

**STAGE 1&2 ARCHAEOLOGICAL ASSESSMENT OF THE
FORMER COLLINGWOOD SHIPYARDS
TOWN OF COLLINGWOOD
REGIONAL MUNICIPALITY OF SIMCOE, ONTARIO**

Submitted to

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Former Collingwood Shipyards
Town of Collingwood
Regional Municipality of Simcoe, Ontario**

1 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by *Terraprobe*, to conduct a Stage 1 & 2 archaeological assessment of the former Collingwood Shipyards, Town of Collingwood, Regional Municipality of Simcoe, Ontario (Figure 1). The subject property fronts the Collingwood Harbour at First Street and Hurontario Street and encompasses an area of approximately 27 hectares.

The assessment was conducted under the project direction of Mr. Martin Cooper under consulting license 2001-020 issued to Mr. Cooper of Archaeological Services Inc., pursuant to the *Ontario Heritage Act* (R.S.O. 1990) and in partial fulfilment of conditions imposed in compliance with the *Environmental Assessment Act* (R.S.O. 1997). The Stage 2 field work was completed under the field direction of Ms. Irena Miklavcic. Permission to access the land and to carry out all activities necessary for the purpose of this assessment was granted by *Terraprobe* on February 14, 2002.

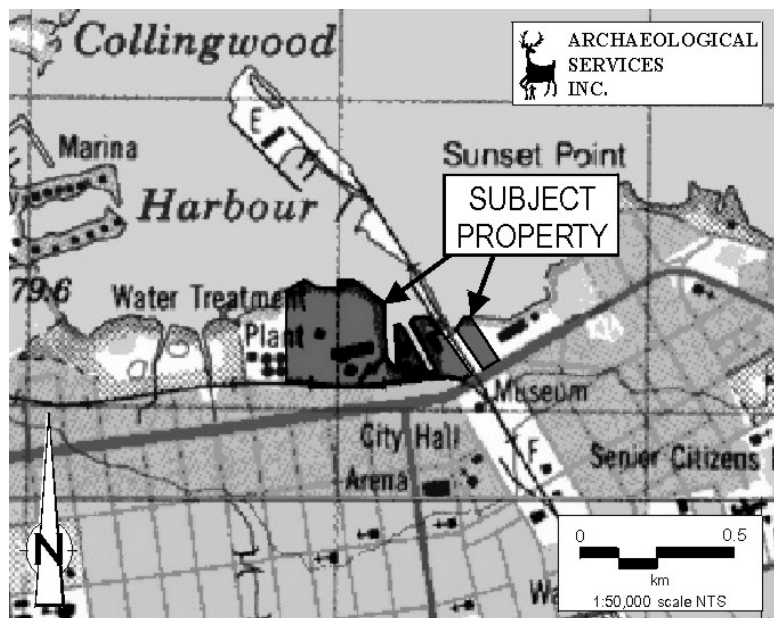


Figure 1: The location of the subject property.

(NTS Sheet 41 A/8&A/9, Edition 4)

The documentation related to the archaeological assessment of the subject property shall be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the landowner, the Ontario Ministry of Culture, and any other legitimate interest groups.

The following report provides the study background, method, conclusions and recommendations of this assessment.

2 STAGE 1 BACKGROUND RESEARCH

Stage 1 background research was conducted in order to identify any archaeological sites previously registered on the subject property prior to field examination, and to assess the property's archaeological potential based on its physiographic setting, its proximity to registered archaeological sites and a summary review of nineteenth century maps.

2.1 *Physiography*

The subject property is located in the Nottawasaga basin of the Simcoe lowlands physiographic region. The Simcoe lowlands border Georgian Bay and Lake Simcoe, and combined, cover a total area of approximately 2850 square kilometres (Chapman and Putnam 1984:177). These lowlands were flooded by Lake Algonquin and the lowest parts were flooded by Lake Nipissing as well. The lowlands are bordered by shorecliffs, beaches and bouldery terraces. Notably, the Niagara Escarpment is located as near as 6.25 kilometres to the southwest of the subject property.

The Simcoe lowlands are divided into several parts. The subject property, in particular, lies in the Stayner clay plain, which contains some areas of bevelled till plain with pebbly till near the surface. Other portions of the lowlands consist of deep beds of clacareous clay covered by one to several feet of sand.

The west portion of the Simcoe lowlands is drained mainly by the Nottawasaga River that empties into Georgian Bay 17 kilometres to the northeast of the subject property across the bay. The subject property itself is located on the bank of Georgian Bay and is flanked by Pretty River 1.5 kilometres to the east and Black Ash Creek 1.25 kilometres to the west.

2.2 *Previous Archaeological Research*

In order that an inventory of archaeological resources could be compiled for the subject property, three sources of information were consulted: the site record forms for registered sites housed at the *Ministry of Culture* (formerly the Ministry of Tourism, Culture and Recreation); published and unpublished documentary sources; and the files of *Archaeological Services Inc.*

In Ontario, information concerning archaeological sites is stored in the OASD (Ontario Archaeological Sites Database) which is maintained by the *Ministry of Culture*. This database contains archaeological sites registered within the Borden system. The Borden system was first proposed by Dr. Charles E. Borden and is based on a block of latitude and longitude. Each Borden block measures approximately 13 km east-west by 18.5 km north-south, and sites within

each block are numbered sequentially as they are found. The subject property under review is located within the **BdHb** Borden block.

No sites have been previously registered within the study area, however, a total of three sites are registered within four kilometres of the subject property. A summary of these sites is provided in Table 1. Regional sites can be expected to relate to the cultural/temporal categories outlined in Table 2.

Table 1: Registered Sites located within 4km of the Subject Property				
Borden #	Name	Temporal Period/ Cultural Affiliation	Site Type	Researcher
BcHa-59	McKean	Undetermined Pre-contact	undetermined	P. Lennox (1989)
BcHb-42	Batteaux Creek	Late Woodland, Euro-Canadian	campsite, homestead	P. Lennox (1989)
BcHb-43	Flat Rock	Late Woodland, Euro-Canadian	campsite, homestead	P. Lennox (1989)

Table 2: Outline of Southern Ontario Prehistory			
Period	Archaeological Culture	Date Range	Attributes
PALEO-INDIAN			
Early	Gainey, Barnes, Crowfield	9000 - 8500 BC	Big game hunters
Late	Holcombe, Hi-Lo, lanceolate	8500 - 7500 BC	Small nomadic groups
ARCHAIC			
Early	Nettling, Bifurcate-base	7800 - 6000 BC	Nomadic hunters and gatherers
Middle	Kirk, Stanly, Brewerton, Laurentian	6000 - 2000 BC	Transition to territorial settlements
Late	Lamoka, Genesee, Crawford Knoll, Innes	2500 - 500 BC	Polished/ground stone tools (small stemmed)
WOODLAND			
Early	Meadowood	800 - 400 BC	Introduction of pottery
Middle	Point Peninsula, Saugeen	400 BC - AD 800	Incipient horticulture
Late	Algonkian, Iroquoian	AD 800 - 1300	Transition to village life and agriculture
	Algonkian, Iroquoian	AD 1300 - 1400	Establishment of large palisaded villages
	Algonkian, Iroquoian	AD 1400 - 1600	Tribal differentiation and warfare
HISTORIC			
Early	Huron, Neutral, Petun, Odawa, Ojibwa	AD 1600 - 1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa	AD 1650 - 1800's	
	Euro/Canadian	AD 1800 - present	European settlement

2.3 Land Use History

The Town of Collingwood is situated on Nottawasaga Bay, Georgian Bay in Nottawasaga Township, Simcoe County. The first settler to the area arrived in 1835 when the land was covered with dense bush, tamarack trees and a cedar swamp. Originally it was known as Hen-

and-Chickens Harbour because of one large and four small offshore islands in the vicinity. Approximately 1.6 kilometres (one mile) east, at the mouth of Pretty River, was the small community of Hurontario Mills, which was founded in 1840. Today it is part of the town of Collingwood and is locally known as "the old village".

Settlement came slowly to the area because the land was particularly uninviting. Railway engineers, however, chose the site as the northern terminus of Ontario. The Simcoe and Huron Railway linked the waters of Lake Huron to Lake Ontario. The railway was renamed the Northern Railway of Canada in 1858. It was taken over by Grand Trunk, in 1888, and later became a part of the Canadian National Railway system. Sandford Fleming, the renowned Scottish-born Canadian railway engineer, surveyed Collingwood Harbour.

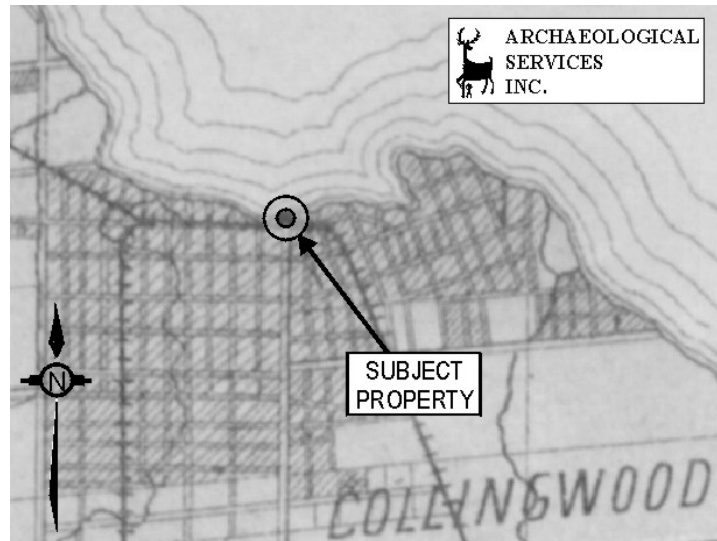


Figure 2: The subject property overlaid on the 1881 map of Nottawasaga Township in the *Illustrated Atlas of the Dominion of Canada*.

The first nucleated settlement in the area arose around the steam sawmill, run by Joel Underwood and three partners. In 1853 the population of Collingwood consisted of the Underwoods as well as families of local fishermen, a sawmiller, railway construction agent, boardinghouse keeper and the owner of a tavern. As work progressed on the pier and breakwater in the harbour, railway and other construction workers began to swell the population. The first crown patent for the subject lands (Lot 44, Concession 8; Figure 2) was granted on Sept 24, 1844 to James McConnell Jr. of Montreal. McConnell sold the entire parcel on May 27, 1845 to George Jackson of Toronto (#5894, 1845) who then sold it in 1846 to John and James Ferguson McGlashon (#6557, 1846). The McGlashons sold the land in 1853 to William McMaster (#13123, 1853). Lot 44 was subdivided in 1854 when town lots were first parcelled off.

The railway was completed in 1855 and the first line of steamers began to operate that same year. Collingwood soon turned into a busy trans-shipping point for grain that arrived from the Midwestern United States by barge to be forwarded to Toronto by rail. Lumber rafts from the northern forests began to fill the harbour awaiting transport to the south. Hector McAllister built Collingwood's first boat at "the old village" where he had obtained a patent for land in 1856. A machine shop was opened to repair vessels, a private bank was established, mills, hotels and a grain elevator were built and in 1882, Silcox and Andrews put a dry dock into operation.

The Collingwood Dry Dock Shipbuilding and Foundry Company opened in 1883. The site comprised a dry dock that was 325 feet in length, 50 feet wide at the gates, 60 feet between the retaining walls and 14 feet over the sills. It was christened the Queen's Dock on May 24, 1883 in honour of the 64th anniversary of Queen Victoria's birthday and the main business on site was ship repair. Between 1889 and 1900, several tugs were built, along with repairs and improvements to the business. A large engine for pumping the dock was added to the operation, a brick engine house was constructed, and the property was fenced in.

In 1900 the shipyard became the property of the Collingwood Dry Dock and Wrecking Company, later the Collingwood Steel Shipbuilding Company, and the facilities were further improved and the dry dock was enlarged to over 500 feet, accommodating the largest vessels of the day, machine shops, a foundry and boiler shops. A new grain elevator terminal was constructed on the site in 1929. The demand for steel ship construction rose and fell over the next half-century (World Wars I and II increased demand during those periods) and in 1946 the company was purchased by Canada Steamship Lines and became the Collingwood Shipyards Limited, a division of Canadian Shipbuilding and Engineering Limited. The shipyards closed for good in 1986.

2.4 Archaeological Potential

The *Ministry of Cultures's* "Primer on Archaeology, Land Use Planning and Development in Ontario", stipulates that undisturbed lands within 300 metres of a primary water source, and undisturbed lands within 200 metres of a secondary water source, are considered to be of high archaeological potential (MCL 1997: 12-13). Additional criteria include: locations on elevated ground; presence of well-drained sandy soils, or location on or near distinctive or unusual landforms such as water falls, chert outcrops, rock faces, caverns, mounds, etc.; and proximity to known Aboriginal or Euro-Canadian archaeological sites (MCL 1997: 12-13).

Potable water is arguably the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water, such as Georgian Bay, Pretty River and Black Ash Creek, can be regarded as a useful index for the evaluation of archaeological site potential. Furthermore, the well drained sandy soils in areas of the Simcoe lowlands in addition to the proximity of the Niagara Escarpment renders the potential for the discovery of pre-contact sites, while the area's rich history and the presence of the former shipyard attests to the significant potential for the recovery of historic artifacts related to the Euro-Canadian settlement of Collingwood.

3 STAGE 2 FIELD ASSESSMENT

3.1 Methodology

Stage 2 archaeological fieldwork was undertaken on July 31, 2002, in order to recover, identify, inventory and describe any archaeological resources present on the subject property. Weather conditions on the day of the field assessment were sunny and hot with a temperature of 30EC.

The total study area is approximately 27 hectares in size and formerly contained 50 buildings, outbuildings, industrial features and designated storage areas associated with the Collingwood Shipyard (Figure 3). These buildings and associated features were all located between Beech Street to the west and the road to the Collingwood Terminals to the east. A small portion of the property, approximately 1.6 hectares in size is located on the east side of the road to the terminals and extends eastward to Minnesota Street. This area contains a woodlot and an open grassy area (Plate 1) that formerly contained a lumber and coal yard.

The subject property, where allowable, was assessed by means of test pitting (Plate 2) at five metre intervals. All soil was screened through six millimetre wire mesh and excavated to subsoil. All test pits were backfilled upon completion.

3.2 Results

3.2.1 Shipyard

The area of the shipyard, between Beech Street and the spit, contained, at the time of the field assessment, the rubble and concrete foundations of the demolished buildings (Plate 3). Within this area, approximately 25.4 hectares (Figure 4), any small grassy patches that were not occupied by rubble piles (Plate 4) were test pitted. All test pits contained rocky, gravelly fill (Plate 5) deposited during the various construction and demolition episodes known to have occurred in the property. It was concluded that this area did not exhibit any archaeological potential.

3.2.2 Woodlot & Grassy Field

The eastern most section of the subject property contained a woodlot and grassy field (Figure 4). Unlike the area containing the former shipyard, this area upon initial investigation, appeared to possess the potential for the recovery of archaeological material. Subsequently, this area was test pitted at five metre intervals. A total of 25 test pits was excavated in this area. The northernmost portion of this section of the property (adjacent to Georgian Bay) which was too wet and marshy

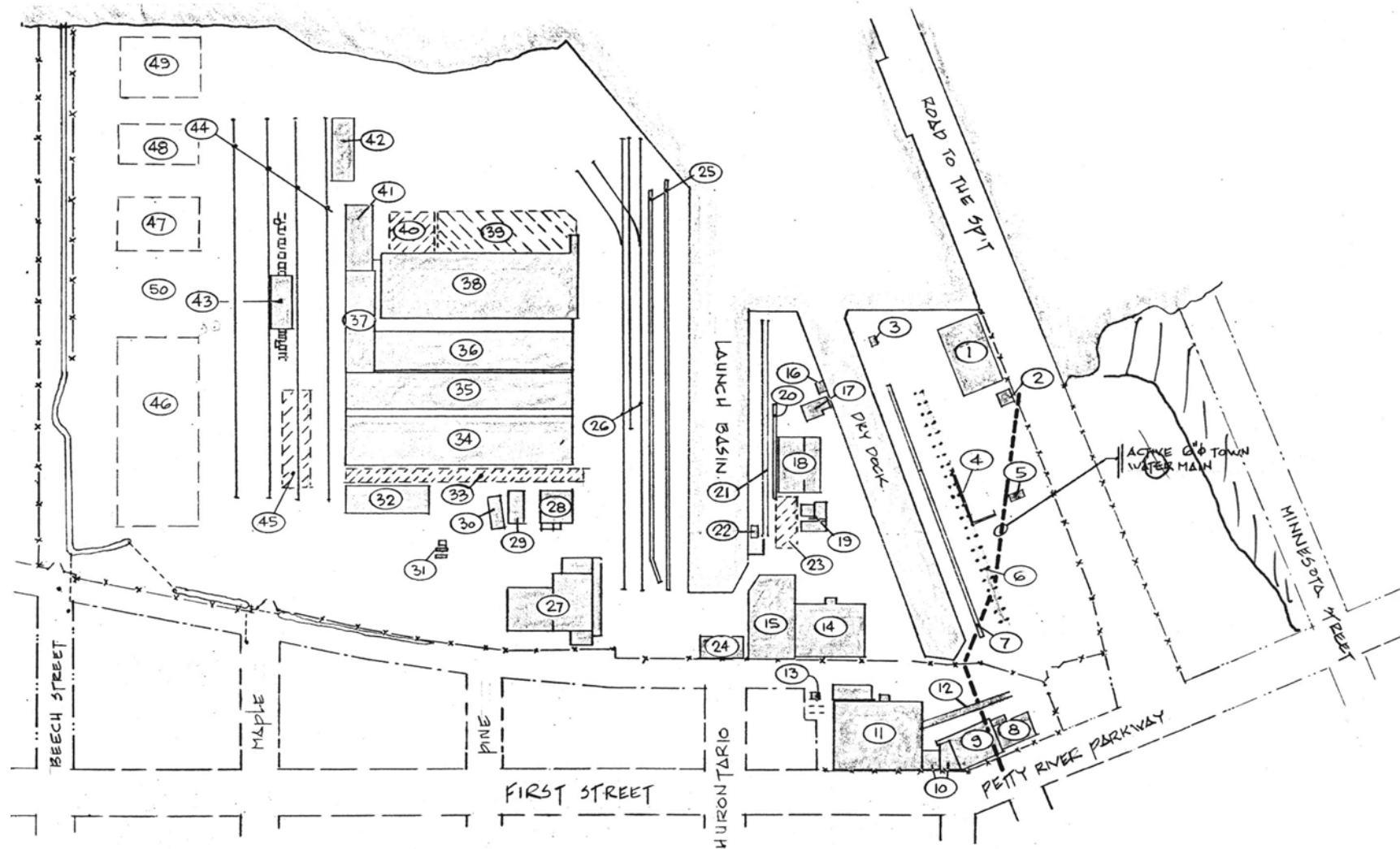


Figure 3: Site Plan of Collingwood Shipyard

#	Designation
1	Jointer shop / Paint shop
2	Incinerator
3	Winch foundation
4	Storage building
5	Small concrete slab-on-grade
6	Bridge crane foundation
7	Ship-building berth
8	Former main office
9	Drafting office
10	Personnel office
11	Machine shop
12	Concrete between railroad tracks
13	Electrical sub-station
14	Pipe shop
15	Boiler shop
16	Dry-dock de-watering shaft
17	Pump house
18	Electrical shop
19	Washroom, administration building, water tower base
20	Wave deflector foundation
21	Gantry crane track foundations
22	Small concrete slab-on-grade
23	Masonry rubble
24	Riggers loft
25	Ship-building berth
26	Gantry crane track foundations
27	Main stores
28	Welders' building
29	Shipwrights' building
30	Marinite building
31	Electrical sub-station
32	Sheetmetal shop
33	Masonry rubble
34	South prefab
35	Center prefab
36	North prefab
37	West punch shed
38	New assembly ship
39	Concrete rubble
40	masonry rubble
41	Blacksmith shop
42	Sand-blasting area
43	Wheelabrator building
44	Travelling crane track foundations
45	Masonry rubble
46	Storage area for rebar reinforced concrete rubble
47	Storage area for masonry rubble
48	Storage area for broken asphalt pavement rubble
49	Storage area for wire-mesh reinforced concrete rubble
50	Setup space for crushing operation

Figure 4: Results of Stage 2 Field Assessment

to test pit (Plate 6). Test pits in both the woodlot and grassy area contained ash laden and coal laden fine sand and gravel (Plate 7). Some areas contained no more than two centimetres of topsoil, whereas other areas contained no topsoil at all. No artifacts or cultural remains were encountered in any test pits in the woodlot or grassy area.

Upon further investigation of the open grassy area a number of signs were encountered demonstrating that the area had been disturbed. Large patches of fine coal dust were encountered across the grassy area (Plate 8). Furthermore, a stormwater tunnel that channels water underground across the length of the grassy area was noted (Plate 9).

4 CONCLUSIONS AND RECOMMENDATIONS

During the course of the Stage 1 archaeological assessment of the former Collingwood Shipyard, Lot 44, Concession 8, Town of Collingwood, it was determined that three archaeological sites had been registered previously within four kilometres of the subject property. Furthermore, the physiographic setting of the property and its nineteenth century land use history suggest that it demonstrated archaeological potential. A Stage 2 assessment, therefore, was conducted.

The subject property consisted of the former Collingwood Shipyard (25.4 hectares) and a smaller area (1.6 hectares) consisting of a woodlot and an open grassy field. The shipyard was covered in rubble and debris from the demolition of the buildings. Any soil that could be test pitted contained gravel fill related to previous episodes of construction and demolition. The area was disturbed and did not exhibit archaeological potential. The woodlot and grassy field were test pitted. Twenty-five test pits were excavated, however, it was realized that this area had been disturbed by previous industrial activities and site remediation. No other artifacts or cultural remains were encountered on the subject property.

In light of these results, it is recommended that:

1. The subject property indicated in Figure 3 may be cleared of further archaeological concern.
2. Should deeply buried archaeological remains be encountered during construction activities, the Heritage Operations Unit of the *Ministry of Culture* should be notified immediately.
3. In the event that human remains are encountered during construction, the proponent should immediately contact both the *Ministry of Culture*, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the *Ministry of Consumer and Business Services*, (416) 326-8404.



Plate 1: Open grassy area and woodlot (to the left) looking south. Both test pitted at five to ten metre intervals.



Plate 2: Testpitting grassy area of subject property.



Plate 3: Remnants of shipyard buildings formerly located in the central portion of the subject property (looking southwest).



Plate 4: Rubble piles on the west side of the subject property (looking east).



Plate 5: Gravelly fill – typical soil conditions found throughout the former shipyard area of the subject property.



Plate 6: Northernmost section of woodlot, looking east, too wet to test pit.



Plate 7: Typical soil profile in woodlot and grassy area, containing ash deposits, fine sand and gravel.



Plate 8: Patches of coal visible on the surface of the open grassy area. Coal was also present in the test pits within the woodlot.



Plate 10: Stormwater tunnel located beneath the grassy area.

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