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PROJECT UPDATES

Getting Ready to Set Sail!

The research vessel SeaBlazer used to locate the wreck of the SS Pacific has gone through much retrofitting to prepare for the next phases of the mission. Previously, the former fishing trawler had been modified to handle the crew and equipment necessary for the open ocean survey needed to locate the wreck. With the sights now set on salvage, the SeaBlazer has shifted once more to better perform in the upcoming explorations



Rockfish President Jeff Hummel gives instructions to ROV Operator Sarah Haberstroh as the team prepares the SeaBlazer for this year's expedition

To accommodate the needs of the ROV technology necessary to explore the SS Pacific (and retrieve its artifacts), additional propulsion and control equipment is being added to the vessel. A custom hydraulic auxiliary drive system is being installed to allow for close in maneuvering. A second diesel generator added to the vessel will power this hydraulic system that then mechanically couples to the drive shaft. This auxiliary drive, when used in conjunction with bow/stern thrusters and hydraulic steering, will create a Dynamic Positioning system (DP) that will allow the SeaBlazer to remain stable on top of the artifact recovery operations.

Inside the cabin, the SeaBlazer is being modified to handle additional personnel. The workshop and storerooms are being reconfigured to handle longer excursions and the advanced equipment needed to service ROVs and other recovery apparatus. Electronics, including communication equipment like the Starlink satellite internet system are being upgraded to ensure the mission parameters can be achieved safely and effectively.



The piece below appeared all across Canada this past weekend. Give it read here: <https://www.theglobeandmail.com/canada/british-columbia/article-ss-pacific-wreckage-british-columbia/>

GOLD DIGGERS IN A COLD SEA



Jeff Hummel gives crew to Frank, one of the tugger boat operators used to find the SS Pacific wreck in 1975. (Northwest Shipwreck Alliance)



For a decompressor used to help find the wreck has several functions, including adding stability for some. Above: Captain Keith Baker is part of a team that has been assembled, valued by \$1.5 million from insurance, to help find the wreck.



From a piloting station aboard the SeaBlazer, the Rockfish team controls the sea-side used to find the Pacific wreck. (Northwest Shipwreck Alliance)

When you see "The globe and mail" you know you're looking at a piece of the world's history. The globe and mail is a piece of the world's history. The globe and mail is a piece of the world's history.

Shipwreck is a term that refers to a ship that has sunk. It can be a small boat or a large ship. Shipwreck is a term that refers to a ship that has sunk. It can be a small boat or a large ship.

The ship and a woman full of hope were seen in a video by the British Columbia Maritime Museum.

UPCOMING

Let the Salvaging Begin!

With the SeaBlazer now retrofitted and worldwide attention on the team growing, it is time to put the boat and the crew to the test as they embark on the next stage of the SS Pacific salvage.

The next phase of explorations focuses on better understanding the wreck site and preparing for the process of artifact recovery. This includes metal detection of the ocean floor, sonar scans, and mapping in grid patterns to better identify what is in the debris field, an area about the size of three football fields that surround the actual shipwreck. It is thought that many of the artifacts aboard may have sunk before the ship did and now lay this separate search region.

"Our plans now include at least one major expedition to further pinpoint the areas where artifacts might be more easily excavated. Items like the two paddle wheels which came detached from the boat won't be on the recovery list this year, but we expect many artifacts in good condition to be recoverable," Hummel said.

Crew members are expecting this year's expeditions to leave them fully prepared for extended recovery next year. At such time, they will be equipped not only with the improved SeaBlazer but also their brand new, state of the art ROVs as well, which have been in production throughout the summer and will see their first action this year.

Stay tuned to know what the team finds!

HISTORY

Last Words

Pursuing business interests in San Francisco, prominent entrepreneur Sewell P. Moody left behind a wife and three kids when he boarded the SS Pacific. When the ship started to sink, he used his last moments to send an improbable message to them. He scrawled on a piece of wood "S.P. Moody All Lost" and cast it into the sea. The board traveled hundreds miles back to Vancouver Island and, six weeks after the wreck, back into his wife's hands.



After being held by the family for some time, the board with Moody's last message was put on display in Vancouver Maritime Museum in Vancouver, BC, where this item is currently on display. We would like to thank them for providing this image.

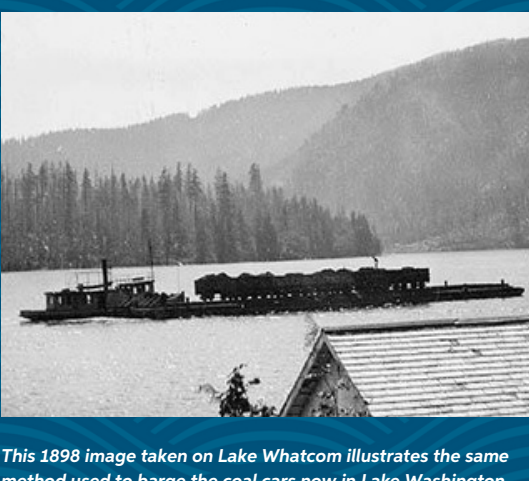
(Object ID: 2004.1163.0001)

ON THE HORIZON

As thrilled as we are about the SS Pacific, it is far from the only project that has our interest. There are hundreds of wrecks that lie below the surface of our region's many waterways and each one illustrates a different chapter of the Pacific Northwest's storied maritime history. Below we have shared a few that embody our mission: to discover, recover, and preserve.

There are wrecks that recall to us the path of Seattle Industry. In 1875, 18 coal cars were loaded onto a barge on Lake Washington, a reminder of a time when coal was king and seen as Seattle's future. That night, tumultuous weather rocked the ship and caused the cars to break free and sink to the bottom, where they have remained awaiting recovery.

There are also Lake Washington wrecks that remind us of the region's role in historical, nationwide trends such as the aviation boom following World War I. During its years of operation, the Sand Point Naval Air Station was used to train aviators, and many trainer aircraft remain in the lake where they were dumped. Some date to the 1920's and waste away with each year.



This 1898 image taken on Lake Whatcom illustrates the same method used to barge the coal cars now in Lake Washington

Then there are those that tell the story of the first European explorations into the region. In the cold waters of Puget Sound lies the long sought-after anchor of the HMS Chatham, a ship under command of British explorer George Vancouver. In 2016, The Seattle Times described it as "one of the most sought-after relics of European exploration of the Pacific Northwest." Still undiscovered, the anchor is a reminder, like the SS Pacific, that our waterways hold centuries old wrecks just waiting for a time like this to be found.

For more information on the Northwest Shipwreck Alliance's other projects visit our website: northwestshipwreckalliance.org



GET INVOLVED

Call for Board Members!

The Marine Industry helped build the Pacific Northwest – yet much of that heritage is still buried in the unpredictable and often deadly seas that guided our forefathers and mothers in their efforts to settle here.

With the most remarkable and telling history of the SS Pacific's sinking in 1875 and its discovery last fall, it has re-energized a whole new generation of mariner lovers to finish the story of our sea-going pioneer past.

Because of that, we at the Northwest Shipwreck Alliance are ready to build a Board of Directors to help aide us in our mission. You can help fill in the blanks of a gallant heritage and continue to unravel the long line of shipwrecks which hold secrets and stories that mesmerize us.

We are looking for people who...

- 1) Can give us four hours a month,
- 2) Can help us build a list based of people who want to know about our maritime progress,
- 3) Can find and solicit donors,
- 4) Want to continue the expeditions to locate other historic underwater relics in our region,
- 5) Will encourage, educate, train and hire the next generation of young professionals to be a part of our maritime history, and
- 6) Have a passion and interest in the maritime world that has influenced who we are today!

For more information and to help, visit the Northwest Shipwreck Alliance website!

What We're Reading

John Tunstall is best known for his connection to Billy the Kid and the Lincoln County War. But before the shooting started, he was the boyfriend of Fanny Palmer who perished on the SS Pacific. To dig deeper, we recommend *The Life and Death of John Henry Tunstall*.

[Buy on Amazon](#)

Our Store is Live!

We have officially launched our new online storefront. Check it out now to help show your support for the Northwest Shipwreck Alliance! Make sure to keep an eye out for new items that will be added in the future!

<https://northwest-shipwreck-alliance.myshopify.com/>

