to sailing vessels, it brought immense steps forward in sailing technology and in shipboard operations, innovations that, if they had occurred a century earlier, might have been hailed among the greatest innovations of sailing technology, yet they arrived too little, too late. Accordingly, these technologies and the extent to which they were implemented aboard Great Lakes sailing vessels have received little contemporary or subsequent comment.

The complete complement of deck machinery and equipment on *Katie Eccles* allows insight into the role which these technologies played in the perpetuation of the viability of sailing commerce through increased efficiency. This was particularly true of the adoption of steam winches and auxiliary boilers and the adoption of more durable wire and chain rigging materials and iron hardware within the rig. As a result, *Katie Eccles* represents an invaluable archaeological resource attesting to these transitions in sailing operations and the technology of sail for the late-nineteenth and early-twentieth centuries. Continued research of *Katie Eccles* will culminate in a reconstructed set of ship lines derived from station lines extracted from the completed photo model as well as a construction plan. Furthermore, the rig will be reconstructed from a combination of the on-site remains and historical photographs. These same historical photographs corroborated the correct identification of the wreck as *Katie Eccles.*

The next field season will focus on the refinement of methods for remote-telepresence photogrammetry, improving the quality of the preliminary 2019 photo model by experimentation with photography settings, the flight path by which the site is recorded, and the use of timed still photography. Further recording will be conducted on the *Eccles* as well as the three-masted schooner *Oliver Mowat* as part of our efforts to conduct a wider study of sailing vessel operations on Lake Ontario after sail had been eclipsed by steam.