

**Wrecks of HMS *Erebus* and HMS *Terror*
National Historic Site of Canada**

Commemorative Integrity Statement

Approved:

Genevieve Charrois
Director, Cultural Heritage Policies
Indigenous Affairs and Cultural Heritage Directorate, Parks Canada

Date

Jenna Boon
Field Unit Superintendent
Nunavut Field Unit, Parks Canada

Date

Jacob Keanik
President, Nattilik Heritage Society

Date

Fred Pedersen, Chair
Franklin Interim Advisory Committee

Date

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1.0 INTRODUCTION

1.1 Overview

The Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada (NHSC) was designated as a national historic site in 1992. The site is nationally significant because: it is associated with Sir John Franklin's 1845 Northwest Passage expedition; the two wrecks are a testament to this major scientific expedition, and rare surviving examples of state-of-the-art, mid-19th century polar discovery ships; many search expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic; and local Inuit, past and present, shared their knowledge of the expedition, leading to the eventual discoveries of the two shipwrecks.

The national historic site's designated place consists of two component parts, one for each shipwreck, and includes the seabed and water column above. The HMS *Erebus* component is situated in Wilmot and Crampton Bay at the eastern end of Queen Maud Gulf, within the Kitikmeot Region (Qitikmiut) of Nunavut, Canada. It is approximately 125 km from Gjoa Haven and 275 km from Cambridge Bay, the two nearest communities (see map in Appendix 6.2). It is a 10 km by 10 km protected zone that encompasses the wreck of *Erebus* and its associated debris field. The HMS *Terror* component is in Terror Bay on the southwest coast of King William Island, approximately 125 km from Gjoa Haven. This wreck and its debris field are within a second 5.5 km by 10.5 km protected zone. The two protected zones were created by two Orders Amending the National Historic Sites of Canada Order under the *Canada National Parks Act*, for HMS *Erebus* on 8 April 2015 and for HMS *Terror* on 8 December 2017. The national historic site is co-managed by Parks Canada and the Kitikmeot Inuit Association (KIA) and archaeological objects (artifacts) recovered from 2018 onwards will be jointly owned by Parks Canada Agency (PCA) and Inuit Heritage Trust (IHT).

Scientific work conducted by Parks Canada is framed by a research design and will likely transform the nature of our understanding and perception of these wrecks. The present document will evolve over time to reflect the growing understanding and knowledge of this national historic site.

1.2 Commemorative Integrity

1.2.1 Definition of Commemorative Integrity

Commemorative integrity refers to the desired condition or state of a national historic site, when the site has retained the heritage value for which it was designated. A national historic site possesses commemorative integrity when:

- the resources directly related to the reasons for designation as a national historic site are not impaired or under threat;
- the reasons for designation as a national historic site are effectively communicated to the public; and
- the site's heritage values (including those not related to designation as a national historic site) are respected in all decisions and actions affecting the site.

1.2.2 Definition and Purpose of the Commemorative Integrity Statement

A Commemorative Integrity Statement identifies what is meant by commemorative integrity—in particular its heritage value and cultural resources — at a particular national historic site. It helps set priorities for planning, managing, operating, reporting and taking remedial action.

Commemorative integrity in the context of the Wrecks of HMS *Erebus* and HMS *Terror* NHSC must also consider the ongoing operational needs of the site, and the requirements detailed in the *Inuit Impact and Benefit Agreement Wrecks of HMS Erebus and HMS Terror National Historic Site* (under negotiation at the time of the writing of this document), the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site Artifact Co-Ownership Memorandum of Understanding (2019) with the Inuit Heritage Trust, and the Nunavut Agreement. As such, there is a need for a continuing program to identify potential cultural resources as well as to re-evaluate cultural resources, when and where appropriate.

As required by Parks Canada's *Cultural Resource Management Policy*, the impact assessment on the full range of cultural resources and the *Standards and Guidelines for the Conservation of Heritage Places in Canada* are employed when interventions to cultural resources are considered, and both formal and informal monitoring practices are used for documentation when changes are made to cultural resources.

2.0 Designation and Context

2.1 Designation

Designation refers to the establishment of a national historic site. It occurs when the Minister approves a recommendation for national historic significance from the Historic Sites and Monuments Board of Canada (HSMBC).

2.2 Commemorative Intent

2.2.1 Definition

Commemorative intent refers to the reasons for a site's designation as a national historic site, as determined by the Minister-approved recommendations of the HSMBC. A *Statement of Commemorative Intent* answers the question "When and for what reason was this site designated by the Minister responsible for the *Historic Sites and Monuments Act* as a national historic site?"

2.2.2 Statement of Commemorative Intent for Wrecks of HMS *Erebus* and HMS *Terror* NHSC

The wrecks of HMS *Erebus* and HMS *Terror* were designated a national historic site in 1992. The reasons for designation are:

- these wrecks are associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, which historical and archaeological evidence suggests was almost certainly successful;
- the wrecks of HMS *Erebus* and HMS *Terror* are rare surviving examples of state-of-the-art, mid-19th century Arctic discovery ships. Both wrecks are intact and their historical treasures of shipboard articles have the potential to shed new light on the events of the expedition;
- although no survivors from the two ships were ever found, the more than 32 search, supply or relief expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic. The disappearance of the ships became one of history's greatest mysteries, capturing the attention of Canadians and people around the world for over a century and a half;
- Inuit knew about the Franklin expedition and encountered its crew in the King William Island region. Since the mid-19th century, Inuit have shared their knowledge with those who came to the Arctic to search for the missing expedition. This information helped define the modern search areas. The eventual discoveries of the two shipwrecks, in 2014 and 2016, are a testament to the accuracy of Inuit oral tradition and knowledge.

2.3 Designated Place

2.3.1 Definition

Designated place refers to the place designated by the Minister on the recommendation of the HSMBC. Typically, the designated place for a particular historic site is drawn from the minutes of the HSMBC. However, in this case, the designated place is equivalent to the two site components stipulated by the two orders cited above (see map in Appendix 6.2).

2.3.2 Description of Designated Place

HMS *Erebus* – is equivalent to the legislated protected area, defined as:

In the Arctic Ocean; in Wilmot and Crampton Bay; the area, consisting of the seabed and water column above the seabed, that is described as follows:

COMMENCING at a point at latitude 68°14'44.8" N and longitude 98°52'22.3" W;

THENCE northeasterly in a straight line to a point at latitude 68°17'44.2" N and longitude 98°40'17.9" W;

THENCE southeasterly in a straight line to a point at latitude 68°13'15.4" N and longitude 98°32'16.2" W;

THENCE southwesterly in a straight line to a point at latitude 68°10'16.5" N and longitude 98°44'19.3" W;

THENCE northwesterly in a straight line back to the point of commencement;

EXCEPTING all islands and foreshore lying above the ordinary low-water mark within the described area and all mines and minerals, whether solid, liquid or gaseous, that may be found within the described area.

That area containing approximately 83.6 km².

HMS *Terror* – is equivalent to the legislated protected area, defined as:

In the Arctic Ocean; in Terror Bay; the area, consisting of the seabed and water column above the seabed, that is described as follows:

COMMENCING at a point at latitude 68°54'25.45" N and longitude 98°59'42.07" W;

THENCE easterly in a straight line to a point at latitude 68°54'25.24" N and longitude 98°51'29.08" W;

THENCE southerly in a straight line to a point at latitude 68°48'46.23" N and longitude 98°51'31.25" W;

THENCE westerly in a straight line to a point at latitude 68°48'46.44" N and longitude 98°59'42.15" W;

THENCE northerly in a straight line back to the point of commencement;

EXCEPTING all islands and foreshore lying above the ordinary low-water mark within the described area and all mines and minerals, whether solid, liquid or gaseous, that may be found within the described area.

That area containing approximately 57.8 km².

For both definitions, all coordinates referred to are according to the 1983 North American Datum, Canadian Spatial Reference System (NAD83 CSRS), and any references to straight lines mean points joined directly on the NAD83 Universal Transverse Mercator (UTM) projection plan surface.

2.4 Historical and Geographic Context

2.4.1 Historical Context

The wrecks of HMS *Erebus* and HMS *Terror* are associated with the British Admiralty's quest for a Northwest Passage connecting the Atlantic and Pacific oceans. The European search for a navigable route began in earnest in the 15th century with the explorations of Martin Frobisher, Henry Hudson and others. In 1818, with the conclusion of the Napoleonic Wars, Britain's interest in finding a passage was revived. Over the course of the next 30 years or so, a number of expeditions were launched including overland treks to determine the northern limits of the North American continent. Although no passage was identified at this stage, significant scientific information about the Arctic was brought back to Great Britain, including cartographic information. When a new expedition was proposed for 1845, members of the British Admiralty believed that discovery of a passage was at hand.

Sir John Franklin was selected to command the 1845 expedition with Francis Rawdon Moira Crozier as second in command. Franklin had a long naval career having served on a number of ships including an 1818 expedition that attempted to sail across the North Pole. Franklin was second in command on this expedition, led by David Buchan with two ships HMS *Dorothea* and HMS *Trent*. Franklin later led two major overland expeditions to chart the northern coast of North America (1819-1822 and 1825-1827). Crozier also had extensive experience in polar exploration, both in the Arctic and, more recently, as captain of HMS *Terror* during James Clark Ross's expedition to the Antarctic (1839-1843).

The two ships under Franklin's command for the voyage were former bomb vessels, a type of ship that the British Admiralty had successfully adapted for other polar explorations. The shallow drafted bomb vessels with their strong internal structure, necessary to absorb the recoil of their mortars as originally configured, provided protection against the crushing power of the ice. HMS *Terror*, launched in 1813, had served in the War of 1812 and had first travelled to the Arctic with George Back's expedition (1836-1837). HMS *Erebus*, launched in 1826, was slightly larger than *Terror* and was refitted as a polar discovery ship in 1839. Both ships participated in an extended Antarctic expedition (1839-1843) under the command of James Clark Ross. Prior to sailing with Franklin in 1845, the two ships received additional adaptations for the Arctic voyage including iron plating on their bows. Although they were three-masted sailing ships, each ship was also fitted with a steam engine from a railway locomotive and an innovative screw propeller and a rudder that could be retracted to avoid damage by ice. These were the first Royal Navy

steam ships to be sent to the Arctic although they only had a limited amount of patent coal-based fuel on board, and sail remained their primary mode of propulsion. The ships were equipped with the latest technologies including heating systems for the officers' and men's living areas and were supplied with three years of provisions. When the expedition departed on 19 May 1845, it was the best equipped and most technologically advanced expedition sent into the Arctic to date.

The ships were initially accompanied by *Barretto Junior*, a transport ship that carried extra supplies as far as Greenland. In early July 1845 during a stop in the Whalefish Islands on the west coast of Greenland to take on the extra supplies, two officers from HMS *Erebus* visited an Inuit village to compile a dictionary of Inuit vocabulary; they hoped that this information would help them communicate with other Inuit encountered during their voyage. The last Europeans to see the ships and the 129 men on board were whalers who had a brief exchange with them in late July 1845 while Franklin was waiting for ice to clear so he and his ships could cross Baffin Bay into Lancaster Sound.

Although Europeans were interested in "discovering" a passage, Inuit had been living in this region for generations. Various linguistic and cultural groups were familiar with the land, ice and water through which the expedition would be travelling. By 1845, there had been some interaction between Inuit and Europeans but less in the area of King William Island. The Inuit in and around King William Island lived in small groups that travelled between the island and mainland, including Boothia Peninsula to the east and the area south of the island, depending on the time of year. Known as the Nettsilik cultural group, they included several smaller linguistic groups such as Netsilingmiut. Inuit farther east, in what became Repulse Bay and Pelly Bay, had already had interactions with Europeans, most recently with John Ross and his nephew James Clark Ross (1829-1832). Local Inuit had provided geographic information to the Rosses, served as guides, and helped the Europeans survive the long winters and at times worked as interpreters, as they would for the Franklin Expedition searchers.

In 1847, after more than two years with no news from Franklin and his crew, search expeditions were launched, the first of over 30 expeditions that would set out over the next decade. Most of the searches were made by the Royal Navy, but Lady Jane Franklin, Sir John Franklin's wife, promoted and financed a number of private searches herself. Most of these expeditions returned without news of the missing men and their ships. In 1850, a camp site was discovered on Beechey Island, just off the southern coast of Devon Island. Evidence indicated that the crews had spent a winter at this site. No documents or detailed information had been left behind although three graves were found of men who had perished.

John Rae, a Hudson's Bay Company surgeon and explorer, brought back the first actual news of the men's fates. While travelling towards the Boothia Peninsula in 1854, Rae learned from a party of Nettsilik people he encountered near Pelly Bay that they had heard about a large party of white men starving and dying "some distance to the west". They added that members of that party had resorted to cannibalism. Rae obtained many personal items of *Erebus* and *Terror* crew members at this time from the Pelly Bay Inuit and his findings, soon published, shocked the British public. Although the information from Inuit sources was treated with suspicion and outright bigotry by the British, Rae defended Inuit integrity and the accuracy of their information. By 1854, the British government had grown weary of the search. The country was also now

involved with the Crimean War and the government was reluctant to finance another search expedition. Lady Franklin purchased the small yacht *Fox* and selected Captain Leopold McClintock to command a final search of the region to the west of the Boothia Peninsula where the men and ships were believed to have been lost.

McClintock was an experienced Arctic explorer who had participated in a number of Franklin search expeditions. He left Great Britain in 1857 and, in the spring of 1859, he and his men searched around King William Island discovering human remains and relics from the Franklin expedition confirming that the expedition had come to a tragic end. McClintock also met Inuit who informed him, through his interpreter, of two wrecks in the vicinity of King William Island. While no survivors were found during McClintock's search, a standard Royal Navy form was retrieved from a cairn near Victory Point, not far from the northern tip of the island. This record is the only significant document relating the fate of the two ships found to date. It contains two entries written almost a year apart. The first entry, dated 28 May 1847, was left by a small group of men during an overland expedition. It is a standard message confirming that the expedition had wintered at Beechey Island in 1845 and that the ships had become trapped by ice, north of Cape Felix, in September 1846. The message concluded with an optimistic "All Well". The second entry, dated 25 April 1848, contained more sobering news. It stated that the total loss of the expedition to this date was 9 officers and 15 men, Franklin had died in June 1847, the ships were still trapped by ice and had been deserted, and the surviving men were heading south to the Great Fish River (today's Back River) on the mainland.

Interest in discovering answers about the fate of the expedition captured the public's imagination and searches for survivors and the expedition records continued for two more decades. Importantly, Rae, McClintock and other searchers benefited from meeting Inuit who had first- and second-hand knowledge of the expedition and/or who recounted oral histories about the lost ships and men. Notably, Americans Charles Francis Hall and Lieutenant Frederick Schwatka led expeditions in 1864-1869 and 1878-1880 respectively to the King William Island region and spent time compiling invaluable Inuit accounts of the expedition's fate. Today, these accounts continue to provide essential information on the expedition. Hall travelled with two Inuit companions Taqulittuq (often spelled Tookoolito, Hall referred to her as Hannah) and Ipirvik (often spelled Ebierbing, Hall referred to him as Joe). They served as Hall's interpreters and guides and were key to his investigations. Ipirvik guided later Franklin searchers as well. Intermittent searches for human remains, relics and further clues in the King William Island region continued during the first half of the 20th century.

In the early 1960s, the first modern wreck searches were mounted in the vicinity of O'Reilly Island, southwest of King William Island. These were followed by additional searches in that region with increasingly sophisticated methods and remote sensing equipment into the early 2000s. The mid 1970s and early 1980s saw the first professional archaeological research at terrestrial archaeological sites related to the Franklin Expedition, resulting in renewed international interest in the story of the expedition. In the early 1990s, the Government of the Northwest Territories^a expressed concern about the protection of the wrecks should they be found and, as a result, on the basis of the HSMBC's recommendation they were designated a national historic site. Shortly thereafter, in 1997, Canada signed a Memorandum of

^a Since 1999, this region has been part of the newly established territory of Nunavut.

Understanding with Great Britain that assigned responsibility for the wrecks, their recovery and contents to Canada.

In 2008, Parks Canada and the Government of Nunavut launched a new multi-year initiative to search for the wrecks at sea and remains of the 1845 Franklin expedition on land, in partnership with the Canadian Coast Guard, the Canadian Hydrographic Service and the community of Gjoa Haven.^b The joint project combined shipwreck searching, hydrographic surveying and terrestrial archaeology using state-of-the-art technology with careful reference to Inuit knowledge including 19th century oral histories.^c Two prime search areas were identified by Parks Canada's Underwater Archaeology Team working with Canadian Hydrographic Service scientists and Inuit from Gjoa Haven based largely on 19th-century Inuit knowledge: a northern area near where the ships had been deserted and a southern area associated with 19th-century Inuit reports about a shipwreck there recorded by McClintock, Hall and Schwatka. It was in the vicinity of the southern search region where Inuit had reported seeing a ship in a traditional hunting territory west of the Adelaide Peninsula called Uggjulik "it has bearded seals". This sighting became known as the "Uggjulik wreck". On 2 September 2014 *Erebus* was located within the area identified for the Uggjulik wreck, and on 3 September 2016 *Terror* was found when information provided by an Inuk from Gjoa Haven led to the discovery of the second shipwreck, in Terror Bay, approximately 80 km north of the *Erebus* wreck.

Since the discoveries of the two shipwrecks, Parks Canada's underwater archaeologists and project partners have completed a series of archaeological field projects at both wrecks and a renewed Franklin Expedition Inuit Oral History Project has been initiated. It is anticipated that the ongoing scientific work and oral history research will in the future contribute to a fuller understanding of the site's heritage values and in turn support the site's commemorative integrity.

2.4.2 Geographic Context

The Wrecks of HMS *Erebus* and HMS *Terror* NHSC is composed of two distinct components. The *Erebus* component is in Wilmot and Crampton Bay at the eastern end of Queen Maud Gulf, in an archipelago situated west of the Adelaide Peninsula and north of O'Reilly Island. The *Terror* component is in Terror Bay, on the southwest shore of King William Island. Both areas are ice-covered for at least nine months of the year and experience a relatively short open-water navigation season from about early August through to early October. This single year ice can be up to two metres in thickness. Recent research has revealed a tidal range at the wreck of *Erebus* of 1 metre and tidal currents have been observed at both the *Erebus* and *Terror*.

^b Over the years, the project further developed as a multi-partner, collaborative effort involving other federal Canada departments as well as public, private and non-profit organisations. The number and variety of partners who joined the search efforts reflected the wide interest in the search and brought diverse expertise and support.

^c In addition to the journals produced by the explorers, other publications associated with the compilation of oral history include Darren Keith and Louie Kamookak, "Franklin Oral History Project: October 12-19, 1998" (1999), compiled under contract to Parks Canada. Other publications that made extensive use of Inuit oral history include David C. Woodman *Unravelling the Franklin Mystery: Inuit Testimony* (Montréal, McGill-Queen's University Press, 1991) and Dorothy Harley Eber's NWP publications based on her oral history interviews (including *Encounters on the Passage: Inuit meet the explorers*).

Erebus sits upright on the seabed, in shallow mostly uncharted waters (11 metres deep), while the hull is partially embedded in sediment. Over the decades, the wreck has become an artificial reef. Initially, thick kelp covered much of the upper surfaces of the exposed wreck structure. A 2015 marine biology study identified over 30 different species of marine organisms living on and around the wreck.

The wreck of *Erebus* is generally intact to the level of the upper deck but is exposed to damaging waves and swell. The wreck of HMS *Terror* is located in 24 metres of water near the middle of Terror Bay. The wreck's greater depth has clearly contributed to its remarkable condition: the hull sits upright on the seabed and overall is exceptionally intact and does not appear to have suffered any major structural damage.

3.0 CULTURAL RESOURCES DIRECTLY RELATED TO THE REASONS FOR DESIGNATION AS A NATIONAL HISTORIC SITE

This section contains details on the cultural resources – the whole and the parts of the whole – that are directly related to the reasons for designation and have therefore been identified to be of national historic significance.

Note: a primary goal of this document is to address the cultural resources in the designated place or known to derive directly from it (if owned or co-owned by Parks Canada). Other known archaeological resources on land, and the known 1845 Franklin Expedition objects and records currently curated in other Canadian institutions, Britain, and the U.S., as well as Inuit knowledge, are important pieces of the story. The story of the 1845 Franklin Expedition is better understood when those elements are also cohesively researched, recognised, communicated, and conserved.

3.1 Designated Place

3.1.1 Description

HMS *Erebus* – legislated protected area.

See description of designated place in section 2.3.2.

HMS *Terror* – legislated protected area.

See description of designated place in section 2.3.2.

3.1.2 Heritage Value

Wrecks of the HMS *Erebus* and HMS *Terror* are valued because:

- these wrecks are at the centre of an historical maritime mystery that has captivated the public in Canada, the United States and the United Kingdom for more than 150 years;
- the ships are a direct link to the story behind the discovery of a Northwest Passage;
- the multi-national search and rescue effort that followed the 1845 Franklin expedition led to unprecedented mapping and charting of Arctic waters and coastlines;
- the resting places of the two shipwrecks are integral to unraveling the mystery of the expedition, specifically the particular routes followed, including the potential point(s) of desertion and abandonment;
- these ships represent a major British Royal Navy effort to find a Northwest Passage and with 129 crew members dead and two ships sunk, the expedition represented the single largest loss of life for an Arctic exploration party/expedition.
- search, rescue and relief efforts up to 1854 were typically on a grand scale; Subsequent search efforts looking for traces of the Franklin Expedition, from 1854-1880, were on a smaller scale, sought Inuit knowledge, adopted Inuit modes of travel and subsistence, and at times included Inuit participants;
- the wrecks' discoveries are testament to the importance and accuracy of Inuit oral tradition.

- of the impact of the expedition on traditional Inuit place names, specifically the identification of places that relate to evidence of the expedition;
- the original expedition and subsequent decades-long search and rescue efforts resulted in the intensification and evolution of interactions between Europeans and Inuit;
- they represent the movement and dispersal of objects and repurposed raw materials from the ships by Inuit across the Arctic landscape.

3.1.3 Character-defining Elements

The character-defining elements of the designated place include:

- the location of the two wrecks, within their defined boundaries and in a marine environment ice-covered for most of the year;
- the geographical location and context of the two ships are important for reconstructing the chronology of the expedition's events and for understanding interactions between Inuit and *Erebus* and possibly *Terror*;
- location in relation to Inuit oral tradition, which refers to ships and people travelling, being seen and visited;
- the location within the traditional territory of the Netsilik people who lived nomadic lifestyles on the ice, water and land surrounding each of the two shipwrecks.

3.2 Archaeological Sites

3.2.1 Description

The wreck of *Erebus* lies at a depth of 11 metres, and is more or less upright on the seabed. The wreck measures 36 metres in overall length by 9.75 metres in maximum width. The wreck survives in remarkably sound condition despite significant damage to its upper deck and stern. The hull is generally preserved to the height of the upper deck with substantial portions of the deck still in place and, where missing, reveals intact lower deck structures below. A number of deck fittings and features associated with the upper deck are preserved although all three masts and the bowsprit are detached. The debris field around the hull comprises a multitude of features composed primarily of rigging and upper deck parts, anchors and ice channel structural elements. Damage to the stern and elsewhere has revealed well-preserved structural elements inside, such as the captain's cabin, and there appear to be high concentrations of *in situ* artifacts and features throughout the hull's interior.

The wreck of *Terror* rests at a depth of 24 metres, its hull also sits upright on the seabed. Based on preliminary data, the hull length is 34.3 metres and has a maximum width of 9.1 metres. *Terror* has a total length of approximately 50 metres from the tip of its bowsprit/jib boom assembly to the end of its stern davits. The wreck is exceptionally intact from keel to gunwale, and does not seem to have suffered any major structural damage. All three masts, although broken, still have portions that are in position. Most equipment and features located on the upper deck are also very well preserved, including the ship's wheel, capstan, hoods for companionways, skylights, water closets and most boat davits. A number of collapsed standing rigging components, such as a topmast, a few yards and spars rest on the upper deck, while another yard and a possible topmast fell overboard towards the starboard side. The upper deck and most of its features are covered by a thick layer of sediment, and some marine life. As a result of its exceptional structural integrity, there is little debris around the hull. Besides some

standing rigging elements on the starboard side, the most obvious feature on the seabed is a boat, likely a 23-foot cutter that fell from the port side stern davits. Interior imagery of the wreck's lower deck shows the exceptional preservation of cabins, fitted furniture, and a range of intact artifacts (many in their original positions), underscoring the wreck's outstanding archaeological potential.

3.2.2 Heritage Value

The archaeological sites of these two wrecks are valued because:

- these highly intact ships, and their relatively undisturbed debris fields, are not only well-preserved examples of mid-19th century polar exploration ships but also tangible and vivid material evidence of the 1845 Franklin expedition. They include a range of unique technological innovations for their time (notably the steam engines and screw propellers installed for the 1845 expedition);
- the intact nature of the wrecks increases their potential to reveal material evidence of the Franklin expedition from 1845 to 1848, including shipboard life, daily activities, scientific and exploration accomplishments, material culture and the realities that the crew faced in the circumstances of extreme deprivation;
- the potential for scientific study of excavated remains, such as archaeological objects, removed intact in a well-documented state;
- the potential for both the discovery of written records that could provide detailed knowledge of the expedition, as well as the discovery of identifiable human remains;
- Inuit visited *Erebus* after it was abandoned in Ugjulik, as recounted firsthand by Inuit in the 19th century. They harvested various items (directly from the ship or those found washed on shore) that were adapted and reused.

3.2.3 Character-defining Elements

The character-defining elements of the two shipwrecks include:

- double-planked laminate construction typical of Royal Navy ships modified for polar service in the mid-19th century;
- that these two ships were equipped with steam screw propulsion for purposes of polar navigation, this at a time when marine screw propulsion was relatively new to the Royal Navy;
- the discernable individual spaces that provide evidence for life on board;
- the potential to provide archaeological evidence of Inuit presence and interaction with the ships.

3.3 Objects (Archaeological)^d

3.3.1 Description

Between 2014 and 2016, 65 artifacts were recovered from HMS *Erebus* and none were recovered from HMS *Terror*. The number of archaeological objects will increase over time as

^d The term artifact (sometimes spelled artefact) is used interchangeably with archaeological object to identify those moveable objects that have heritage value and that are identified *in situ*, on land or in water, and may also be recovered from an archaeological site.

archaeological excavation continues. All objects recovered after 2018 are co-owned and co-managed by Parks Canada and Inuit Heritage Trust as per the 2019 Memorandum of Understanding. Objects recovered from HMS *Erebus*, between 2014 and 2016, are owned and managed by Great Britain as part of a 2018 Memorandum of Understanding with the Government of Canada.

Artifacts related to the wreck sites and the ships (*in situ* or recovered) are complemented by artifacts from other archaeological sites and museum collections related to the 1845 Franklin expedition.

3.3.2 Heritage Value

The recovered and *in situ* objects co-owned and co-managed by Parks Canada and the Inuit Heritage Trust are valued because:

- when combined with other 1845 Franklin expedition artifact collections in Canada, the United States and Great Britain as well as with Inuit knowledge, they will shed more light on the expedition experience and chronology and the role/involvement of Inuit;
- some objects related to the health and condition of the crew, such as food provision remains, may yet lead to further insight about proposed theories of lead poisoning or botulism having affected the crew;
- all existing and future archaeological data and records related to these objects (and their original *in situ* contexts) are critical to understanding the two shipwrecks and thereby central to the NHS's commemorative integrity;
- they relate to Inuit stories, recollections and oral tradition about objects adapted and re-used as tools and in other ways by Inuit;
- they can help us to better understand cultural and human interactions between Inuit and Europeans, including artifact harvesting and re-use of European material and tools;
- they tell the story of the activities that took place on board the ships: science, operation of the ship, daily routine, leisure, etc.;
- they reflect social status and social interactions within the ships;
- they are rare representative examples of 19th century British scientific activities and maritime technology.

3.3.3 Character-defining Elements

The character-defining elements of the objects co-owned and co-managed by Parks Canada and the Inuit Heritage Trust include:

- artifacts, *in situ* or recovered, that help tell the stories and history of life on board the ships, including:
 - furniture and furnishing hardware,
 - navigation, surveying and science,
 - edged weapons, firearms and ammunition,
 - food preparation and service;
- potential future artifacts, *in situ* or recovered, that help tell stories of 1845 Franklin expedition interactions with Inuit.

3.4 Objectives

The cultural resources (*designated place, archaeological sites, objects*) will not be impaired or under threat when:

- the resources, curated by Parks Canada or other entities, and their associated values are understood, respectfully managed and communicated to visitors and stakeholders;
- management decisions are based on adequate and sound information and are made in accordance with the principles of the *Cultural Resource Management Policy*;
- the resources and their associated values are not lost, impaired or threatened from natural process, for example erosion and decay, within or outside of the site;
- the resources and their associated values are not lost, impaired or threatened from human actions (with the exception of sanctioned excavation activities) within or outside of the site.

4.0 SHARING HERITAGE VALUE (COMMUNICATING THE REASONS FOR DESIGNATION)

Cultural resources help connect people to the history and stories of Canada. Sharing the heritage value of these resources is an essential element of effective cultural resource management. Parks Canada shares the heritage value of a national historic site as a whole, linking the stories of the site with the broader stories of Canada.

4.1 Reasons for Designation as a National Historic Site and Context Messages

4.1.1 Definition

The reasons for designation as a national historic site express why this place was designated a national historic site. Context messages are those messages that are essential to understanding the reasons for designation of the site; however, they are not reasons for national significance.

4.1.2 Reasons for Designation and Context Messages

Reason for Designation 1: These wrecks are associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, which historical and archaeological evidence suggests was almost certainly successful.

Context message 1: Sir John Franklin was a naval officer and Arctic explorer (born 16 April 1786; died 11 June 1847 near King William Island, Nunavut). Franklin's name is synonymous with Arctic exploration and the search for a Northwest Passage. A respected naval officer and colonial lieutenant governor, he was involved in several high-profile expeditions to the Canadian Arctic that mapped large stretches of uncharted coastline.

Context message 2: The Northwest Passage was a mythical sea corridor through Canada's Arctic archipelago and along the northern coast of North America. It is now known to consist of several routes, and was sought by Europeans for centuries. While the ships were the object of many search expeditions, this is an area that was the homeland of the Inuit, who had been living on and using the water and ice as transportation routes for generations.

Context message 3: In 1845, explorer Sir John Franklin set sail from England with two ships, HMS *Erebus* and HMS *Terror*, in search of a Northwest Passage across what is now Canada's Arctic. The ships and crews vanished and dozens of search expeditions were sent to try to find them.

Reason for Designation 2: The wrecks of HMS *Erebus* and HMS *Terror* are rare surviving examples of state-of-the-art, mid-19th century Arctic discovery ships. Both wrecks are intact and their historical treasures of shipboard articles have the potential to shed new light on the events of the expedition.

Context message 1: Both ships had originally been built as bomb vessels. The Royal Navy had adopted this type of ship for polar exploration because of the strong internal wooden framework, providing protection against the pressure of pack ice and contact with icebergs, and large

capacity holds capable of carrying food and supplies for long voyages. Both ships had been specially adapted and strengthened for polar exploration in 1839 and 1845 with internal and external strengthening and hull sheathing. The ships were also outfitted with the latest equipment such as central heating of the lower deck, fresh water storage tanks, auxiliary steam propulsion, and the latest scientific and navigational equipment. Ultimately, despite the upgrades, the ships were still not perfectly suited to navigating the harsh Arctic environment.

Context message 2: The locations of the two wrecks are part of a wider landscape of related terrestrial archaeological sites, as well as artifact and relic find spots linked to the 1845 Franklin expedition. There is considerable archaeological material directly related to this expedition that is curated in various institutions in Canada, Britain, and the US, including early searchers' journals recording among other things, their interactions with Inuit.

Reason for Designation 3: Although no survivors from the two ships were ever found, the more than 32 search, supply or relief expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic. The disappearance of the ships became one of history's greatest mysteries, capturing the attention of Canadians and people around the world for over a century and a half.

Context message 1: Over 30 search expeditions set out to find the missing ships, making it one of the largest manhunts in history. The combined explorations of these expeditions contributed to a significant increase in European geographic knowledge of the Arctic and credit for the discovery of a Northwest Passage.

Context message 2: The expeditions resulted in many encounters between Inuit and Europeans and the survival and success of many of the searchers would not have been possible without Inuit guidance and assistance. These searchers often hired Inuit guides and interpreters and met Inuit during their search efforts.

Reason for Designation 4: Inuit knew about the Franklin expedition and encountered its crew in the King William Island region. Since the mid-19th century, Inuit have shared their knowledge with those who came to the Arctic to search for the missing expedition. This information helped define the modern search areas. The eventual discoveries of the two shipwrecks, in 2014 and 2016, are a testament to the accuracy of Inuit oral tradition and knowledge.

Context message 1: The wrecks are in the traditional territories of the nomadic **Nettsilik** people, who would have come across evidence of the 1845 Franklin expedition or encountered other Inuit who shared first-hand accounts of the expedition.

Context message 2: The original expedition and subsequent search efforts reflect how Europeans, Americans and later Canadian interactions have impacted Inuit life, beginning in the 19th century and up to the present day. Numerous Inuit, the descendants of whom continue to share stories related to the shipwrecks, played a key role in helping to locate the wrecks.

Context message 3: Information leading to the discovery of the fate of the men from HMS *Erebus* and HMS *Terror* was provided by Inuit. Inuit oral tradition continued to inform searchers

for the wrecks during the late 19th century and throughout the 20th century, ultimately contributing to the discovery of the location of the two shipwrecks in 2014 and 2016.

4.2 Objectives

The reasons for designation as a national historic site are effectively communicated to the public when:

- the overall heritage presentation experience conveys the reasons for designation as a national historic site;
- visitors and the site stewards understand the reasons for designation as a national historic site;
- management decisions are based on adequate and sound information and are made in accordance with the principles of the *Cultural Resource Management Policy*, and the requirements detailed in the *Inuit Impact and Benefit Agreement Wrecks of HMS Erebus and HMS Terror National Historic Site*, and the *Wrecks of HMS Erebus and HMS Terror National Historic Site Artifact Co-Ownership Memorandum of Understanding (2019)* with Inuit Heritage Trust and the Nunavut Agreement.

5.0 CULTURAL RESOURCES, HERITAGE VALUE AND MESSAGES NOT RELATED TO THE REASONS FOR DESIGNATION AS A NATIONAL HISTORIC SITE

Some cultural resources, heritage value and messages may not directly relate to the reasons for designation.

There are no known cultural resources of other heritage value.

5.1 Messages Not Related to the Reasons for Designation as a National Historic Site

- The wrecks have created biological and other environmental effects; they have become artificial reefs;
- This national historic site is one of over 950 national historic sites designated by the Government of Canada;
- The discovery of the wrecks is of national political importance as it reinforces Canada's status as a nation with significant territory in the Arctic;
- This site links thematically to other nationally significant designations, namely:
 - Sir John Franklin (1786-1847) (National Historic Person, 1945),
 - Beechey Island Sites (National Historic Site, 1993). Site of winter camp for Franklin expedition (1845-46) and base camp for many of the 19th-century search expeditions,
 - Wreck of *Breadalbane* (National Historic Site, 1983). Supply ship for a Franklin search expedition, sunk off the coast of Beechey Island in 1853.

5.2 Objectives for Messages

The messages not related to the reasons for designation as a national historic site are effectively communicated to the public when:

- part of the heritage presentation experience conveys the messages not related to the reasons for designation as a national historic site;
- the messages not related to the reasons for designation as a national historic site and their presentation do not overwhelm or detract from the presentation and understanding of the site's national historic significance;
- visitors understand the messages not related to the reasons for designation as a national historic site;
- management decisions are based on adequate and sound information and are made in accordance with the principles of the *Cultural Resource Management Policy*, and the requirements detailed in the *Inuit Impact and Benefit Agreement Wrecks of HMS Erebus and HMS Terror National Historic Site*, and the *Wrecks of HMS Erebus and HMS Terror National Historic Site Artifact Co-Ownership Memorandum of Understanding* (2019) with the Inuit Heritage Trust and the Nunavut Agreement.

6.0 APPENDICES

6.1 Historic Sites and Monuments Board of Canada Minutes and Plaque Texts

Excerpt from the HSMBC Minutes, November 1992

H.M.S. *Terror* and *Erebus*

Background

While searching for a northwest passage, Sir John Franklin, his crew, and the *Terror* and *Erebus* disappeared in what is now the Canadian Arctic.

A number of attempts to locate the *Terror* and *Erebus* have been unsuccessful to date. The general search area is known, and with the use of sophisticated technology, the exact locations will likely be identified. The Government of the Northwest Territories has expressed concern that the ships be adequately protected. The ships are directly associated with the last Franklin expedition, and implicitly covered by a plaque text approved for Sir John Franklin in 1977.

However, as recognition of national significance strengthens protective measures, the Board has been asked to consider the specific significance of the two ships.

Recommendation

After some discussion the Board recommended that

the ships *Terror* and *Erebus* are of national historic significance due to their association with Franklin's last expeditions

and further that

if the wrecks are found, the Canadian Parks Service should cooperate with other levels of government to ensure the protection of the ships and their artifacts.

Finally, the Board urged that this recommendation be communicated to the Minister without delay in order that he might write to the Government of the Northwest Territories to express the Program's interest in these ships.

Excerpt from the HSMBC Minutes, June 1997

The Secretary mentioned:...and the expeditions being mounted to search for Franklin's ill-fated ships, the *Erebus* and *Terror*, both of which had been declared to be of national significance, despite the fact that the location of the wrecks remains unknown.

Excerpt from the Status of Designations Committee Minutes, 25 October 2006

M. Confirmation of the Designated Place of the *Erebus* and *Terror* National Historic Site of Canada, Nunavut

(Ref. 2006-CED-SDC-30, "To Confirm the Designated Place of the *Erebus* and *Terror* National Historic Site of Canada")

Dr. Kell explained that the Committee is being asked to confirm the designated place of the *Erebus* and *Terror* National Historic Site of Canada, since the Minutes are not clear. She added that at the time of the Board's deliberations in November 1992, the Board took the unusual step of recommending designation of the *Erebus* and *Terror* in order to better protect the ships, even though it was well aware that the ships had not yet been located. The Board was informed that the ships were soon to be located, and its intent was to locate the national historic site at the about-to-be-discovered location of the ships.

However, the ships were not discovered in 1992, and indeed have not been located to this day. Nevertheless, the intent of the Board can be respected. The designated place of the *Erebus* and *Terror* National Historic Site is proposed as the site of the ships themselves, wherever they may be. Dr. Kell cautioned the Committee however, that there is no guarantee that the *Erebus* and *Terror* are still even partially intact, wherever they may be. Pack ice is an implacable force, and it is quite possible that the ships were torn asunder before being sunk. Debris from the *Erebus* and *Terror* could conceivably be strewn over a very wide area of ocean floor. Nevertheless, short of designating the entirety of Victoria Strait, and keeping in mind the information known by the Board at the time of designation, she advised that it would be prudent to use the standard approach used at other shipwreck sites, and designate a 200-metre-radius circle around the wrecks wherever they may be found. If it comes to pass that a large polygon is needed to contain the cultural resources, the issue of designated place can be revisited at a later time.

The Committee agreed with Dr. Kell and defined the designated place of the *Erebus* and *Terror* National Historic Site of Canada as:

two 200-metre-radius circles centred on the mid-points of the hulls of the HMS *Erebus* and HMS *Terror*. The designated place is to be held in abeyance until the ships are located.

Excerpt from the Status of Designations Committee Minutes, October 2014
To Confirm the Commemorative Intent and Change the Name of *Erebus* and *Terror* National Historic Site of Canada

(Ref. 2014-CED-SDC-03, "To Confirm the Commemorative Intent and Change the Name of *Erebus* [*sic*] and *Terror* [*sic*] National Historic Site")

Ms. Oliver explained that in the light of the recent discovery of the HMS *Erebus*, Parks Canada staff determined that a more robust Statement of Commemorative Intent and a more accurate and correct name for the designation would be helpful. The Committee is therefore requested to confirm the commemorative intent and to change the name of the designation.

On the basis of the information before it, the Committee confirmed that *Erebus* and *Terror* was designated a national historic site in 1992 because:

- these wrecks are associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, which historical and archaeological evidence suggests was almost certainly successful;

- the wreck of HMS *Erebus* (and most likely HMS *Terror* should it be found) is a rare surviving example of state-of-the-art, mid-19th century Arctic discovery ship. HMS *Erebus* is intact and its historical treasure of shipboard articles has the potential to shed new light on the events of the expedition;
- although no survivors from the two ships were ever found, the more than 32 search, supply or relief expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic. The disappearance of the ships became one of history's greatest mysteries, capturing the attention of Canadians and other people around the world for over a century and a half.

The Committee also confirmed that the designation name is:

EN Wrecks of HMS *Erebus* and HMS *Terror*

FR (les) épaves du HMS *Erebus* et du HMS *Terror*

And that the official name is:

EN Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada

FR lieu historique national du Canada des Épaves-du-HMS-*Erebus*-et-du-HMS-*Terror*

and requested that Parks Canada amend the "List of Designations of National Historic Significance" and other records accordingly.

Excerpt from the Status of Designations Committee Minutes, November 2016

To Note a Correction to the Commemorative Intent of the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada

(Ref. 2016-CED-SDC-15, "To Note a Correction to the Commemorative Intent of the Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site")

Ms. Oliver explained that in the light of the recent discovery of the HMS *Terror*, Parks Canada staff identified a possible amendment to the second bullet of the current statement of commemorative intent in order to reflect that the ship has now been found.

On the basis of the information before it, the Committee noted that the proposed amendments made great sense and confirmed that the wrecks of HMS *Erebus* and HMS *Terror* were designated a national historic site in 1992 because:

- these wrecks are associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, which historical and archaeological evidence suggests was almost certainly successful;
- the wrecks of HMS *Erebus* and HMS *Terror* are rare surviving examples of state-of-the-art, mid-19th century Arctic discovery ships. Both wrecks are intact and their historical treasures of shipboard articles have the potential to shed new light on the events of the expedition;

- although no survivors from the two ships were ever found, the more than 32 search, supply or relief expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic. The disappearance of the ships became one of history's greatest mysteries, capturing the attention of Canadians and other people around the world for over a century and a half.

and asked that

Parks Canada amend the *Directory of Federal Heritage Designations* and other records accordingly.

Excerpt from the Historic Sites and Monuments Board Minutes, June 2018

To expand the commemorative intent and a correction to the Designated Place for the Wrecks of the HMS Erebus and HMS Terror

(Ref. 2018-12 "Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada: Proposal to Expand the Commemorative Intent and Note a Correction to the Designated Place")

1. Background

Dr. Mosquin explained that HMS *Erebus* and HMS *Terror*, the two ships associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, were designated a national historic site in 1992. The locations of the two shipwreck sites were identified in 2014 and 2016 and the reasons for significance have been updated. During workshops held with the local Inuit community in Uqsuqtuuq (Gjoa Haven), Nunavut, as part of the development of the site's Commemorative Integrity Statement, it was noted that the existing reasons for national historic significance did not refer to the role that Inuit played in the search for the missing expedition members during the 19th century, nor did it refer to the role of Inuit oral history during the course of the more recent searches and the ultimate discoveries of the shipwrecks.

Dr. Mosquin added that the second component of the Board report is an update relating to the designated place of this designation. The shipwrecks of HMS *Erebus* and HMS *Terror* are protected by the Government of Canada through the creation of a protected area around each wreck. The two protected areas were formally established by two Orders-in-Councils, *Order Amending the National Historic Sites of Canada Order*. Dr. Mosquin informed the Board members that the report provides an update to the designated place consistent with recent amendments to the *National Historic Sites of Canada Order*.

2. Discussion and Recommendations

On the basis of the information before it, the Board confirmed that the Wrecks of HMS *Erebus* and HMS *Terror* were designated a national historic site in 1992 because (new bullet in bold):

- these wrecks are associated with Sir John Franklin's 1845 expedition in search of a Northwest Passage, which historical and archaeological evidence suggests was almost certainly successful;
- the wrecks of HMS *Erebus* and HMS *Terror* are rare surviving examples of state-of-the-art, mid-19th century Arctic discovery ships. Both wrecks are intact and their historical treasures of shipboard articles have the potential to shed new light on the events of the

- expedition;
- although no survivors from the two ships were ever found, the more than 32 search, supply or relief expeditions launched between 1847 and 1859 resulted in the mapping of large tracts of what is now the Canadian Arctic. The disappearance of the ships became one of history's greatest mysteries, capturing the attention of Canadians and other people around the world for over a century and a half, and;
 - **Inuit knew about the Franklin expedition and encountered its crew in the King William Island region. Since the mid-19th century, Inuit have shared their knowledge with those who came to the Arctic to search for the missing expedition. This information helped define the modern search areas. The eventual discoveries of the two shipwrecks, in 2014 and 2016, are a testament to the accuracy of Inuit oral tradition and knowledge.**

The protected area surrounding HMS *Erebus* is in the Arctic Ocean, in Wilmot and Crampton Bay. The area, consisting of the seabed and water column above the seabed, contains approximately 83.6 km² and is described as follows:

COMMENCING at a point at latitude 68°14'44.8" N and longitude 98°52'22.3" W;
 THENCE northeasterly in a straight line to a point at latitude 68°17'44.2" N and longitude 98°40'17.9" W;
 THENCE southeasterly in a straight line to a point at latitude 68°13'15.4" N and longitude 98°32'16.2" W;
 THENCE southwesterly in a straight line to a point at latitude 68°10'16.5" N and longitude 98°44'19.3" W;
 THENCE northwesterly in a straight line back to the point of commencement;
 EXCEPTING all islands and foreshore lying above the ordinary low-water mark within the described area and all mines and minerals, whether solid, liquid or gaseous, that may be found within the described area

In the Arctic Ocean; in Terror Bay; the area, consisting of the seabed and water column above the seabed, that is described as follows:

COMMENCING at a point at latitude 68°54'25.45" N and longitude 98°59'42.07" W;
 THENCE easterly in a straight line to a point at latitude 68°54'25.24" N and longitude 98°51'29.08" W;
 THENCE southerly in a straight line to a point at latitude 68°48'46.23" N and longitude 98°51'31.25" W;
 THENCE westerly in a straight line to a point at latitude 68°48'46.44" N and longitude 98°59'42.15" W;
 THENCE northerly in a straight line back to the point of commencement;
 EXCEPTING all islands and foreshore lying above the ordinary low-water mark within the described area and all mines and minerals, whether solid, liquid or gaseous, that may be found within the described area.

Plaque Text

Approved September 2014

The wrecks of HMS *Erebus* and HMS *Terror*

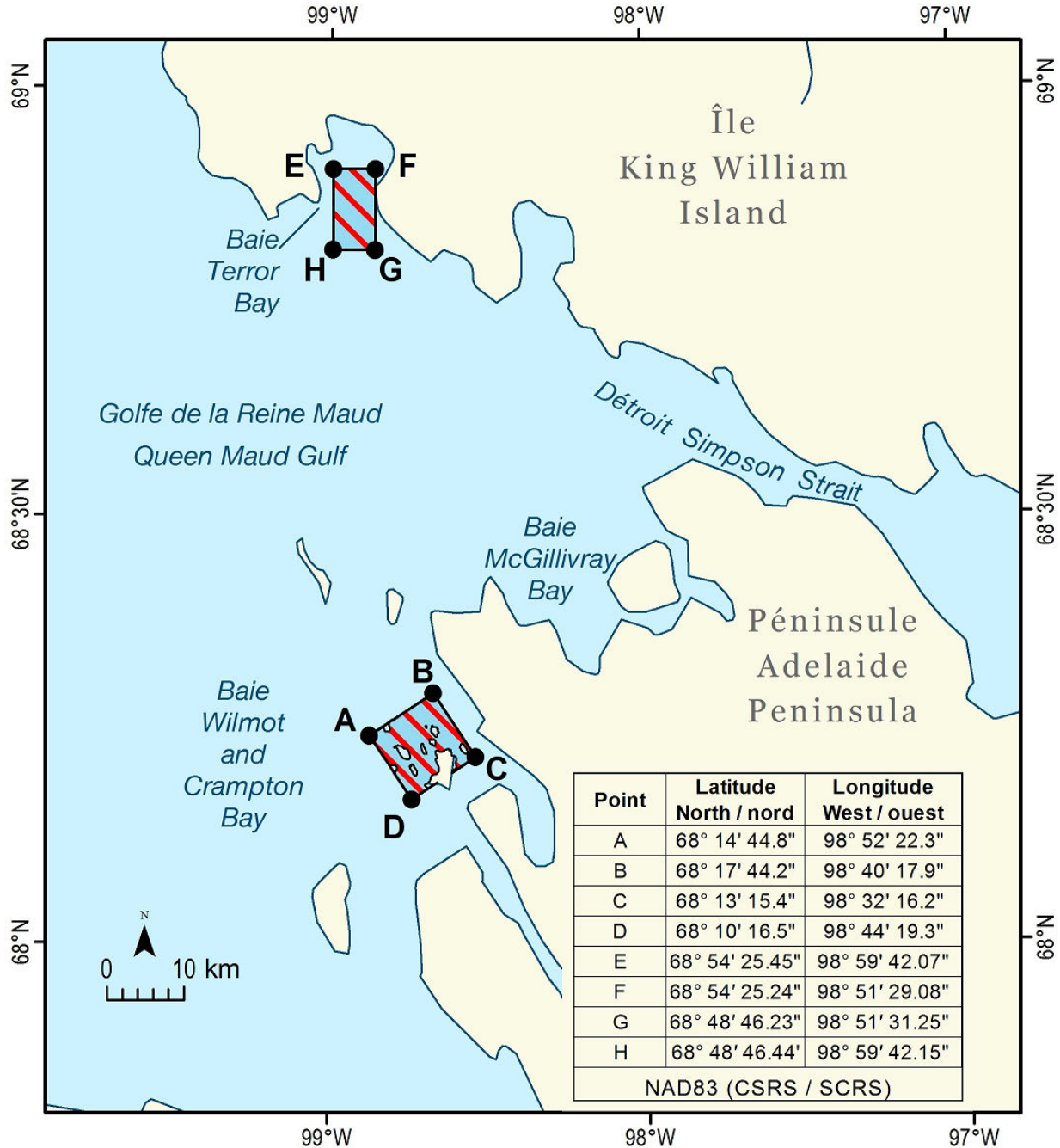
These wrecks recall Sir John Franklin's last Arctic voyage. In 1845, the two Royal Navy ships left England to find the long-sought Northwest Passage. Trapped in ice near King William Island, they were abandoned in April 1848 by the surviving crews. From 1848 to 1880, a succession of expeditions pursued traces of the ships and 129 men; no survivors were ever found. These searches led to the mapping of large tracts of the Canadian Arctic and the discovery of the Northwest Passage. Inuit oral history provided clues about the fate of the Franklin Expedition and helped archaeologists locate one of the wrecks in 2014. This important discovery sheds light on one of the most compelling mysteries in Canadian history.

Les épaves du HMS *Erebus* et du HMS *Terror*

Ces épaves rappellent l'ultime voyage de sir John Franklin dans l'Arctique. En 1845, les deux navires de la Marine royale partent d'Angleterre à la recherche du passage du Nord-Ouest. Pris dans les glaces près de l'île King William, ils sont abandonnés en avril 1848. Entre 1848 et 1880, plusieurs expéditions cherchent des traces des navires et de l'équipage de 129 hommes; aucun survivant n'est retrouvé. Elles permettent néanmoins de cartographier de vastes étendues de l'Arctique et de trouver le passage du Nord-Ouest. La tradition orale des Inuits fournit des indices sur le sort de l'expédition de Franklin qui aideront les archéologues à localiser une des épaves en 2014. Cette découverte majeure jette la lumière sur l'une des grandes énigmes de notre histoire.

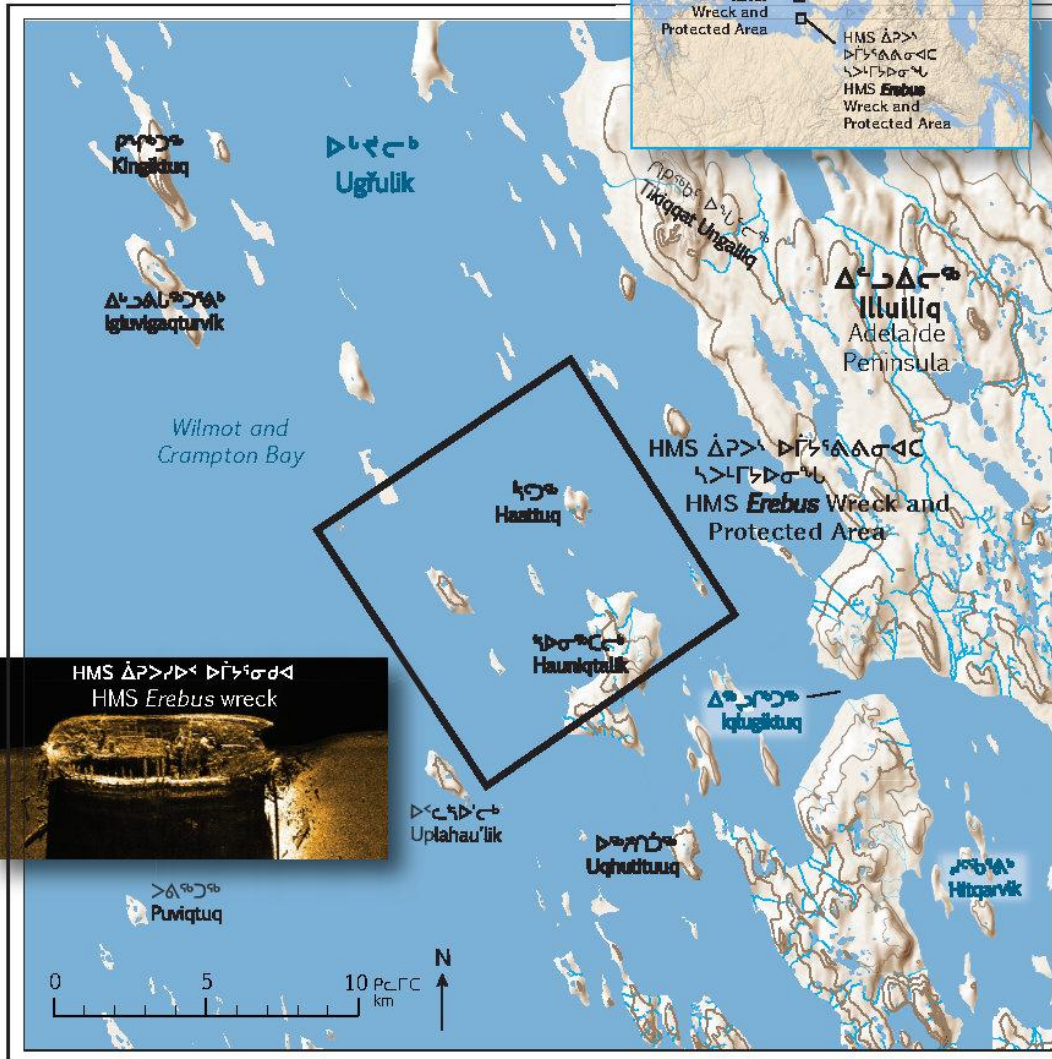
6.2 Map of Wrecks of HMS *Erebus* and HMS *Terror* National Historic Site of Canada

WRECKS OF HMS *EREBUS* AND HMS *TERROR* NATIONAL HISTORIC SITE OF CANADA
 LIEU HISTORIQUE NATIONAL DU CANADA DES ÉPAVES-DU-HMS-*EREBUS*-ET-HMS-*TERROR*



HMS ልጋጎኝ ልዩ HMS ስጉ,
 ዕገንጻልጻጻ-ግግር ልጻጻ ጸጻጻ
 WRECKS OF HMS *EREBUS* AND HMS *TERROR*
 NATIONAL HISTORIC SITE OF CANADA

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Erebus Component



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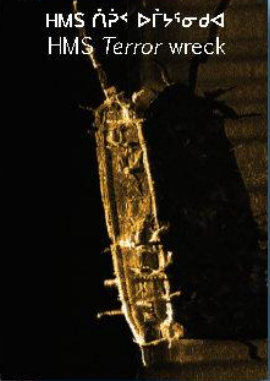
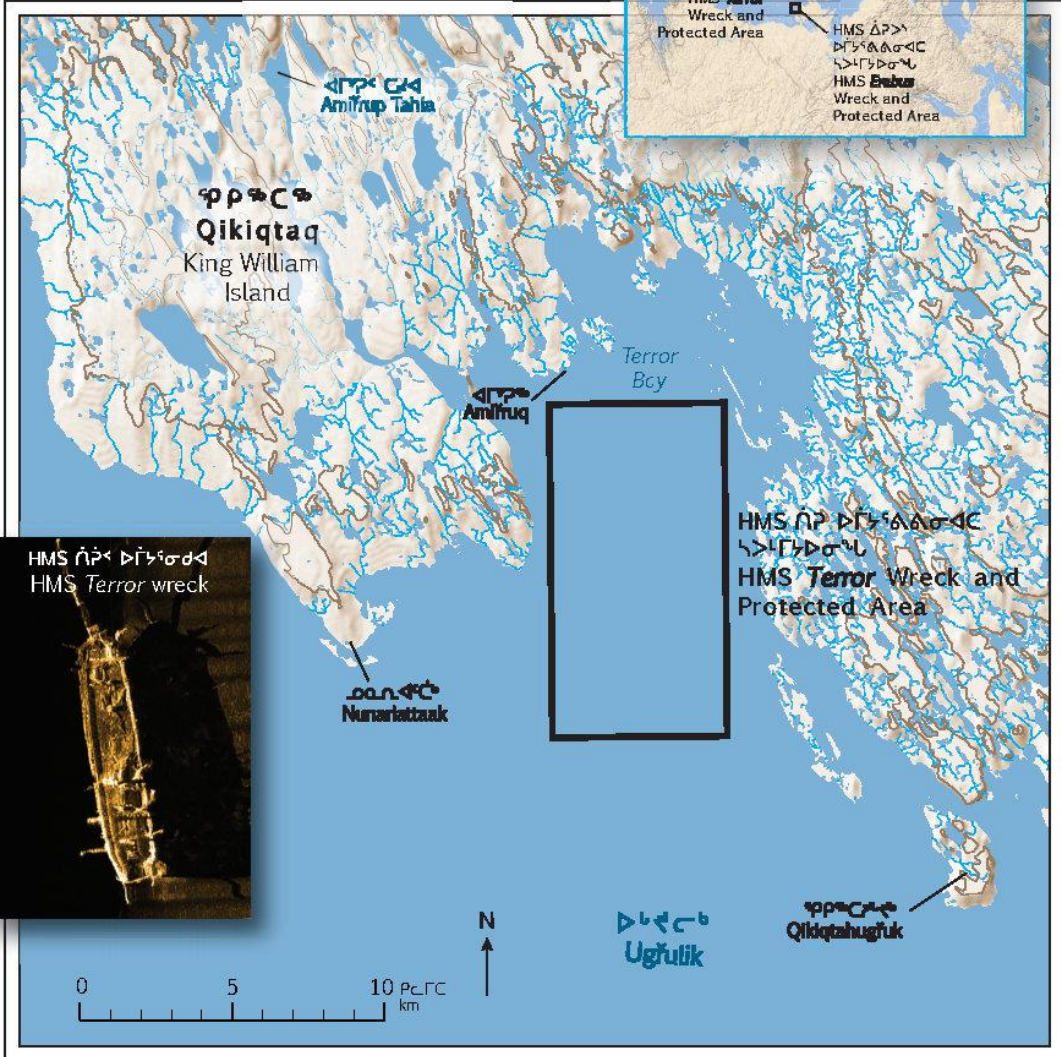
Parks
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 INUIT ENGILGAAGNITTANIK TIGUMAKTIKHANIK
 INUIT HERITAGE TRUST INC

HMS ልጋጎህ ልዩL HMS ስጉ,
 ደገኑልልሙጊቦር ልሙገ ሙርገ
 WRECKS OF HMS *EREBUS* AND HMS *TERROR*
 NATIONAL HISTORIC SITE OF CANADA
 ስጉ ደገኑልልሙገ
Terror Component



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6.3 List of Commemorative Integrity Statement Workshops

Workshop in Gatineau (November 2, 2017)

David Henderson (CRM – PC), Meryl Oliver (AHB – PC), Tamara Tarasoff (NFU – PC), Leanna Ellsworth (NFU- PC), Jonathan Moore (UAT, AHB - PC), Ryan Harris (UAT - PC), Marty Magne (retired Director AHB - PC), Douglas Stenton (retired Director of Archaeology for Government of Nunavut), and Stephanie Manson (CRM - PC), Charles Dagneau (UAT, AHB – PC).

Workshop in Iqaluit (December 5-6, 2017)

Alex Stubbing (Director, Culture and Heritage, Government of Nunavut), Megean Ward (Economic Development, Tourism, GN), Andrew Maher (NFU, Parks Canada), Maria Quqsuut (NFU, Parks Canada), Rosie Smith (NFU, Parks Canada), Monika Templin (NFU, Parks Canada), Leanna Ellsworth (NFU, Parks Canada), Tamara Tarasoff (NFU, Parks Canada).

Workshop in Gjoa Haven (Youth and Tour Guides) – December 12, 2017

Barbara Okpik (Hamlet), Alvin Oogak (Hamlet), Bob Cheetham (Hamlet), Tamara Tarasoff (Parks Canada), Leanna Ellsworth (Parks Canada).

Workshop in Gjoa Haven (Hamlet Council Chambers) – December 12, 2017

Tamara Tarasoff (PC), Leanna Ellsworth (PC), Bob Cheetham (Hamlet), Dave Stockley (Hamlet), Simon Okpakok (Interpreter), Salomie Qitsualik (Nattilik Heritage Centre Board member), Ralph Porter (Hamlet Council), Johanni Sallerina (Mayor), Uriash Puqiqnaq (Nattilik Heritage Centre Board member), Helen Kaloon (Nattilik Heritage Centre staff), Megan Porter (Hamlet Council and Government of Nunavut Liaison Officer), Susan Hillier (Hamlet Council and Principal of Quqshun Ilisavik), Miriam Aglukkaq (Hamlet Council), Christine Porter (resident of Gjoa Haven), Stephanie Aaluk (resident of Gjoa Haven).

Workshop in Gatineau, Quebec – March 1, 2018

Fred Pederson (KIA and Chair, FIAC), Christina Nleya (GN), Sarah McNair-Landry (Tourism Nunavut), Jacob Keanik (NS), Tamara Tarasoff (PC), Stephanie Scarlett (PC), Ryan Harris (PC).

Workshop in Gjoa Haven – November 1, 2018

Jennifer Ullulaq (Inuk Youth and Hamlet Councillor), Johanni Sallerina (Mayor of Gjoa Haven), Betty Kogvik, Sammy Kogvik, Megan Porter (Deputy Mayor), Ralph Porter Sr, (Elder and Councillor), Miriam Aglukkaq (Elder and Councillor), David Siksik (Elder and Councillor), Simon Okpakok (Interpreter), Jacob Keanik (President, Nattilik Heritage Society and FIAC member), Uriash Puquqnaq (Elder), Tamara Tarasoff (PC).

6.4 Glossary

AHB – Archaeology and History Branch
CIS – Commemorative Integrity Statement
CRM – Cultural Resource Management
FIAC – Franklin Interim Advisory Committee
GN – Government of Nunavut
HMS – Her or His Majesty's Ship

HSMBC – Historic Sites and Monuments Board of Canada
IIBA – Inuit Impact and Benefit Agreement
KIA – Kitikmeot Inuit Association
MOU – Memorandum of Understanding
NA – Nunavut Agreement
NFU – Nunavut Field Unit
NHS – National Historic Site
NHSC – National Historic Site of Canada
NS – National Significance
PC – Parks Canada
PCA – Parks Canada Agency
UAT – Underwater Archaeology Team (Parks Canada)

6.5 Historical Records

Historical records document the 1845 Franklin expedition and related intangible heritage value. These records are primary source documents that may take a variety of forms including correspondence and reports, surveys, maps, plans, photographs, and oral history recordings. Historical records are held by Parks Canada, by institutions such as the Canadian Museum of History, Library and Archives Canada, and by individuals and groups of individuals. Historical records are more than information sources. Oral histories, photographs, and accumulated correspondence, all shape a place; its meaning and its value. Without these intangible values the place is without meaning.

Parks Canada holds historical records pertaining to the 1845 Franklin expedition. Only those records managed by Parks Canada and that have been determined to have heritage value are cultural resources for the purposes of this CIS.

Other records created by Parks Canada in the course of managing the NHS may not be cultural resources (e.g. heritage recordings, archaeological reports); however, their long-term management is essential to the management of the NHS as a cultural resource.

A benchmark list of historical records can be obtained from the Parks Canada Underwater Archaeology Team (UAT) and should be periodically reviewed to ensure the most up-to-date information is available.

6.6 Updates based on recent exploration and scientific method description

While interior exploration of the wrecks to date is not yet complete, it is clear that a signature feature of the wrecks is the exceptionally good in situ condition of interior structures, features and artifacts.

A range of archaeological recording methods are in progress at both wrecks, including: three-dimensional hull recording, artifact mapping and recovery, exterior and interior photo and video recording, remote sensing surveys and associated desktop studies and research. Recovered artifacts have undergone, or are undergoing, analytical studies, material culture research and conservation treatment. A wide range of outreach, education, and community engagement

programs have and are taking place in relation to the wrecks and the national historic site in general.