure's Cache.
- McClure and crew eventually returned to England in 1854 aboard ships of the Belcher Expedition along route (6,7,8,9,10) shown on map. Note that parts of journey were by sledge. McClure was knighted by Queen Victoria and he and his officers and crew were awarded 10,000 pounds for discovering the Northwest Passage.

LT. CRESSWELL'S SKETCHES ALONG HMS INVESTIGATOR'S ROUTE
BANKS ISLAND 1850 – 1853



5 August 20, 1851



6 September 23, 1851



6 April 15, 1853



2 September 6, 1850

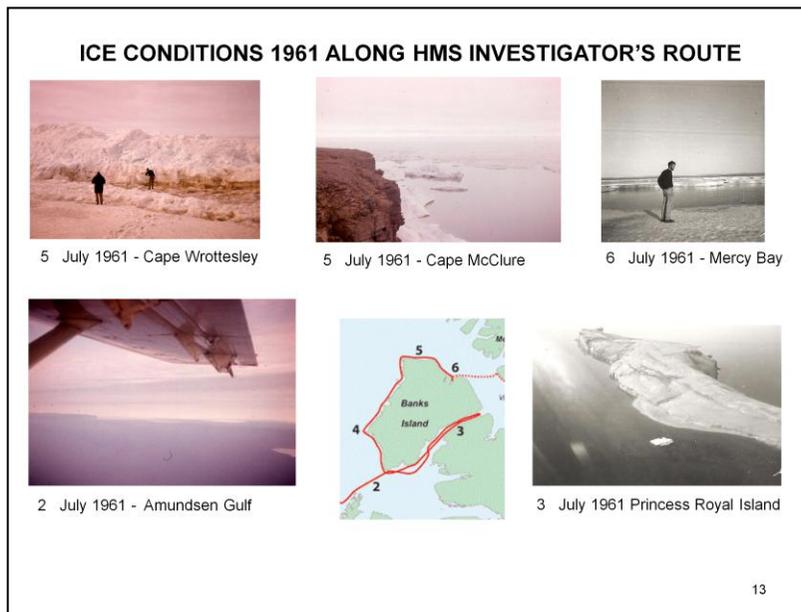


3 October 8, 1850

12

Slide 12 – Lt. Cresswell's Sketches along HMS Investigator's Route – Banks Island 1850-1853

- Lt. Cresswell, one of the officers aboard the Investigator, was an artist and these are his sketches.
- Location (2) – First sighting of Banks Island by HMS Investigator September 6, 1850.
- Location (3) – Investigator trapped in the pack ice in the Prince of Wales Strait near the Princess Royal Islands October 8, 1850. (Blue color because they had to spend winter there?)
- Location (5) – The Investigator trapped in the pack ice on the north coast of Banks Island August 20, 1851.
- Location (6) – Investigator running through narrow channel in snowstorm approaching Mercy Bay September 23, 1851.
- Location (6) – Sledge Party under the command of Lt. Cresswell leaving the HMS Investigator in Mercy Bay April 15, 1853.



Slide 13 - Ice Conditions 1961 along HMS Investigator's Route

- Location (2) - July 1961 – First sighting of Banks Island – visible on left horizon. Amundsen Gulf mainly free of ice as in 1850.
- Location (3) – July 1961 – Prince of Wales Strait around Princess Royal Island is mainly ice free with a few smaller ice floes.
- Location (5) - July 1961 – North Coast still has pack ice piled up along the shore .
- Location (5) – July 1961 – Few open leads in pack ice near north shore a bit further to the east.
- Location (6) – July 1961 - Ice Pack still covers most of Mercy Bay.

ICE CONDITIONS 2002 ALONG HMS INVESTIGATOR'S ROUTE

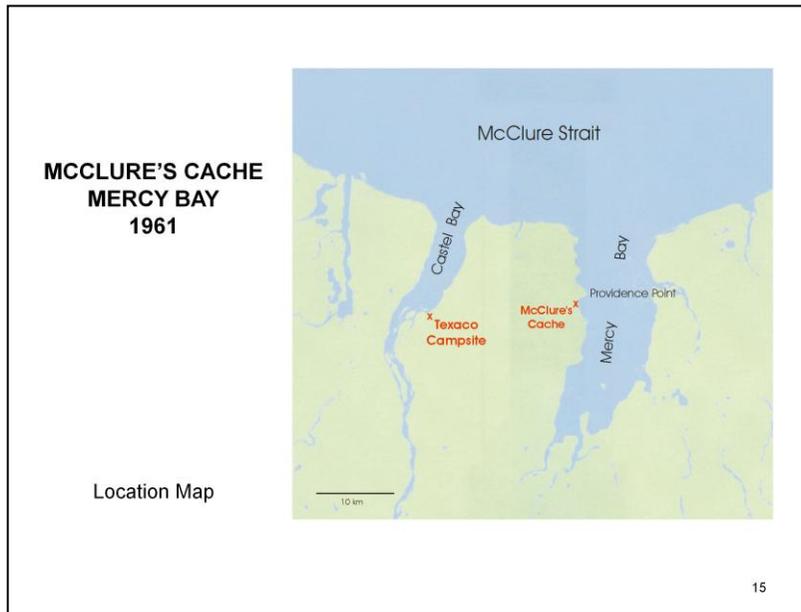


**June 2002
NASA Satellite Image**

14

Slide 14 – Ice Conditions 2002 Along HMS Investigator's Route

- Note from this satellite image that ice conditions along the Investigator route had not improved.
- Northwest Passage is still not open but this was early June.



Slide 15 – McClure's Cache 1961 - Location Map

- McClure's Cache at Mercy Bay, where all the provisions and equipment from the Investigator had been brought to shore before the ship was abandoned, was located less than 20 km east of Castel Bay Campsite – easily accessible by helicopter.
- **Providence Point** just north of McClure's Cache is the site where Investigator was temporarily grounded on a sand bar before getting free and anchoring in cove immediately to south. McClure had crew erect stone cairn or Beacon at Providence Point visible from McClure Strait so future Arctic explorers would know where the Cache was located.

MCCLURE'S CACHE - 1961



Part of Barrel Top
Note Broad Arrow Inscribed -
Symbol of British Navy Property

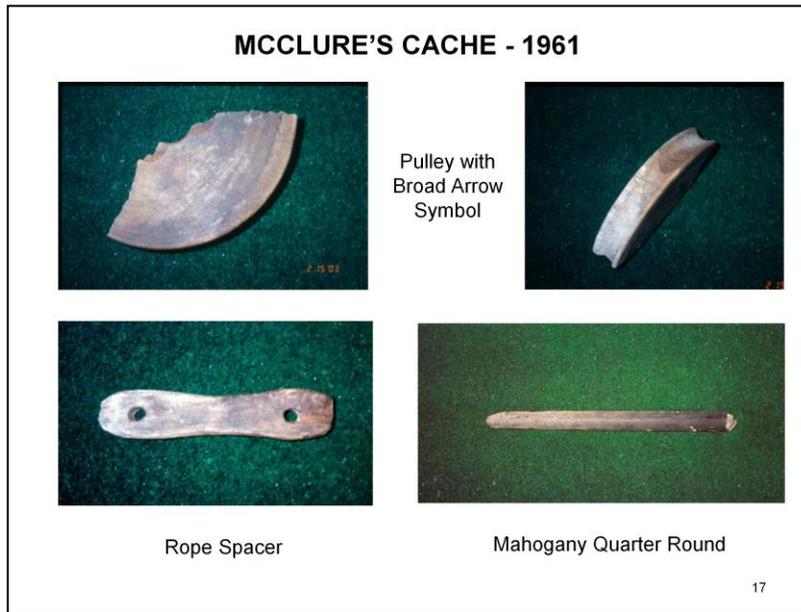


Wooden Barrel Pieces
at McClure's Cache

16

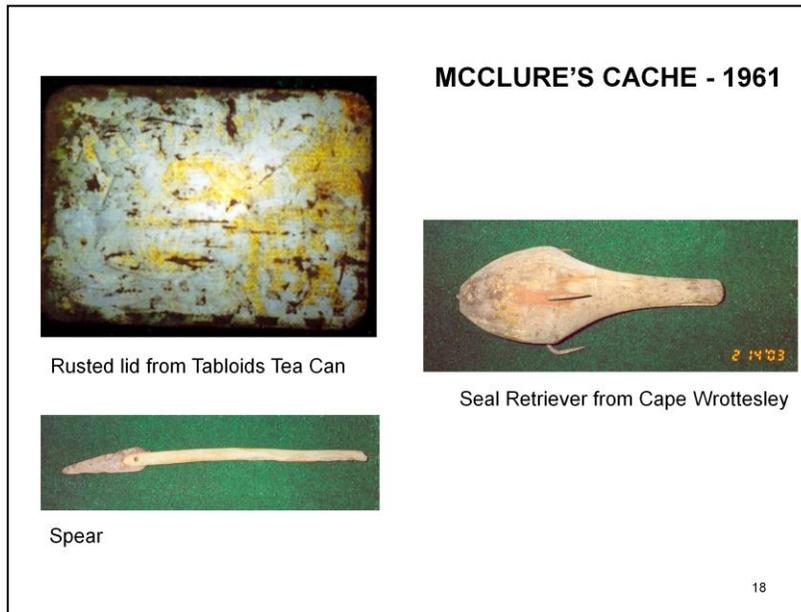
Slide 16 – McClure's Cache - 1961

- Helicopter pilot, camp cook and myself visited McClure's Cache first.
- First sighted wooden pieces scattered everywhere – mostly barrel staves. It was obvious that during the past 110 years the Inuit and others had demolished the pile of equipment and the wooden barrels containing provisions that formed the original depot or cache.
- Barrel top also found at sight with broad arrow symbol inscribed indicating property of British Navy.
- Barrels originally held ships' provisions of salt pork, salt beef, dried vegetables and of course rum.



Slide 17 - McClure's Cache - 1961

- Found part of ship's pulley with broad arrow symbol inscribed indicating property of British Navy.
- Found rope spacer and piece of mahogany quarter round.
- All these items were assumed to be part of the Investigator's rigging and trim. Apparently the smaller boats aboard the Investigator used to ferry the crew ashore were also added to McClure's Cache so perhaps some of these items came from them.



Slide 18 – McClure's Cache - 1961

- Rusted tea lid with Tabloids Tea insignia found at site – could be from Investigator stores as tea was a preferred English beverage.
- Spear found half buried in the tundra, had bone handle (caribou rib?) about 1 ft. long and 4 inch iron blade (fashioned from metal barrel hoop?) held in place with copper rivet – made by Investigator crew?
- Seal Retriever found at Cape Wrottesley on northwest coast of Banks Island west of Mercy and Castel Bay – of Inuit origin, rope attached to small end and retriever thrown beyond floating seal carcass and reeled in, hooking the seal with the barbs fixed in the bulbous end.

MCCLURE'S CACHE - 1961



Ship's Anchor ?



Anchor Rope

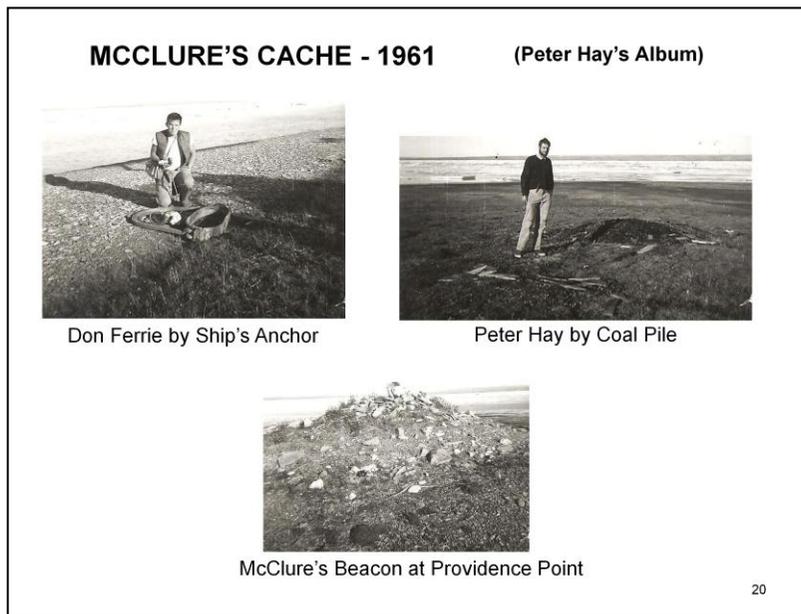


McClure's Beacon at Providence Point

19

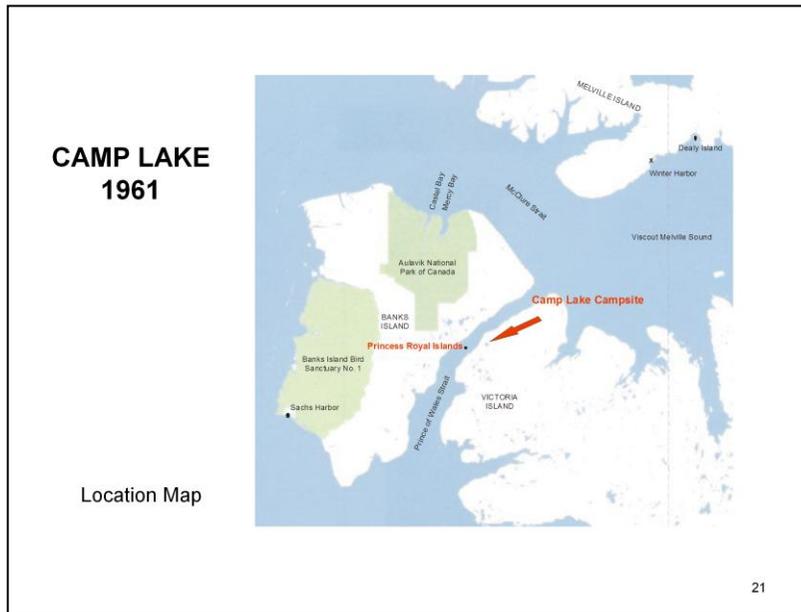
Slide 19 – McClure's Cache - 1961

- Found near shore of Mercy Bay heavy iron object with oval base to which a bale was attached – assumed to be ship's anchor.
- Nearby in tundra found 30 foot length of 1½" diameter rope wrapped in burlap and soaked in pitch – assumed to be anchor rope.
- McClure's Beacon at Providence Point north of McClure's Cache was built by ship's crew to be visible from McClure Strait.



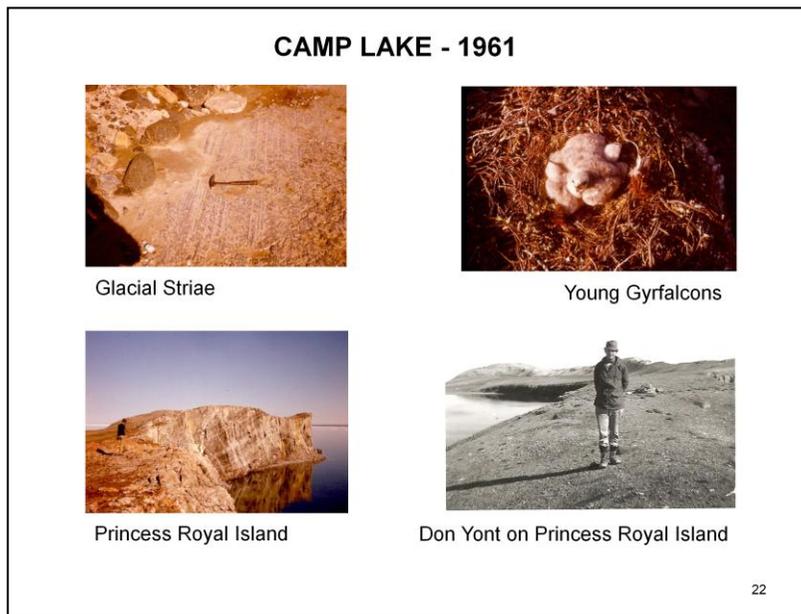
Slide 20 – McClure's Cache - 1961

- Peter Hay, Senior Assistant Geologist and Don Ferrie, Junior Assistant Geologist on 1961 Banks Island Field Party also visited the site of McClure's Cache. These photos from Pete Hay's album.
- Don is with the ship's anchor.
- Peter is by the coal pile. Coal had been used to heat the cabins and cooking? aboard the HMS Investigator and remaining supply was added to McClure's Cache before the ship was abandoned.
- Peter found note left by crew of US Coast Guard Cutter Northwind in glass bottle on top of McClure's Beacon at Providence Point. During the mid 1950's naval vessels from both the U.S. and Canada were patrolling the waters around Banks Island and the DEW Line was being built along the Arctic coast. This was the Cold War era when the U.S. and NATO allies were concerned with a possible Russian invasion from the north.



Slide 21 – Camp Lake 1961 - Location Map

- In August base camp moved to Victoria Island to map outcrops in the northwestern part of that island.
- Note location of Princess Royal Islands in Prince of Wales Strait not too far from our basecamp.



Slide 22 – Camp Lake – 1961

- Last week of field season was spent on Victoria Island where many interesting things were observed.
- Upper left shows glacial striae indicating this area was covered by the Pleistocene continental ice sheet as opposed to western Banks Island which apparently was unglaciated.
- Gyrfalcons were common along the northwest coast of Victoria Island and nest of young was discovered.
- While at this base camp we flew by helicopter to Princess Royal Island to map its geology. (Middle Devonian Blue Fiord Reef – lots of coral and crinoid debris, coral-sponge reef?) This is a picture of Yours Truly on lower right.
- The HMS Investigator spent winter of 1850-51 locked in ice pack in the Prince of Wales Strait near this location and the crew visited the island during winter. We didn't find any artifacts on the island but I don't recall looking for any.

CAMP LAKE - 1961



Texaco Crew at end of field season

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Slide 23 – Camp Lake - 1961

- Crew at the end of the field season left to right:

Helicopter Mechanic – Helge Eskelson

Helicopter Pilot – Palmer Peterson

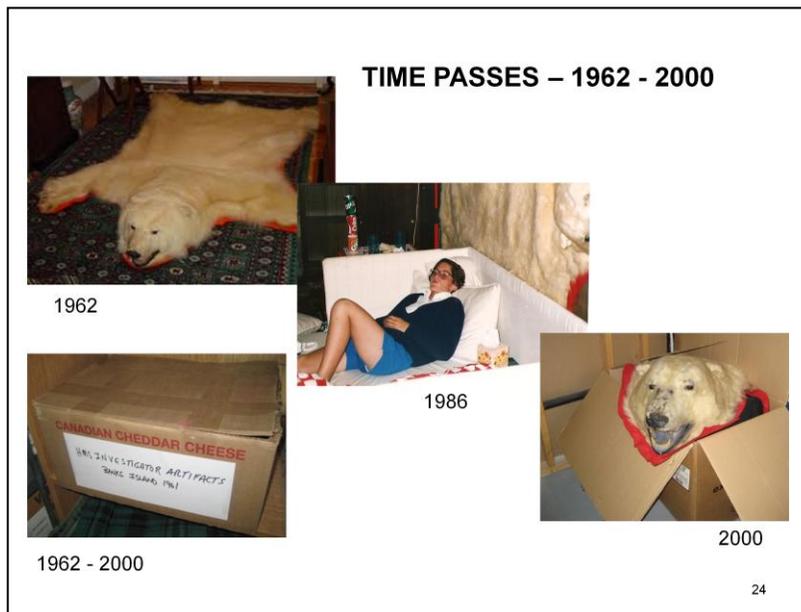
Beaver Pilot – Al Boles

Senior Geological Assistant – Peter Hay

Junior Geological Assistant – Rich Brown

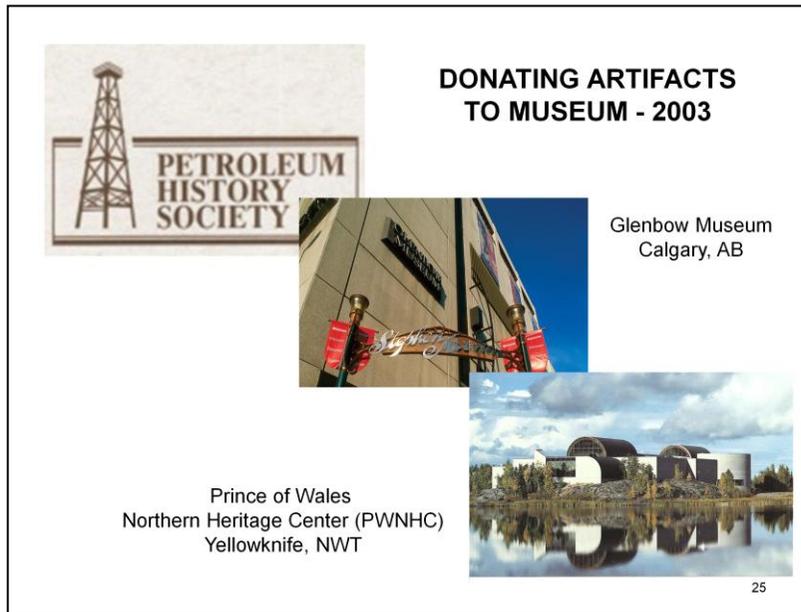
Junior Geological Assistant – Don Ferrie

Camp Cook – Ernie Forman



Slide 24 – Polar Bear Rug and Artifacts 1962 - 2000

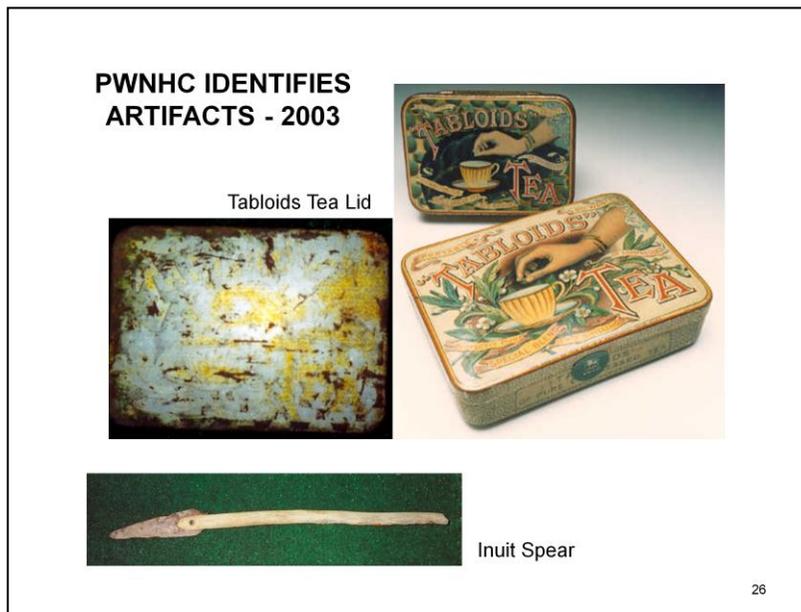
- After returning to Calgary in the fall of 1961 I had the polar bear hide tanned and the head mounted to form the classic polar bear rug.
- Polar bear rug was displayed on the floor for many years and later after I got married and had a family it was relegated to the wall of the family room.(That's my daughter Marcie when she was a teenager)
- After my retirement in 1997 and later downsizing by moving to a new house the polar bear rug was folded up and stored in a large cardboard box in the basement.
- The Investigator artifacts were stored in a cardboard box in the basement and were occasionally brought upstairs to show anyone who was interested.



Slide 25 – Donating Artifacts to Museum - 2003

- Joined PHS in 2002 and approached Doug Cass, Treasurer, in January 2003 about donating my polar bear rug and Investigator artifacts to Glenbow Museum.
- Glenbow Curator contacted me immediately and said they wanted the Investigator artifacts but not the polar bear rug as they had just purchased one.
- Glenbow Curator asked me to prepare a written account of my Banks Island experiences accompanied by photographs if possible.
- I photographed my artifacts with a 35mm camera and had both slides and prints made. I then sat down at the computer and wrote the story of my Banks Island experiences. At some point I did have the slides of both the artifacts and of the 1961 Texaco field party scanned into the computer but am not sure when that was done.

- In March of 2003 the Glenbow Curator picked up my artifacts , my photos and my written account of my Banks Island experiences.
- Sometime later the Glenbow informed me that since the artifacts were collected in the Northwest Territories they were forwarding them on to the Prince of Wales Northern Heritage Centre in Yellowknife (PWNHC).
- In July 2003 the PWNHC advised that the artifacts and a copy of the photos and stories had been received.



Slide 26 – PWNHC Identifies Artifacts

- Curator at PWNHC informed me that they had discovered that the Tea lid was from a Tabloid Tea brand made by Wellcome & Company of England but the brand was not registered until 1884. Therefore the tea lid was not an Investigator artifact but was most likely left there by Inuit who had obtained it in trade or possibly by later explorers who visited the site.
- Curator at PWNHC also informed me that the spear collected at McClure's Cache was probably of Inuit origin as they already had similar items in the museum.
- PWNHC was undergoing major renovations from 2003 to 2006 and the Curator advised that my artifacts would be put in storage during this period.

INUIT CONTACT AND COLONIZATION PROJECT

2007 - 2009



Shirley Tagalik



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Slide 27 – Inuit Contact and Colonization Project 2007 - 2009

- October 2007 received phone call from Shirley Tagalik saying she was a school teacher from Arviat, Nunavut and had read my Banks Island experiences report at the Glenbow.
- Shirley and her colleague Collene Armstrong at the U of C were working on a project for a new curriculum for the Inuit schools.
- New curriculum was about the influence on the Inuit culture of early contact with First Nations, Whalers, Explorers and Traders.
- Shirley wished to include in their project my summary of the voyage of McClure and the HMS Investigator as well as the stories of my Banks Island experiences and the procedures involved in donating artifacts to the museum.

INUIT CONTACT AND COLONIZATION PROJECT - 2007

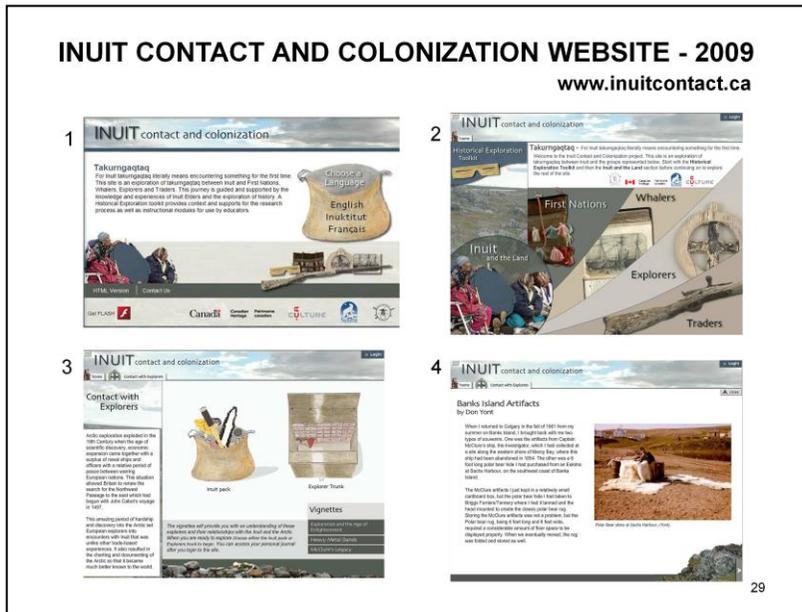


Neatby's Books

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Slide 28 – Inuit Contact and Colonization Project – 2007 - Neatby's Books

- Spoke to Bev Pfeffer about Shirley Tagalik's proposal and he said he would loan me a couple of books that he had on the subject.
- *Frozen Ships*, the diary of Johann Miertsching, a Moravian Brothers Missionary who served as an interpreter aboard the Investigator because he was fluent in the Eskimo tongue learned while serving in Labrador. This book not only described the hardships faced by the Investigator crew during their three years in the Arctic but also contained fascinating stories about McClure and crew's encounters with Inuit. The Inuit they met along the Alaskan and Canadian coasts and on Victoria Island were questioned as to whether or not they had seen anything of the Franklin expedition but they had not. I e-mailed Shirley Tagalik selected passages from Miertsching's book to include in her project.
- *Search For Franklin*, provided an overall historical account of the British Navy explorers in the Canadian Arctic from 1818 to 1859.



Slide 29 – Inuit Contact and Colonization Website

- Two years later, on October 16, 2009, the Inuit Contact and Colonization website was officially launched at Iqaluit (Frobisher Bay) the capital of Nunavut. I received via e-mail official notification of the project's completion from Shirley Tagalik and Collene Armstrong.
- This website can be accessed at: www.inuitcontact.ca.
- First page of the website is shown on the upper left – click on “English” .
- Second page shown on upper right – click on “Explorers”. If necessary click on box at extreme upper left to view whole page.
- Third page shown on lower left click “McClure’s Legacy” in the “Vignettes” box.
- Fourth page shown on lower right is the start of my contribution – to advance to next page click on arrow in lower right.

**PARKS CANADA
DISCOVERS
HMS INVESTIGATOR**

**CALGARY HERALD
JULY 28, 2010**

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Slide 30 — Parks Canada Discovers HMS Investigator - Calgary Herald - July 28, 2010

- Parks Canada’s discovery of the Investigator July 2010 in Mercy Bay was really exciting news for me as I had recently spent so much time researching this subject for Shirley Tagalik’s project.
- Don Martin who covered the story for the Herald was at the Parks Canada Mercy Bay campsite at the time of the discovery and reported events daily for about a week.
- Mercy Bay and McClure’s Cache are located in what is now Aulavik National Park on the north coast of Banks Island which was established in 1992.
- The Environment Minister Jim Prentice who was also at the Mercy Bay campsite at the time of the discovery was featured in many of the articles because the Parks Canada expedition was federally funded.

PARKS CANADA DISCOVERS HMS INVESTIGATOR

CALGARY HERALD – JULY 31, 2010

Breaking news at calgaryherald.com CANADA Saturday, July 31, 2010 A7

EXCLUSIVE VIEWS OF HMS INVESTIGATOR



ABOVE: The front deck of the HMS Investigator — taken from a video shot by Parks Canada — shows the windlass used to hoist the twin anchors sitting in the rubble of plastic rigging swept by gale-force winds.

ABOVE RIGHT: Archaeologist Ryan Harris, who first spotted the wreck on soccer fieldings, watches underwater video footage of HMS Investigator taken by a robotic camera submerged early Friday.

BELOW: Federal Environment Minister Jim Prentice hovers above the wreck and views it through a snorkel.

Don Martin, Calgary Herald

HISTORIC SHIP FOUND IN NORTH- WEST PASSAGE

HMS INVESTIGATOR



Builder Scott's, Greenock
Cost £25,337
Acquired Purchased in Feb. 1848
Fate Abandoned 3 June 1853
Commanded by Commander Robert John le Mesurier McClure

GENERAL CHARACTERISTICS

Class and type	Discovery vessel
Tons burthen	422 tons (builder's measure)
Length	36 m
Beam	8.6 m
Depth of hold	5.8 m
Sail plan	Barque-rigged
Notes	Fitted for Arctic service by Green's of Blackwall

Slide 31 – Parks Canada Discovers HMS Investigator – Calgary Herald - July 31, 2010

- Picture of Investigator's windlass used to hoist anchor chains of the ship's twin anchors intrigued me.
- Realized the so-called ships anchor and anchor rope I found at McClure's Cache in 1961 were not from the Investigator – possibly from the ship's small boats.
- The Investigator Specs shown on the right (422 ton vessel) made me realize that much larger anchors would be required for this vessel.

THE HUNT FOR INVESTIGATOR cpac TV – August 22, 2010



Hosted by Don Martin



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Slide 32 – The Hunt for Investigator - cpac TV – August 22, 2010

- Don Martin's "The Hunt for Investigator" program on television was most interesting and added more visual information to the fascinating articles he had written in the Calgary Herald about this exciting discovery.
- This video presentation brought back a lot of memories of my summer on Banks Island in 1961.
- This was shown on the Cable Public Affairs channel which mainly covers Canadian political affairs.

**PARKS CANADA 2010 ARCTIC SURVEYS
HMS INVESTIGATOR AND MCCLURE'S CACHE**



Parks Canada Campsite at Mercy Bay

33

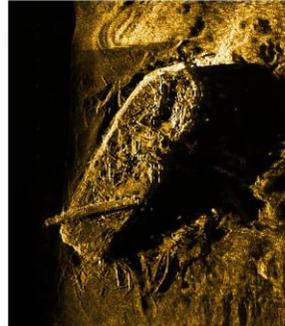
Slide 33 – Parks Canada 2010 Arctic Surveys HMS Investigator and McClure's Cache – Parks Canada Campsite at Mercy Bay

- On November 23, 2010, Henry Cary, an archaeologist with Parks Canada e-mailed me saying he'd learned of my 1961 Banks Island experiences from PWNHC in Yellowknife and wished to discuss my findings at McClure's Cache.
- Cary referred me to the Parks Canada 2010 Arctic Surveys HMS Investigator and McClure's Cache website.
- The Image Gallery of this portion of the website showed pictures of their findings which allowed me to study the pictures more intensely than Don Martin's video presentation.

**PARKS CANADA 2010 ARCTIC SURVEYS
UNDERWATER ARCHAEOLOGICAL
SURVEYS MERCY BAY**



Parks Canada Team in Zodiac
conducting Sidescan Sonar Surveys



Sidescan sonar image
of Investigator

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Slide 34 – Parks Canada 2010 Arctic Surveys – Underwater Archaeological Surveys – Mercy Bay

- Sidescan Sonar Survey conducted in Mercy Bay offshore from McClure's Cache located the submerged wreck of the HMS Investigator very quickly.
- HMS Investigator was found resting upright on the bottom of Mercy Bay about 8 meters below the surface.

PARKS CANADA 2010 ARCTIC SURVEYS
UNDERWATER ARCHAEOLOGICAL SURVEYS
MERCY BAY



Underwater image of deck
of Investigator

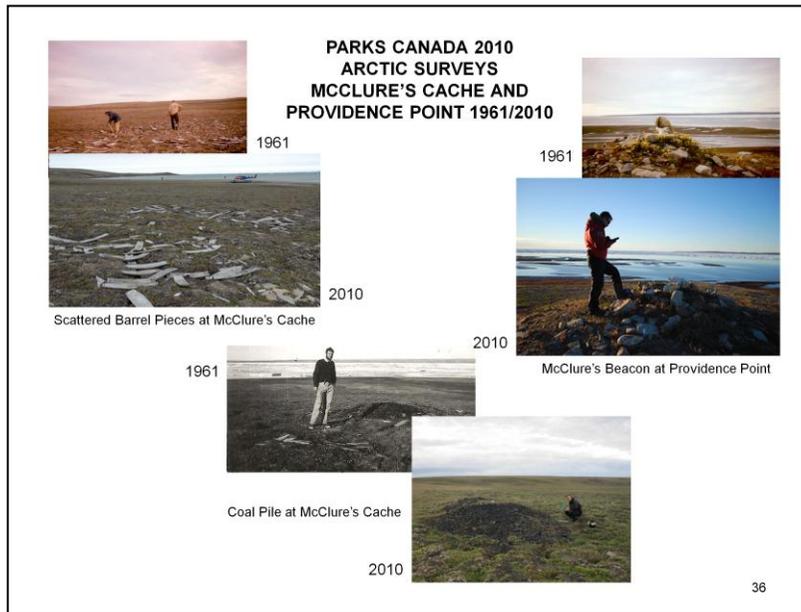


Underwater image of Bow of
Investigator showing Hawsehole
(opening for anchor chain)

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Slide 35 – Parks Canada 2010 Arctic Surveys – Underwater Archaeological Surveys – Mercy Bay

- A small remotely operated submersible robot equipped with a camera was lowered from the Zodiac to take pictures of wreck of the HMS Investigator.
- The upper part of the ship's deck has been severely damaged by ice bergs drifting across the ship.



Slide 36- Parks Canada 2010 Arctic Surveys – McClure’s Cache and Providence Point – 1961/2010

- Parks Canada Terrestrial Archaeological Teams spent a lot of time investigating McClure’s Cache.
- Scattered Barrel Pieces still present at McClure’s Cache.
- Coal Pile from Investigator still present at McClure’s Cache.
- McClure’s Beacon still present at Providence Point.



PARKS CANADA 2010 ARCTIC SURVEYS
GRAVESITES NEAR MCCLURE'S CACHE

Environment Minister Jim Prentice
at Sailor's Grave

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Slide 37 - Parks Canada 2010 Arctic Surveys – Gravesites near McClure's Cache

- Parks Canada ran a Magnetometer Survey in the vicinity of McClure's Cache which outlined the location of the graves of the three sailors from the Investigator that died before the ship was abandoned in 1853.
- The sailor's corpses are believed to be frozen in the permafrost and that's why there were no depressions over the gravesites as normally happens when the body decomposes with time.
- That explains why we could not find the gravesites in 1961.

PARKS CANADA 2010 ARCTIC SURVEYS
MCCLURE'S CACHE 1961/2010



Top photos taken 1961



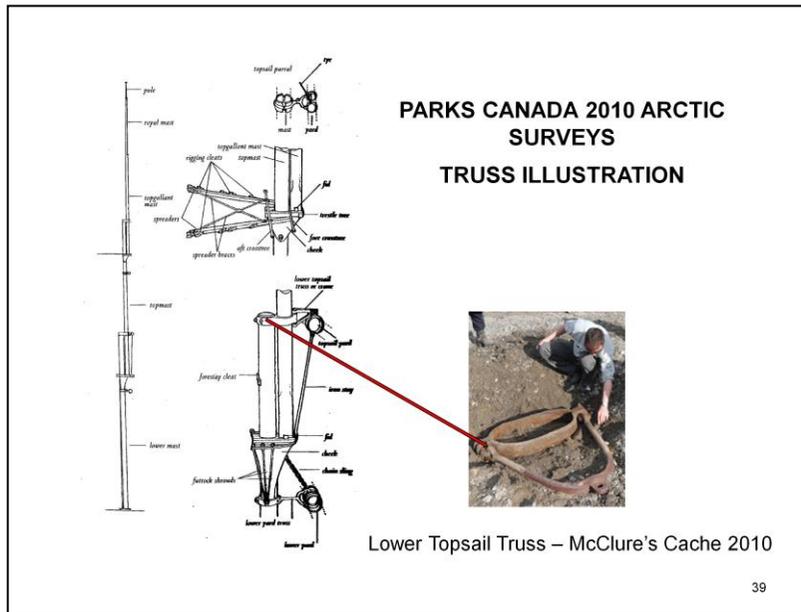
Yard Truss

Bottom photo
Parks Canada 2010

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Slide 38 – Parks Canada 2010 Arctic Surveys – McClure's Cache – 1961/2010

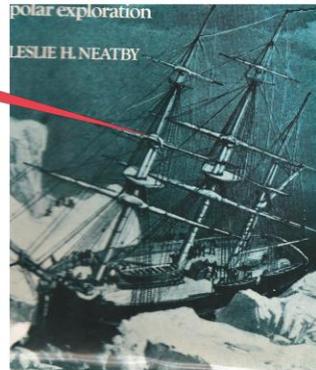
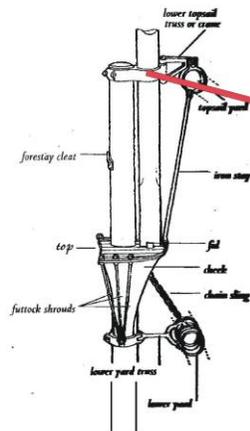
- Parks Canada identified heavy oval-shaped iron object with bale attached is a yard truss not a ship's anchor as I had identified it in 1961.
- A yard truss was used to attach the yard arm (horizontal spar) to the mast (vertical spar).
- Anchor rope we found at the site was absent in 2010 – probably taken by individuals visiting site after 1961.



Slide 39 - Parks Canada 2010 Arctic Surveys – Truss Illustration

- November 29, 2010, asked Henry Cary to provide more detail on yard trusses so in May 2011 Charles Bradley, a Parks Canada Material Cultural Researcher, provided the above diagram. Bradley notes that the Investigator yard truss was actually the lower topsail truss and was of civilian manufacture which commonly used iron fittings. I recall that Henry did remark that the Royal Navy often used tar soaked rope for trusses instead of iron fittings.
- Diagram shows mast not just one piece but three pieces which overlap and are clamped together with a yard truss.
- Oval-shaped base part of Investigator truss would clamp the two overlapping pieces of mast together, i.e. lower mast to top mast, and bale may have been used to attach the yard arm.
- Since Henry Cary said it was common for the Royal Navy to use rope for yard truss, perhaps that was what the rope we found near the iron truss at McClure's Cache was for.

PARKS CANADA 2010 ARCTIC SURVEYS
LOWER TOPSAIL TRUSS ON INVESTIGATOR

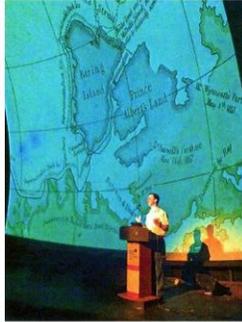


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Slide 40 - Parks Canada 2010 Arctic Surveys – Lower Topsail Truss on Investigator

- This illustration shows where the lower topsail truss was located on the Investigator.
- Note: truss location above the top (platform at base of topmast) where lower mast overlapped by topmast.

DISCOVERING HMS INVESTIGATOR
Telus World of Science: May 19, 2011



Lecture Series: Henry Cary
Parks Canada Archaeologist

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Slide 41 – Discovering HMS Investigator - Telus World of Science: May 19, 2011

- Henry Cary informed me by e-mail that he was giving a lecture on the Investigator in Calgary at the Telus Science Center on May 19, 2011 and suggested that I may wish to attend.
- I arranged to attend and was able to meet Henry in person and discuss matters before and after his talk. I found him to be a warm and friendly person and enjoyed our brief discussions about the Investigator.

PARKS CANADA 2011 ARCTIC EXPEDITIONS

UNDERWATER SURVEYS OF INVESTIGATOR WRECK



Parks Canada Archaeologist
Measuring stern post
of the Investigator

Note copper sheathing
Covering outer
hull of ship



Investigator's
Anchor Chains

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Slide 42 - Parks Canada 2011 Arctic Expeditions – Underwater Surveys of Investigator Wreck

- Last summer Parks Canada Archaeologists returned to Mercy Bay to investigate the Investigator wreck.
- Divers in wetsuits and scuba gear collected artifacts and took photos of the wreck which are posted on the Parks Canada 2011 website.

FROZEN IN TIME
CTV W5: October 22, 2011



Hosted by Sandie Rinaldo



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Slide 43 – Frozen in Time - CTV W5: October 22, 2011

- The CTV W5 program about Parks Canada's 2011 Arctic Expedition to investigate the Investigator shipwreck in Mercy Bay was most fascinating.
- Over 100 dives were made by Parks Canada underwater archaeologists who discovered many new facets of the Investigator.