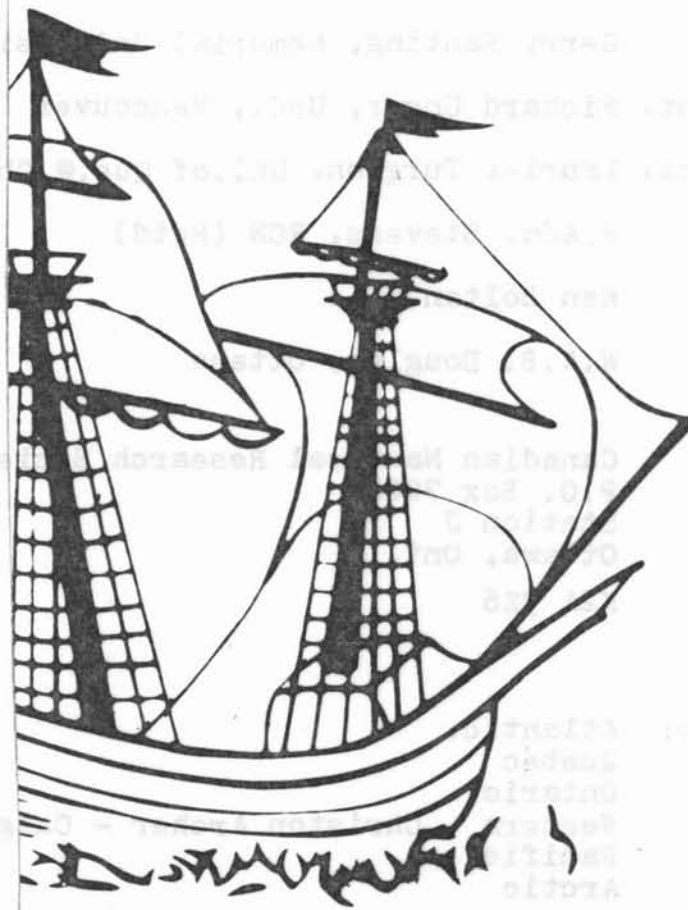


ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

Volume 2 Number 1

31 MARCH '85

ARGONAUTA

The Canadian Nautical Research Society
Established 1984

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Your Newsletter is only as good as the contributions you send in - PLEASE CONTRIBUTE

Membership:

Individual, \$10
Institutional 30

Cheques or money orders to the Secretary, Canadian Nautical Research Society, at above address.

Survival

In the present Canadian political, financial and academic climate survival is a major preoccupation. This fact is forcefully brought home every day. Is the CNRS doomed to be stillborn? At the moment we still need to build up a strong financial base, find some mentors/sponsors, and increase the number of our members. We cannot afford to squander one iota of our resources.

The CNRS was formed when a group of people across Canada decided it was time that a country with a maritime heritage like ours should celebrate it. It had taken a long time for this idea to arrive. We must take care to nurture it properly and to move our society in the right direction. As this Newsletter goes to press we are in fact at a cross-roads and must decide where to go next.

From your editor's point-of-view, recent conversations have brought into the open a conflict between our national focus and the regional requirements and realities of some of our members. Let us be sure that the road we take resolves any such conflict.

In order to clear the air from the outset let it be firmly understood that your editor subscribes fully to the view of the anonymous archivist who stated that

so long as you don't care who gets
the credit, you can accomplish anything.

If there is someone else who feels he (or she) can be more effective as Newsletter editor, for instance, he will be the first to step aside, in order that our Society will be best served.

With these introductory remarks out of the way let us set forth some tenets of editorial policy that are designed to serve these best interests:

(1) Lobbying.

The Newsletter will not become an organ for any one sector in our Society. We will not lobby for any particular sector of interest. Lest it be felt that in fact our first issues did emphasize any particular aspect, this was simply a reflection of the nature of contributions. Should you feel your interests are not being catered to - contribute.

(2) French.

So long as the present editor is involved we will acknowledge the bilingual status of our country. It is not our intention to provide concurrent translation of our material. We will print items in the language in which they are contributed, and we will actively solicit material from French-speaking people. We make no apology for this necessary recognition of Canada's bilingual status.

(I am going to discard the editorial "we" for a moment, for some personal comment. I was born in Scotland and spent 13 years there before coming to Canada with my parents, to BC, where we lived for 7 years. Then for me it was 3 years in Kingston, Ontario, 13 in Halifax, 7 in Ottawa, and most recently 4 in Montreal. Thus I feel very easy in making the above commitment in regard to the use of French. There is no place in our Society for petty cavilling over bilingualism.)

(3) Regionalism.

Regionalism can be one of this nation's great strengths. That is why the Society has established a liaison committee with regional chairpersons. In some respects, however, regional interests could undermine the aims of the Society. For example

would it be possible to support a first-class regional journal of marine research as well as a national one? Our belief is that Canada can only be expected to sustain one such journal, and that it is better to go from the general to the particular than the other way around. We stand to be corrected on this, and would certainly support any policy that would result in a financially and academically sound Canadian publication in this field.

We can discuss and resolve these fundamental issues at our next annual meeting, at present scheduled for 12-14 July 1985. With this Newsletter you will find a questionnaire should you be unable to attend. Please use it.

Editor's Note .

In order that posterity will not be too confused about the exact nature in which this Newsletter evolved the predecessors of this, Vol. 2 No. 1, of Argonauta were:

1. "The PreCambrian" - June 1984.
2. "The Canadian ?" September 1984 - and Vol. 1, No.1 of the Newsletter of the CNRS.
3. Argonauta - December 1984 - Vol. 1, No. 2 of the Newsletter.

Those new members who received Vol. 1, No. 2 annotated to the effect that pages 9-10 were missing, the explanation is that those pages were simply photographs that illustrated an article in the previous issue and had no bearing on that issue. They were temporarily unavailable for photocopying, but if any of those who were short-changed really want them, that can be arranged by writing to your editor.

"Gunfire on the Lakes: Our Naval War of 1812":

This is a series of Monday evening lectures, 25 March to 29 April 1985, in the McMaster Health Sciences Centre, Room 1A4. The lecturer is Dr. Fred Drake, assistant Professor of History at Brock University, "one of the foremost authorities on the Naval War of 1812", according to the brochure put out by the series' organiser. Registration is \$40 and should be sent to:

the Centre for Continuing Education
Commons, Building Room 116
McMaster University,
Hamilton, ONT L8S 4K1

For information you can call 525-9140, ext.4321. This is being run in conjunction with the Hamilton-Scourge Foundation.

Mutiny at Sea!

As the headlines stated in February, "Last records of '49 mutinies given to National Archives" (when is the press going to call the Public Archives by their proper name.). Has any member had a chance to see these records - indeed, are they open for access? . They will however make an excellent addition to our sources - it consists of the last known copy of the transcripts of the Court of Enquiry.

Report of the Nominating Committee

The constitution has this to say of the Nominating Committee:

29. There shall be a Nominating Committee appointed at a meeting of the Council to be held not later than the 31st day of March each year, and comprising three members under the chairmanship of a member of the Council. The Nominating Committee shall nominate one candidate for each position to be filled at the next Annual Meeting. Members may propose the names of candidates, in writing and with the signatures of three members. All proposals must include a written undertaking signed by the nominee to accept the position if elected. The Chairman shall close the Nominating List, which shall include the proposals of the Nominating Committee and the proposals forwarded by members, on the 20th day of April, after which no more nominations will be accepted. The list shall be forwarded to the Secretary and promulgated to members with the notice of the meeting. Voting shall take place at the Annual Meeting.

Council appointed Alec Douglas and Dan Harris to this committee, with Gerry Panting as chairman. They have drawn up a list of candidates, all of whom have indicated their willingness to stand. For members' guidance the list is:

Office	Name	Occupation
President	Gerry Panting	Chairman, Maritime History Group, Memorial University, Newfoundland.
First Vice-President	Richard Unger	Professor of History, University of British Columbia
Second Vice-President	Laurier Turgeon	Professeur d'histoire, Université de Québec a Chicoutimi
Council Member	R. St. G. Stephens	Executive Director, National Energy Board
Council Member	Glenn Wright	Archivist, Public Archives Canada
Secretary	W.A.B. Douglas	Official Historian
Treasurer	Ken Bolton	Financial Manager, Canarctic Shipping

Historians dominate this slate because the Society had its origins in various historical groups, and we are the Canadian subcommission of the International Commission of Maritime History. We are very conscious, however, of the need to leaven the Society with representation from other disciplines and when possible will bring in people from these. (Ed.- it is a good geographical representation!)

Further nominations for this year can be sent, together with the written consent of the nominees and the signatures of three other members, to Alec Douglas, P.O. Box 7008, Station J, Ottawa, ONT., K2A 3Z6, so as to arrive no later than 20 April.

Please note that the President, First Vice-President and Second Vice-President may serve no longer than three consecutive annual terms. There is no limit to the terms of other elected officers.

Queries:

2. "The Unarmed Yachts". Fraser McKee (successful author of Canada's Armed Yachts, the story of 21 large motor yachts that became RCN armed patrol vessels during the two world wars) is now working on a companion volume on the sail, steam or diesel unarmed yachts that were taken up by the RCN, by hook or by crook, 1914-1915 and 1939-1941, for use as Canadian naval training vessels, largely on the Great Lakes. Such names as Magedoma, Pathfinder, Shirl, Haidee, Glencairn and Vencador come to mind. So little is known of these ships (particularly those of the first World War) that Fraser writes that any research leads would be useful - additional names, owners, locations, even hearsay evidence - in helping him. The problem of tracking them down is that none was an HMC ship - all were tenders to Reserve Divisions, schools or Dockyards and thus official records are rare. As always, photographs are particularly elusive; any sent to him will be handled with the utmost care. Fraser can be contacted at:

Suite 1906 The Atrium
33 Elmhurst Ave
Willowdale, Ont.
M2N 6G8

3. J. P. Andrieux is preparing a book on the shipwrecks of Newfoundland and is even finding it hard to locate photographs of some of the larger steamers that came to grief there. He would be delighted to get in touch with anyone who can direct him to photographs of:

Scotsman British & N. Atlantic SS. Co. Wrecked at Belle Isle
SEP 1899.

Montpelier Elder-Dempster; wrecked near C. Ray 1900.

Assyrian Lost at C. Race 1901.

Lusitania Elder-Dempster, wrecked at C. Race 1901.

Hibernian Allans, ex Orient Point, lost at Stormy Point Shoal 1904.

Laurentian ex-Polynesian, Allans, lost at Mistaken Pt. in 1909.

Florence Furness Withy, lost near C. Race.

Tewkesbury Furness Withy subsidiary, lost at St. Mary's Bay 1920.

(Ed. for the Elder-Dempster ships have you tried

Capt. Andrieux can be contacted at 38 Gear Street, St. John's, NFLD A1C 2J5. He is the author of several books on Newfoundland and east coast maritime matters. See our last Argonauta.

For the Record

Now that Canada has finally formed a national nautical research society which hopefully will develop into a long-lived institution with the reputation of being the final authority on historical marine matters it would be useful to collect various facts and figures that would form a permanent record of the past accomplishments of the nation.

The exposure of such facts and figures to the collective criticism of the Society's members should prove to be the true verification of the accuracy of each claim. As my special interest is the history of the metal shipbuilding and marine engineering industries of Canada I have compiled this list of claims which I believe to be accurate; I solicit comments from readers who can expand or revise them.

Shipbuilding

1). For the longest time I believed that the first iron vessel built in Canada was the Prince Albert, a paddlewheel steamer built at Montreal by William Parkyn and completed in November 1843. The frames and plates of this vessel were actually fabricated in Scotland and put together at St. Mary's Foundry. This vessel was 175.4 feet in length, 24.5 feet wide, and with a 7.7 feet depth of hold.

More recently, with the publication of the book Steamboat Days by Dr. G. Macbeth & Capt. D.F. Taylor, dealing with the Saint John river from 1816 to 1946, a claim has been made that the vessel Experiment built in 1841 at Saint John was indeed the first such vessel.

2). The largest iron vessel was the paddlewheel steamer Quebec built by W.P. Bartley at Sorel in 1865. Her dimensions were 282.6'x34.0'x11.7'.

3). The first steel vessel is widely stated to be the CPR steamer Manitoba built in 1889, but in fact as early as 1869 the vessel Trois Rivieres was built of steel by Wm. C. White at Sorel. Her dimensions were 218.5'x31.9'x9.4'.

4)..The largest steel vessels built in Canada are three 80,000 tdw tankers built by Davie Shipbuilding for Greek owners in 1973/4. Named the Kriti Star, Kriti Land and Kriti Wave these were 748'x128'x58'.

5). The first aluminum alloy vessel built was the 63' RCMP cutter Interceptor built by Chantiers Manseau Ltd (now MIL) of Sorel in 1934. This vessel was claimed to be only the second such vessel built in the world.

6). The largest aluminum alloy vessels built were two fireboats built in 1982/3 by Matsumoto Shipyards of North Vancouver for the Mexican National Oil Company. Their dimensions are 151'x31'.

7). Welding of complete hulls first started in Canada in 1926 when Russell Bros. of Fort Francis, Ontario, started building small steel tugs for the logging industry In that year two 39' steel tugs the P.P.M. 31 and The Rafter were built.

8). The largest vessels of different types, based on gross tonnage, are:

a). Passenger vessels - Tadoussac and Quebec, sisterships built in 1928 for Canada Steamship Lines by Davie Shipbuilding.

b). Ferries - the Caribou, to be completed later this year by Davie for CN Marine will be, by far, the largest such vessels built in this country.

- c). Lakers - no one vessel holds this record for very long as each new product of either Collingwood Shipyards or Port Weller Dry Docks is slightly larger than the last one. The current contender is the brand-new Hon. Paul Martin.
 - d). Tugs - Teague Bay and Turquoise Bay built by Yarrows Ltd. for the American owner Amerade Hess in 1973.
 - e). Fishing Vessels - five 1440 grt vessels built by Canadian Vickers (3) and Yarrows (2) for the tuna fishery in 1966 and 1967.
 - f). Icebreakers - Louis St. Laurent, built by Canadian Vickers for the Canadian Coastguard and completed in 1969.
 - g). Dredges - Sandpiper, built by Canadian Vickers for the Standard Oil Co. of New Jersey and completed in 1950.
 - h). Oil rigs - SEDCO I, built by Halifax Shipyards for Sedco International and completed in 1972.
 - i). Floating Drydocks - the brand-new Panamax dock just completed by Marine Industries Ltd for Halifax owns this title.
 - j). Barges - the Nahmint Carrier built in 1967 by Yarrows Ltd for MacMillan Bloedel is the largest, while the Island Forester, also built by Yarrows and completed in 1970 is the longest and also the largest log barge yet built.
- 9). The first tanker to be built was the Imperial Oil vessel Royalite, built by Collingwood Shipbuilding Co. and completed in 1916.
 - 10). The first metal fishing vessel built was the steel whaler W. Grant, by the Pacific Whaling Co. Ltd., in Victoria.
 - 11). The first metal naval vessels built were three fisheries protection vessels in 1892 by Polson Iron Works, Owen Sound, and named the Constance, Curlew and Petrel.
 - 12). The first and only metal sailing vessel built (other than yachts) was the steel schooner James William built in New Glasgow in 1908 by I. Matheson & Co.
 - 13). The longest voyage from the fabrication shop to the launch ways was the trip endured by the train ferry Manco Capac, built in 1970 by Halifax Shipyards and shipped in sections to Lake Titicaca, high in the Andes, where she was assembled and launched. The diesel engines to drive this vessel were derated from 2900 bhp to less than 2000 bhp due to the rarefied air at the lake level.

Marine Engineering

- 1). The first steam turbine powered vessel was the freighter War Wasp built in 1917 by the Nova Scotia Steel & Coal Co. of New Glasgow. The turbine installed was a Delaval geared impulse type unit developing 1000 shp. Turbine speed was 400 rpm geared down to a shaft speed of 80 rpm by double reduction gearing. Saturated steam was supplied by two Scotch boilers working at 185 psig.
- 2). The most powerful steam turbine installation were the 44,000 shp twin screw plants installed in the four Tribal class destroyers built by Halifax Shipyards and completed between 1945 and 1948. Constructed by Wm. Inglis & Co. of Toronto to a Parson's design, they were the first marine propulsion turbines actually built in the country.
- 3). The first twin screw vessel of any size is believed to have been the train ferry Huron built in 1875 at Point Edward, Ontario, for the Grand Trunk Railway Co. Her two compound engines were rated at 156 nhp total and were constructed by Thomas Wilson & Co. of Dundas, Ontario.
- 4). The biggest steam engine cylinder appears to be that one built to drive the paddles of the largest iron vessel built in Canada, the Quebec. This single-cylinder engine was also built by Bartley at Sorel and had a bore of 60", a stroke of 132", and was rated at 120 nhp.
- 5). The first triple screw vessels built were the RCMP cutters Fleur de Lis and Preventor, by Canadian Vickers in 1929. Each vessel was propelled by three 700 bhp Winton diesels for a top speed of 17 knots.
- 6). The first electrically-propelled vessel was the diesel-electric tug Prescotont built for the CPR service at Prescott by Davie Shipbuilding and completed in 1930. The installation consisted of two 500 bhp Winton diesels each driving a 250 volt, 330 kw D.C. generator. The propulsion motor developed 800 shp and was of CGE manufacture, as were the generators.
- 7). The most powerful electrical propulsion installation is that of the Coastguard ice-breaker Louis St. Laurent, consisting of three 800 shp motors taking power from a turbine generator plant.
- 8). The most powerful single diesel installation is shared by three 80,000 dwt tankers built by Davie Shipbuilding and four cargo liners built by Marine Industries Ltee for Poland all of which are propelled by a 23,200 bhp Sulzer slow speed diesel engine.
- 9). The first and only slow-speed diesel engines built in Canada were three 6000 bhp Sun/Doxford designed units built by Canadian Vickers under an agreement with the Sun Shipbuilding Co. of Chester, PA for three cargo liners built in 1946 for the Canadian National Steamships.

10). The most powerful steam reciprocating engine installations were the Coastguard icebreaker d'Iberville's and the train ferry New Grand Haven (later known as the Patrick Morris) built in the early 1950's by Davie Shipbuilding and Canadian Vickers respectively. Each vessel was rated at 10,600 ihp developed by two Canadian Vickers-Skinner Uniflow engines.

11). The most powerful multiple expansion engine installation was shared by the 800 ihp triple expansion engines installed in the train ferry Charlottetown, built by Davie Shipbuilding in 1931 and the icebreaker J. D. Hazen built by Canadian Vickers and completed on 1916. The former vessel was powered by three identical engines, built by Canadian Vickers, one of which drove a bow propeller, took steam at 180 psig from eight Scotch boilers, cylinders of 26", 41" and 66" diameter and 36" stroke, expanded the steam to surface condensers; all three engines turned at 118 rpm. As an aside the original electrical load of this vessel was 84 kw, over a third of which was galley equipment.

The latter vessel which was known later as the Mikula also developed 8000 ihp in two triple expansion engines. Turning at 100 rpm and taking steam at 180 psig from four single and two double-ended Scotch boilers, the engines had cylinders 26", 46" and 75" and a stroke of 48".

12). The first triple expansion engines built in Canada were constructed by Bertram Engineering Works of Toronto and installed in the passenger steamer Toronto in 1901.

13). The first quadruple expansion engines built in Canada were two units of 2150 ihp built by the Canadian Shipbuilding Co., Toronto, in 1906 and installed in the passenger steamer Cayuga, built by them and completed in 1907.

14). The compound steam engine was invented in Canada by a watchmaker, one Benjamin Franklin Tibbits, of Fredericton, who's revolutionary engine was installed in the steamer Reindeer built in 1843 for service on the Saint John River.

15). The last steam reciprocating vessel built was the icebreaker Wolfe built in 1959 by Canadian Vickers and powered by two 2000 ihp, 4-cylinder Vickers-Uniflow engines.

16). The last paddlewheel vessel built was the Klondike built in 1937 at White Horse, powered by a salvaged engine. Replicas have been built since but have all been powered with internal combustion engines.

17). The first gas-turbine powered vessel built was the aluminum-hulled crewboat Nechako built in 1969 by Matsumoto Shipyards of North Vancouver and powered by two GM-Allison turbines developing a total of 1000 bhp.

Roland H. Webb, Vancouver

Canadian Maritime Museums

We will be highlighting these institutions for our readers, expecting that they will be interested (and often very much surprised) to discover the wide range of activities going on in Canada in our field. This item is reproduced with the kind permission of the Canadian Museums Association from its Muse, Winter/hiver 1985 journal. One trusts the Bernier Museum has better luck with the Bras d'Or than did the late lamented RCN!

.....

MUSÉE MARITIME BERNIER

In 1968, the Association des marins de la Vallée du St-Laurent opened the Musée maritime Bernier at l'Islet-sur-mer. The museum's primary objectives are to preserve Canadian maritime history and honour the memory of Captain J.E. Bernier, Canadian Arctic explorer and native of l'Islet-sur-mer.

The first maritime academy in Canada was established at L'Islet in 1880 by Brother Sixtus of the Écoles chrétiennes. Fifty years later, L'Islet was providing more than 350 sailors for various merchant marine fleets. It is only natural then that today's generation of seafarers should feel bound by tradition to preserve the memory of this glorious past.

The museum is housed in a former convent built in 1877 for the Soeurs du Bon Pasteur. The building was restored in 1982-1983 with financial assistance from Quebec and Ottawa as part of a federal-provincial tourism development agreement. The museum now has the latest in modern equipment, air-conditioning, humidity control and an elevator. Storage facilities have been expanded with the addition of a mobile storage system made by Montel Inc. A second museum building houses a number of traditional ships from the St. Lawrence region as well as restoration workshops.

With nearly 12,000 objects, the museum's collection of marine artifacts is one of the largest and covers the period from the 18th to the 20th centuries. It traces all aspects of seafaring life along the St. Lawrence as well as the evolution of the various types of ships to sail its waters (schooner, coaster, barge, icebreaker). Other subjects include the development of the seaway and navigational aids.

In 1980, the Musée maritime Bernier became the first institution to receive a major Crown asset. Negotiations resulted in authorization from Crown Assets Disposal to transfer, without charge,

ownership of the icebreaker Ernest Lapointe to the museum.

Built in 1940 at the Davie shipyards in Lauzon, the Ernest Lapointe is a fine example of steel ship construction techniques. Its engines were built in Sorel by Marine Industries Ltd. The cost of restoring the ship was \$300,000 and over \$500,000 was required to prepare a suitable site. During Quebec's 450th anniversary celebration last summer, the museum tried using the ship as a hotel. Although the experiment was not entirely successful—museum staff are museumologists, not hotel operators—many felt it is well worth repeating.



Exhibition room,
Musée maritime
Bernier.

Salle d'exposition du
Musée maritime
Bernier.

Confident of the results obtained with the Ernest Lapointe, the museum agreed, in 1982, to collaborate with the National Museum of Science and Technology to restore the hydrofoil Bras d'Or. It was not an easy task and the museum is still awaiting promised assistance from the national museum. The Bernier museum alone invested more than \$175,000 in the restoration. This ship, built at a cost of \$74 million, is, in fact, the most extensive project ever undertaken in the history of Canadian maritime research, and some of the country's largest corporations have participated (De Havilland, Pratt and Whitney, General Electric and Marine Industries Ltd.).

The schooner Jean Yvan, the museum's most recent acquisition, was built in 1958 at Petite Rivière St-François. She represents the culmination of wooden shipbuilding technology and the final stage in the evolution of the St. Lawrence schooners. With financing by Petro-Canada, she was restored in 1983-84 by Mr. Jacques Tondreau. The ship served as the museum's proud mascot during the "Quebec 1534-1984" celebrations.

The museum also owns the J.E. Bernier II, the smallest sailing ship to circumnavigate North America through the North-West Passage.

The museum's staff consists of four full-time and 30 part-time employees, working in the areas of conservation, education, extension services and administration. Museological activities are centred around three basic themes: *research*, on major shipyards and the technology of steel ship construction; *extension services*, with the presentation of the exhibit *J.E. Bernier*, career naval officer and Arctic explorer, as well as with travelling exhibits such as the one presented last spring at the Place Ste-Foy shopping centre in Quebec City; and *school programming*, with activities designed for the specific needs of the museum's clientele. In 1984 the museum attracted more than 40,000 visitors from all regions of Quebec and Canada.

MUSÉE MARITIME BERNIER
 Founded: 1967, opened in 1968
 Operating budget: \$400,000 (1985-86)
 Attendance: 40,000 (1984)
 Exhibition space: 8,000 sq.ft.
 plus ships
 Admission fees: \$2 (adults),
 .50 (children)
 Staff: 4 full-time, 30 part-time,
 20 volunteers
 Director: Marcel Rancourt
 Governing Authority:
 Board of Trustees
 Affiliations: Société des musées
 québécois
 Address: 55 Est, des Pionniers,
 L'Islet-sur-mer, Quebec G0R 2B0

MUSÉE MARITIME BERNIER

L'Association des Marins de la Vallée du St-Laurent Inc. fonde en 1968, à L'Islet-sur-mer, le Musée maritime Bernier. Les objectifs premiers du musée sont la conservation du patrimoine maritime canadien et la reconnaissance du capitaine J.E. Bernier, grand explorateur de l'Arctique Canadien, et fils de L'Islet-sur-mer.

En 1880, c'est à L'Islet que le Frère Sixtus des écoles chrétiennes ouvre la première académie maritime canadienne. Un demi-siècle plus tard, L'Islet fournissait au-delà de 350 marins aux diverses marines marchandes. Il est donc normal que cette tradition impose à la génération actuelle de marins, l'obligation de sauvegarder de l'oubli ce glorieux passé.

L'ancien couvent des Soeurs du Bon Pasteur, construit en 1877, abrite le musée. L'édifice est restauré en 1982-1983 grâce à l'appui financier des gouvernements de Québec et d'Ottawa dans le cadre de l'Entente Canada-Québec relative au développement touristique. Le musée dispose depuis des équipements les plus modernes, climatisation, humidification et ascenseur. Les réserves avec leur système de rangement mobile "Montel" ont augmenté la surface de rangement. Le musée possède également un autre édifice qui abrite les embarcations traditionnelles du St-Laurent et les ateliers de restauration.

Le Musée maritime Bernier contient l'une des plus importantes collections d'artefacts du domaine maritime, et près de 12 000 objets y sont conservés. La période couverte par la collection se situe entre le XVIII^e et le XX^e siècles. Celle-ci retrace les divers aspects de la vie maritime du St-Laurent et l'évolution des différents types de navires qui l'ont fréquenté



Musée maritime Bernier

(goélette, caboteur, barge, brise-glace). Les infrastructures de la voie maritime et les aides à la navigation y sont aussi des sujets traités.

En 1980, le Musée maritime Bernier devenait le premier organisme à recevoir, pour fins de préservation, un bien important de la Couronne. Des démarches entreprises en collaboration avec le Comité des Biens de surplus se soldaient par l'autorisation de la Corporation des biens de la Couronne, de transférer, à titre gracieux, le brise-glace Ernest Lapointe au musée.

Construit en 1940 aux Chantiers Davie de Lauzon, l'Ernest Lapointe reflète particulièrement bien la technologie de construction des bateaux d'acier. Ses machines furent construites à Sorel par Marine Industrie Ltée. Il en a coûté plus de 300 000\$ pour restaurer le navire et plus de 500 000\$ pour aménager un site propice à sa conservation et à son accessibilité. À l'occasion des fêtes du 450^e anniversaire de Québec, l'été dernier, le musée tentait l'expérience d'hébergement sur le brise-glace. Une demi-réussite—les responsables du musée étant plus muséologues qu'hôteliers—il en demeure que l'expérience sera possiblement renouvelée.

Heureux des résultats obtenus avec l'Ernest Lapointe, dès 1982, le musée acceptait de participer, en collaboration avec le Musée national des Sciences et de

MUSÉE MARITIME BERNIER

Année de fondation: 1967,

ouverture en 1968

Budget annuel d'exploitation:

400 000\$ (1985-86)

Fréquentation en 1984: 40 000

Espace réservé aux expositions:

8 000 p.c. sans compter les bateaux

Droit d'entrée: 2\$ (adultes),

.50 (enfants)

Personnel: 4 personnes à temps

plein, 30 à temps partiel,

20 bénévoles

Directeur: Marcel Rancourt

Groupe responsable:

Conseil d'administration

Affiliation: Société des musées

québécois

Adresse: 55 est, des Pionniers, L'Islet-

sur-mer (Qué.) G0R 2B0

la Technologie, au sauvetage de l'hydroptère Bras d'Or. L'opération ne fut pas facile et l'appui qui devait être reçu du Musée national se fait encore attendre. Le musée a investi, à lui seul, plus de 175 000\$ pour procéder à cette opération. Ce bateau, construit au coût de 74 millions de \$ est, en fait, le plus important projet de recherche dans le domaine maritime canadien et les plus grandes compagnies y ont participé (De Havilland, Pratt & Whitney, Général Électrique et Marine Industrie Ltée).

La goélette Jean Yvan, dernière acquisition du musée, a été construite en 1958 à la Petite Rivière St-François. Elle représente l'apogée de la technologie de construction des navires de bois et la dernière étape de l'évolution des goélettes du St-Laurent. Elle a été restaurée en 1983-84 par M. Jacques Tondreau et l'opération a été entièrement financée par Pétro-Canada. De plus, c'est elle qui, aux Fêtes de Québec 1534-1984, nous représentait fièrement. Le musée possède aussi le J.E. Bernier II, le plus petit voilier à avoir réussi la circumnavigation de l'Amérique du Nord par le passage du nord-ouest.

Le personnel du musée comprend 4 personnes à temps plein et 30 personnes à temps partiel, réparties dans les secteurs de la conservation des bateaux, de l'animation, de la diffusion et de l'administration. Les activités muséologiques, quant à elles, sont groupées autour de trois grands thèmes: la recherche, sur les principales activités des chantiers maritimes et sur la technologie de construction des navires d'acier; la diffusion, par la présentation de l'exposition J.E. Bernier, marin de carrière et explorateur de l'Arctique, et par les expositions itinérantes, telle celle présentée au printemps 1984 au centre d'achat Place Ste-Foy à Québec; et, l'animation scolaire par l'élaboration de programmes répondant aux besoins de la clientèle. En 1984, le musée accueillait plus de 40 000 visiteurs venant de toutes les régions du Québec et du Canada.



Musée maritime Bernier

L'hydroptère Bras d'Or, construit au coût de 74 millions de dollars, est considéré par Guinness comme le bateau le plus rapide au monde.

The hydrofoil Bras d'Or, built at a cost of \$74 million, is considered by the Guinness Book of Records to be the world's fastest boat.

The Interprovincial Steamer Her Majesty, 1863-1869

One of the remarkable features of water communications on the Lower St. Lawrence was the length of time it took to establish steamship connections between the various British North American provinces there. In fact there was no regular steam service until the euphoria of Confederation in 1867. Tariff barriers helped, but there was an active trade by way of the Grand Trunk Railway to Portland, Maine, and thence by coastal steamers to Saint John, Yarmouth, Halifax, Charlottetown and even St. John's, so customs policies were not the entire reason for this gap.

One of the efforts that was made to establish a steamship trade on the Lower St. Lawrence was made by the firm of George Chaffey & Brothers, the brothers being Benjamin and William, of Brockville, in support of George in Kingston. They^{bought} two small steamers, the Merritt and Her Majesty, that became a fairly common sight on the St. Lawrence, being employed on an ambitious service linking Toronto and Halifax. For Merritt we can build a substantial history, as in addition to her appearance in contemporary shipping columns we have the luxury of her register still in existence at the Public Archives of Canada. From the transactions on it we can extrapolate those which probably affected Her Majesty as well, in the absence of her register.

We know Her Majesty was built at St. Catharines in 1863, by Shickluna, for a Captain Perry of Toronto, to replace one of his steamers that he had sold to the Southern Confederacy "at a very remarkable figure". Her machinery was from Messrs Davidson & Doran, of Kingston, and her cost was about \$65,000.² By 1865 she was operating between Toronto and Halifax, carrying down flour and passengers, as many as twenty-five at a time. The following year she was advertised as having "superior accommodation" for first-class and steerage passengers for "Halifax₃ and Way Ports", starting at forty dollars a round trip and going down from that figure.³ On occasion she carried as much as 6000 barrels of flour.

We are given a glimpse of the scope of her activities just after Confederation, in a report from Gaspé: she was

laden with produce of the Western part of the Dominion, consisting of flour, corn meal, rye flour, etc...to supply the different merchants here...Mr. Benner is quite satisfied with the trade entered into so far of supplying the Lower Ports with the Western commodities. Several gentlemen from Hamilton were on board for a pleasure tour...all were delighted with the scenery around the harbour.⁴

Return trips were no less onerous: she carried up coal from Nova Scotia, apparently consigned to one man, T.C. Chisholm. It was reported that her capacity in this trade was 560 tons but that "owing to the insufficient depth of the St. Lawrence canals she had to discharge a part of each cargo at Montreal, carrying only about 400 tons to Toronto". As she was also too long to use the Welland Canal locks she never went above Lake Ontario.⁵

She probably changed hands in 1868; Benjamin Chaffey had died in July 1867 and the other two brothers were adjudged bankrupt the following year.⁶ However, she took up five coal cargoes that year and during the winter of 1868/9 underwent extensive renovations, to the tune of about \$20,000; this included new machinery, by⁸ Gartshore of Dundas, and a strengthening of her hull by the addition of iron beams. In 1869 she carried up five more coal cargoes, but in November of that year was sent once too often to the well. At 0200 on 6 November she struck on White Head, near Percé, and became a total loss, fortunately without loss of life.

Her Majesty was probably the first steamer to be engaged regularly in the coal trade between Nova Scotia and central Canada (Merritt, on being sold to the Allans in 1870, was used as a collier for their bunker coal requirements) and as such is of great interest. Any and all information on her and on those connected with her, particularly the Chaffey Brothers, and T. C. Chisholm, and illustrations, would be most gratefully received.

Footnotes:

1. Public Archives of Canada, RG42, reel c-2466, Montreal, No. 31 of 1864.
2. The Morning Chronicle, Quebec, 12 November 1869.
3. Ibid., 2 August 1866.
4. Ibid., 15 July 1867.
5. W. H. Howland to Dymond, 6 March 1876, printed with the Trade Depression Report, Canada, House of Commons, Journals, Appendix No. 3, pp. 62-3, 39 Vict. 1876.
6. Information in Merritt's register, loc. cit.
7. Howland letter, loc. cit.
8. The Morning Chronicle, Quebec, 12 April, 12 November 1869.
9. Ibid., 9 November 1869.

Ken Mackenzie, Montreal

Query:

4. Since printing the above we have received a request for information on a related topic - the career and details of the steamship Arabian. She was built at Niagara, Ontario, by the Niagara Harbour & Dock Company in 1851, we are told, and had a varied - and checkered - career before operating as a blockade-runner during the American Civil War. She was run aground and destroyed off Wilmington, S. C., in September 1863. It is thought her remains have been located and the finder is looking for such items as original builders' records, register, and refit documentation (she was fitted-out for her blockade-running role in New York 1862/3).

Emily Cain

(Ed. Arabian was one of the few steamers to have ventured down the Lower St. Lawrence to the maritime provinces prior to Confederation. This was about 1859-62; in the latter year P. Deniss, on behalf of her proprietors, approached the province of Canada for a subsidy for the route Quebec-New Brunswick, in connection with the Allan Line mail steamers).

NORTH ATLANTIC RUN

THE ROYAL CANADIAN NAVY AND THE BATTLE FOR THE CONVOYS

Marc Milner

Foreword by Vice-Admiral Sir Peter Gretton, O.B.E.

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MARC MILNER is a historian in the Directorate of History, National Defence Headquarters, Ottawa.

Publication May 1985

384 pp/15 x 23 cm/47 photos/6 charts/ISBN 0-8020-2544-7

Copies autographed by the author are available on request.

University of Toronto Press



Depth charge and carrier leaving Pictou's starboard thrower in March 1942

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THE HALIFAX HERALD



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First Enemy Naval Action In Waterway

Sinking Assessed by Navy Minister: 11 Survivors Landed; Defence Plans Put in Operation



At In The Lawrence! ... Reported Safe After Sea Battle ...

... Where Enemy Submarine Struck ...

... First Enemy Naval Action In Waterway ...

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Michael L. Hadley

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MICHAEL L. HADLEY, a Captain in the Canadian Navy (Reserve), is Chairman of the Department of Germanic Studies, University of Victoria.

Publication April 1985

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- To you and yours, ladies and gentlemen, we extend our warmest invitation to set aside the last week of June 85 for Reunion '85
- Come to "An East Coast Port" and enjoy!

HALIFAX '85

A brief outline of what's happening (remember NOAC business meetings are for Directors and Official Delegates – all others may attend meetings if they wish – Officials must.)

Dates: Tuesday 25 June to Saturday 29 June 1985

Accommodations: A large block of rooms has been reserved at the Hotel Nova Scotian at a guaranteed rate of \$54/double. Additional rooms have been reserved at the Halifax Holiday Inn.

- The Hotel Nova Scotian is the headquarters for REUNION '85/AGM
- Many people have already booked for the whole week – **BOOK EARLY!**

Transportation: Special REUNION '85 rates from Air Canada and CP Air – details to follow.

Programme: In its barest outline:

Tuesday, 25 June 1985

Director's meeting, Hotel Nova Scotia (HNS)

Registration 1500-2300 HNS

Reception 2000 HNS (Dress Informal)

Wednesday, 26 June 1985

AM & PM Business Meetings at CFB Halifax

PM Tour Programme

1900 Reception and Lobster Boil (Dress Casual) at the New HMCS Scotian.

Dixieland Band.

Note: Foreign ships arrive during the day

Thursday, 27 June 1985

AM & PM Business Meetings at CFB Halifax

AM Tour Programme

PM Tour Programme

1930 Reception (Dress Black Tie Optional) HNS

2000 Annual Dinner Dance HNS

Note: Remainder of Foreign Ships arrive in port

Friday, 28 June 1985

AM AGM Concludes

1230 Lunch and Chartered Boat Tour of FLEET ASSEMBLY (return at 1600)

2000 Naval Tattoo Reception follows

Saturday, 29 June 1985

1100 Up Spirits! HMCS Scotian

End of NOAC Programme

AM Ships from anchorage to Dockyard open to visitors, Saturday, Sunday and Monday

Sunday, 30 June 1985

AM Naval Memorial Service

More information will be published later – Keep informed by reading Starshell.

We strongly urge you to book your room NOW

Send in the form – the hotel will confirm direct.

Annual General Meeting, Canadian Nautical Research Society:

Now that we are incorporated it is required that we hold an annual general meeting. While we will not necessarily hold it in conjunction with a conference, that will be our intention. Having said that, this year poses a particular problem in that the Learned Societies are meeting in Montreal and it does not appear that the organisers can accommodate us both for sessions of our own, for naval history sessions (of which there is one) and our own little meeting. Thus we may not be able to coordinate things this year. Members will however be informed as soon as possible.

Having said that, we would like to exhort members to attend the meeting, to make a determined attempt to be there. As we say on page 1, we are at a very important stage in our career, and steps we take in the next six months or so will be of crucial importance to the way we develop in the future. Our membership is slowly growing; it is most gratifying to see it creeping up almost daily. It is still however small and, one suspects, fragile, and will so remain until we prove that we are absolutely serious in all our aims. Many of us have some intriguing points to raise, and we hope that you, the members, do as well. If you know you will be unable to attend we earnestly request that you make contact with the Secretary, Alec Douglas, or your editor. We will then make sure your concerns/comments/whatever are brought before the meeting.

Recommended reading:

Under a heading "All the elements are in place for one of the greatest collaborations Canadian marine history has seen", Walter Lewis, in the Newsletter of the Marine Museum of the Great Lakes at Kingston (Winter '85), extolls all the things we have been advocating. After talking of all the work in this field that is on-going in Canada he states clearly and succinctly the "need to put this work into a comparative context, both national and international". He then goes on to say that "a national journal of marine research, such as that proposed by the Canadian Nautical Research Society, would be an indispensable clearing house for information on upcoming events, workshops and conferences, major research projects, key archival acquisitions, provide a regular update to the (proposed) national marine bibliography and a place to exchange notes and queries. At the heart of the journal would be a forum for the publication of current nautical research, a forum which would encourage researchers to meet certain basic standards: literary coherence, a critical analysis of sources and a contribution to knowledge".

As my father would have said, "RIGHT ON, McDUFF" - we could not have put it better ourselves. The editorial - indeed the whole Newsletter - is well worth reading.

Questionnaire:

As part of the preparation for our AGM, members are requested to complete the enclosed questionnaire and return it to the editor as soon as possible.

Notes:

From France we have received the first issue of a new journal, Anthropologie Maritime, produced by the Centre d'ethnotechnologie en milieux aquatiques, which, freely translated, is in the centre of ethnological technology for maritime environments. There is nothing quite comparable in Canada, although Aliette Geistdoerfer - who took part in a conference on maritime research at Quebec in October 1984 - evidently has strong Canadian interests. Her paper on the seal hunt near the Magdalene Islands is a remarkably sympathetic and enlightening description of a society, as Gordon Pinsent recently suggested in a CBC TV documentary, that is still very close to the sea and to nature.

Bulletin No. 1 of this French organisation is unpretentious but extremely handsome, and evidently enjoys the support of the National Centre for Scientific Research in Paris. The need for a similar organisation and publication in Canada would not, in our view, be difficult to argue. What is being done? What can be done? Can we enlist the support of Canadian Studies departments in Canada? Are they sufficiently interdisciplinary? Ought we to build up an autonomous research group? Scandinavia has flourishing organisations of the kind, evidently France now has one as well. In view of today's concern with the environment there should surely be room for one in this country.

WAB

The Winter 1984 issue of The Beaver contains an excellent article on "The Wintering-over of Royal Navy Ships in the Canadian Arctic, 1819-1876", by C. S. Mackinnon. Frankly sympathetic in approach, it opens with the suggestion that "Canadians would do well to honour the memory of the old British sailors" who participated last century in expeditions into the Canadian Arctic. It explains the quiet, unobtrusive successes of these endeavours rather than follows the well-trod path of derision, à la the Franklin Fiascos, to which readers are usually subjected when discussing Royal Navy efforts in Canada's north. There are, as always in this excellent magazine, some evocative illustrations. The article is well worth the \$2:50 to buy the magazine.

Our Maritime Museums

We start in this issue a series intended to bring to our readers brief descriptions of the maritime/marine museums across the country. The first to be introduced is the Musée maritime Bernier - largely because we had a short, succinct text readily available. Other maritime museums take note and react (positively!). Incidentally, it is reported that since the item we reproduce appeared, the Bernier Museum has suffered severely as a result of financial stringency. Verily, survival is the problem.

75th Anniversary of the Royal Canadian Navy

Seeing that this is such an anniversary we have decided we too must do our bit to help the Sea Element celebrate. Thus we have enclosed two advertising items that we feel should be brought to everyone's attention. More information, as well details on accommodation, for Halifax '85, can be obtained from John Holland, 1579 Dresden Row, Halifax, NS., B3J 2K4. See you all there.

Annual General Meeting:

After printing p. 15 we have received additional information concerning our AGM. It will take place at the Pavillon 3200 (3200 Jean-Brillant Street), Room 4270., University of Montréal, at 1230-1330 Wednesday, 29 May. We may be evicted from that room on time, and will possibly consider moving to more salubrious locations! As that is the same day as the Suthren/Jordan session, we should be able to make a good afternoon of it. They are speaking at 1400, Jordan on "The Royal Navy and the concept of patriotism, 1790-1805", and Suthren on "True image or mirage: The depiction of seamen by historical novelists". From the brief account of them we have seen, both will be interesting talks.

Keith Matthews Award:

As the membership application form that we have circulated amongst non-members, in the hope of luring them in, says:

The Canadian Nautical Research Society established the Keith Matthews Award in memory of the late president of the Society, Chairman of the Maritime History Group of Memorial University who died in 1984. The prize is to be awarded annually to recognize an outstanding publication on nautical research.

We are now in the process of establishing the necessary financial plan to handle funds for this award, some donations have already been received, and we earnestly solicit those of you who wish and are able to send cheques, suitably endorsed, to our Secretary.

"The Spanish Ship of the Line"

Those interested in such should check out the article by Society member John D. Harbron in the December 1984 issue of Scientific American.

The First International Brendan Conference, "Brendan the Navigator":

The aim of this conference "is to bring together a wide cross-section of people who share an interest in Atlantic History and Culture, with special reference to Saint Brendan the Navigator". We note a keynote speaker will be Robert Grenier of Parks Canada, who is intimately involved with Canada's own galleon, at Red Bay.

Questionnaire

Don't hesitate to fill it out and return it; add anything you like - so long as it is constructive!

COMING EVENTS

All it requires to get your event included in this listing is to alert your editor to it!

25 Mar- "Gunfire on the Lakes" McMaster University. See the blurb
29 Apr on page 2.

25 MAR - Exhibition of the works of John Yarmouth County Museum, NS
30 APR O'Brien, marine painter

27 MAR - "Summer Resort life in Canada: McCord Museum, Montreal.
12 MAY Two Centuries at Murray Bay"

APRIL "Dive '85" with Dr. Joe MacInnis Hamilton-Scourge Project

11 APR Marc Milner on "The Battle of Marine Museum of the Great Lakes
the Atlantic" at Kingston

2 -4 MAY BC Historical Federation Annual Conference, on the theme of Galiano Island, BC. See blurb p.15
Spanish Explorations on the West Coast

15 MAY "Canadian Navy 75 - The Great Lakes Opening of exhibition by V. Adm.
Contribution" Mainguy - Kingston Marine Museum

28-30 MAY At the Learned Societies, one naval University of Montreal; details from
history section, plus one other your editor.
maritime history topic.

29 MAY - STOP PRESSES:- ANNUAL GENERAL MEETING OF CNRS, MONTREAL: See page 17.

29 May - 5th Annual Fur Trade Conference McGill University, Montreal
2 JUN

ANNUAL GENERAL MEETING OF THE CANADIAN NAUTICAL RESEARCH
SOCIETY - see separate item on page 15.

25-30 JUN "Halifax '85". 75th Anniversary of Halifax, NS. See page 14.
Naval Service

1-4 JUL Great International Steamboat Flotilla - Kingston Marine Museum

12-14 JUL Special Weekend on War of 1812 being planned - Kingston again!

25-28 SEP Atlantic Canada See details last issue

OCT 1985 "The Canadian Navy in the Modern World" - Symposium. More details next issue.