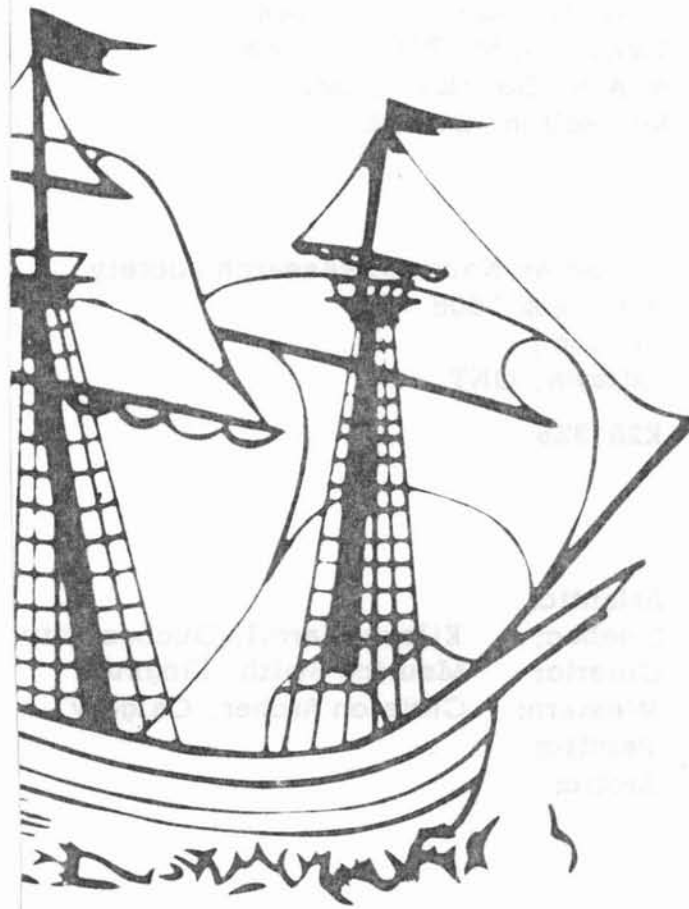


ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

Volume 2 Number 2

30 June 1985

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

President: Gerry Panting, Memorial University, Newfoundland
1st Vice-President: Richard Unger, UBC, Vancouver
2nd Vice-President: Laurier Turgeon, U de Qué a Chicoutimi
Council Member R. St G. Stephens, Ottawa
Council Member Glenn Wright, PAC, Ottawa
Secretary W. A. B. Douglas, Ottawa
Treasurer Ken Bolton, Ottawa

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Membership

Individual \$10
Institutional 30

Cheques or Money Orders to the Secretary, Canadian Nautical
Research Society, P.O. Box 7008, Station J, Ottawa, Ont K2A 3Z6

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

EDITORIALQuestionnaire Results

With 41 responses within the first three weeks of mailing, and more coming in weekly, this was a distinctly successful effort. The raw statistics will be found elsewhere in this issue, and undoubtedly the executive, to whom the completed forms were turned over, will make much of them in planning our coming endeavours, so all that remains to be said here is a sense of gratification at both the quantity and the quality of the response. To your editor perhaps the most gratifying aspect was the degree to which respondents indicated a willingness to let their names and interests be known so that other members could benefit from their particular knowledge and experiences. We will be making use of this in future issues. There was no criticism of the direction the Society has taken so far, nor of editorial policy, and so the evidence is overwhelming that members are with us. It is up to you all, collectively, to ensure we continue to meet your expectations and requirements, as a society and as a newsletter.

75th Anniversary, the Society for Nautical Research

Speaking of successful societies, staunch supporters of the SNR will have noted it is celebrating its 75th anniversary this year. Perhaps the most obvious aspect of this to overseas members are the special editions of The Mariner's Mirror that are promised. The current issue is replete with a vivid colour section. At least three members of our Society have had articles accepted for publication in it; Alec Douglas's has already appeared, while Dan Harris and Ken Mackenzie are still waiting with bated breath.

Of more than passing interest to us is the fact that when the SNR was eleven years old, in 1921 (when, incidentally, it first undertook responsibilities in saving HMS Victory), it had less than 400 members. We, in our third year, are hovering around the 200 mark, and when you look at the achievements of the SNR it is easy to visualize just what the potential of our own Society could be, provided we maintain the same level of dedication and participation evidenced by the response to our questionnaire.

CONGRATULATIONS, SNR, and GOOD LUCK, CNRS: LONG MAY YOU BOTH FLOURISH

Lists, Lists and More Lists

This issue might seem to contain an inordinate amount of material on Lists of various kinds, ranging from the well-known one of Lloyd's to the lesser-known Canadian List of Shipping. There is a measure of method to our madness: four of our members have specifically mentioned the need for computerized compilations to assist all maritime historians in locating relevant Canadian information. Jake Knoppers tenders the information that the National Library of Canada in Ottawa, through its On-Line Search Services, can produce a printout of all books in Canadian libraries on, say, "Ships & Shipping". As many of our members have exhausted printed sources and are now looking for comprehensive listings such as we discuss elsewhere in this issue the time would seem to be ripe for those interested to get together and see what is required and what can be done to effect it. M.B. (Mac) Mackay in Halifax, Rick Schnarr in Ottawa (a Data Base Specialist in Machine Readable ARchives at the PAC, no less!) and Eric Lawson in the nether reaches of the Pacific are just three who have expressed forcefully the need for such aids to nautical research. They

would seem to form a natural nucleus around which such an effort could be commenced. We would be most willing to act as a clearinghouse or whatever to get this moving. Any takers?

Fellow Societies

As our fame spreads far and wide we are gradually building up a network of fellow societies, all eager, willing and able to make use of us in some way or another - and vice versa. Some have been named in previous issues; these have contacted us recently, offering us advertisement in their columns and asking for notice in ours:

The Canadian Canal Society
PO. Box 1652
St. Catharines, Ont
L2R 7K1 (membership \$10)

Save Ontario Shipwrecks, c/o David Jay
Unit 53, 6779 Glen Erin Drive
Mississauga, Ont
L5N 2C2 (membership, \$10)

Both of these societies have newsletters, the Canallers' April 1985 issue is Vol. 2 #1, SOS's of March 1985 being Vol. III, No. 1.

At the University of Windsor is to be found the Great Lakes Institute, the primary purpose of which "is to bring a Canadian interdisciplinary perspective to the solution of environmental problems in the Lakes' ecosystems, and to increase public awareness of environmental issues in the basin". Those interested can write to GLI at Windsor, N9B 3P4 (Uni. of Windsor, that is)

The Canadian Committee for the History of the Second World War/Comité canadien d'Histoire de la Deuxième Guerre mondiale has noticed us in its Bulletin. It is largely centered around Alec Douglas's Directorate of History, whence additional information would be forthcoming in response to a request.

Finally, to show how farflung are our contacts, we received a welcome from the honorary editor of the Newsletter of the Australian Association for Maritime History, a group that predates us by some years. In addition to this Newsletter it also produces a journal, The Great Circle, Vol. 1, No. 1 of which appeared in April 1979. With any luck - and some good management - we will cooperate closely with this group. I always did want to know what the good ship Unicorn (Cunard's first transAtlantic steamship) accomplished down under.

The most recent address we have is that of the Newsletter editor, Vaughan Evans, 85 Fullers Road, Chattswood, N.S.W., Australia 2067.

The Lexington Group in Transportation History

This is the group referred to in the Secretary's report of the annual meeting. According to its membership brochure it is "an informal group of some 425 historians, economists, railroaders, writers, librarians and others who keep in touch with each other to discuss and encourage transportation history and railroad history in particular". Your editor can vouch for the catholicity of its membership, and the enjoyment had by all at its annual meeting. This will be held in Vancouver, BC, next July (1986) as part of Expo '86, and timed to coincide with the visit there of the Tall Ships. CN is sponsoring the meetings. Membership costs \$10; write to:

The Lexington Group

1010 Zephyr, Plainview, Texas 79072

There will be more details about this in our next issue.

CANADIAN NAUTICAL RESEARCH SOCIETY
SOCIÉTÉ CANADIENNE POUR LA RECHERCHE NAUTIQUE

Minutes of a meeting held at the University of
Montreal on Wednesday, 29 May 1985

The meeting came to order at 1230; the following members were present:

Gerald Panting (President)
Laurier Turgeon (2nd Vice President)
Alec Douglas (Secretary)
Ken Bolton (Treasurer)
Glenn Wright (Councillor)

and the following members

John Hall
Barry Hunt
Gerald Jordan
Ken Mackenzie
David T. McDougall
Eileen Marcil
Rosemary C. Ommer
John Roué
David Daniel Ruddy
M. Stephen Salmon
Victor Suthren

Also present, as an observer, was Bill Glover. Apologies were offered by R St.G. Stephens and Dick Unger, unavoidably prevented from attending.

Having established the existence of a quorum, at least 10 members, the president read the agenda. Acceptance was moved by Suthren, Seconded by Ruddy. Passed.

The Secretary read and moved acceptance of the minutes of the last meeting. Seconded by Suthren. Passed.

Business arising out of the minutes

The president noted a committee is seeking a candidate for the 1985 Keith Matthews award. The award will be announced in August. The 1986 Award will be announced at next year's annual general meeting.

President's Report (Laurier Turgeon in the chair)

The society has produced a brochure and distributed it, has proceeded successfully to incorporation as of 25 October 1984, and has appointed a nominating committee which drew up a slate distributed on 20 April 1985.

The possibility of a journal is being considered, and the need to increase our financial base before undertaking such an ambitious project is clear.

The by-laws allowed for a coordinating committee with representatives across the country. This needed to be followed up by Council in order to continue expansion. Our mandate being to promote nautical research among as wide a membership as possible, not simply academics, the coord-

inating committee was central to our activities.

The secretary would report on membership: in the meantime, it was now possible to develop a society that could reach down to the grass roots.

The president moved adoption of the report. Seconded by Salmon. Passed.

Secretary's Report

Dan Harris and Faye Kert drew up a brochure, a thousand copies were printed and distributed between December 1984 and May 1985, and a slightly modified brochure was now about to be printed in the same quantity for further distribution. The first printing had been paid for by Det Norske Veritas and Dan Harris.

Announcements of the society's formation and objectives had been sent to various journals. The Mariner's Mirror announcement had resulted in several memberships, including one in England and one in the United States. We had also paid for a half-page advertisement in the printed program of the Canadian Historical Association meetings that week.

These publicity efforts had been accompanied by expansion from about 50 members in June 1984 to 78 in January 1985, and 162 as of 26 May 1985. Several new memberships were being received in the mail every week.

The secretary drew attention to several organisations that had taken out corporate membership, including some societies with similar interests and objectives. Special note was to be taken of Save Ontario Shipwrecks (over 300 members) and The Marine Museum of the Great Lakes (about 360 members).

Geographic distribution of membership was as follows:

Ontario	77
BC	23
Quebec	17
Nova Scotia	17
Newfoundland	10
Alberta	2
Saskatchewan	1
Manitoba	2
Britain	3
USA	3
France	1
Total	<u>162</u>

Meetings

The board met at Greenwich, England on 19 September, at Ottawa on 23 January to authorise banking changes and on 18 April (a teleconference) to arrange the agenda for the annual meeting. The four Ottawa directors met regularly for lunch, and the editor of the newsletter met regularly with the secretary.

Administration

The secretary noted that the work load was becoming quite heavy, so that the need for committees and chairpersons was becoming greater. The editor of the newsletter carried by far the heaviest burden. In future it might be advisable to seek grants to hire temporary assistants from time to time.

The secretary moved adoption of his report. Seconded by Wright. Passed.

Treasurer's Report

The Treasurer reported on the financial statement (attached) presented a budget and moved adoption of his report. Seconded by Rou  . Passed. In discussion it was noted that an auditor, Mr. Bigelow, had been identified.

Moved by Hall, seconded by Turgeon, to give Council authority to appoint the auditor and submit the audited account. Passed.

Editor's Report

The editor noted the success of the newsletter, **ARGONAUTA**, and distributed a summary of the questionnaire results (attached). Hall asked whether present subscription was for the journal or for membership generally, and was informed that it was the latter. Turgeon asked whether it would be feasible to expand to the format used by the French Chroniques d'histoire maritime, but Hall pointed out that our present financial state was not good enough to support the expense. The editor moved adoption of his report, seconded by Hall. Passed.

Annual Meetings

The secretary explained that unexpected problems forced cancellation of plans for a meeting at Kingston, Ont. , this year, but that members who wished could attend the conference to be held at Halifax from 16 to 18 October 1985, on the theme: **The Canadian Navy in the Modern World** . Registration material would be sent out early in July.

In 1986 there was a possibility of meeting at Vancouver, under the endorsement of Expo 86, from 25 to 27 July. Moved by Douglas, seconded by Salmon, that the Society would hold its annual meeting at Vancouver from 25 to 27 July 1986, as agreed with the organisers of Expo 86. Passed.

In discussion, Mackenzie noted the efforts already being made by Canadian National to organise functions at this time, and thought members could benefit from them.

Elections

The report of the Nominating Committee (attached) was presented by the committee chairman, Gerald Panting, with Laurier Turgeon (2nd Vice President) in the chair. After some discussion about the form of elections under the present constitution the report was moved for adoption by Panting, seconded by Wright. Passed.

Other business

Journal

The secretary noted that American Neptune costs about \$10000 an issue to produce, and that it would be necessary to establish a solid fund, earning substantial interest every year, before trying to publish a periodical of this class. Bolton suggested subscriptions from members plus corporate sponsorship, and moved that he be authorised to explore the size and type of journal required, and from this to calculate the level of sponsorship and subscription required. Seconded by Mackenzie. Passed.

A letter from Professor David P. McGinnis, describing his project to examine the feasibility of a journal of maritime history, was read and discussed. In response to his request for sponsorship from the Society, so as to facilitate the printing of the feasibility report, Douglas moved that "The Canadian Nautical Research Society, in view of its stated intention of publishing a first class journal of nautical history, and its need to examine the feasibility of such a project, after careful review of the proposal for a feasibility study by Professor David McGinnis, of the University of Calgary, considers that this project merits endorsement by the Society". Seconded by Bolton. Passed.

Proceedings of the Kingston conference of June, 1984.

The secretary distributed copies of selected papers from the 1984 proceedings, "Canada's Atlantic Connection", to members present. Other copies would be mailed out to participants at the conference.

Adjournment

There being no further business, at 1344 Hunt moved and Turgeon seconded that the meeting be adjourned. Passed.



W.A.B. Douglas
Secretary

*Note: As the Nominating Committee report has already been printed, and there were no further nominations and the reported slate elected, in the interest of saving a page we have not reprinted it. The officers of the Society are in any case listed on the inside front cover.

Summary of CNRS Questionnaire March 1985

Response was good, with 41 people (about 40%) returning their completed form. There was not one negative comment concerning the way our Society has proceeded to date. Besides confirming what we already knew, that there is a strong, serious and extremely varied interest throughout Canada to participate, the survey told us specifically:

- 1 Occupations - 18 academic; 3 CAF officers; 3 in the shipping business; 3 museum staff, 1 archivist, 1 librarian; 1 physician; 3 retired; 1 artist; 1 institutional; 2 students; 4 "others".
- 2 Only four respondents requested anonymity; all others were willing to be named in order to assist fellow members.
- 3 Twenty-three were willing to see subscriptions go to \$30, while 11 wanted them to stay at \$20. Seven were willing to see even higher rates!
- 4 As for the AGM to be held at Expo '86 in Vancouver, 15 said they would go, 19 said they could not, while 7 were not sure.

Two respondents stressed the value of local branches; one stated the AGM should be held in conjunction with the "Learned Societies" annual meetings. At least three in one way or another warned us not to become too academic, particularly with the Newsletter. There was one suggestion for the 1987 AGM to be held in Halifax. Completed forms have been turned over to the Society's executive.

FINANCIAL STATEMENT

THE CANADIAN NAUTICAL RESEARCH SOCIETY

31 MAY 1984 - 31 MAY 1985

Bank Balance at 31 May 1984 -----\$ 485.49

Monies Received

Membership Fees -----	1703.60
Bank Interest -----	80.02
Donations -----	130.00
Donation (Held in trust for the Keith Matthews Award) -----	50.00
Proceeds from Annual Meeting 1984 -----	618.98

Expenditures

June 84 Conference travel expenses -----	\$ 125.00
Money order charges -----	3.00
Membership to Commission of Maritime History -----	62.70
Postage for Newsletter -----	40.00
Name Search and P.O. Box rental -----	55.96
Cheque to Receiver-General re Incorporation -----	200.00
Desk Seal -----	29.43
Renfrew Printing for Brochures -----	164.78
Freight Charges -----	6.10
Advertisement CHA Programme -----	25.00
Bank Charges -----	18.12
Envelopes and Stamps -----	39.47
Receipt Books -----	5.56
	<hr/>
	\$ 775.12 ----- \$ 2292.97

Bank of Montreal Accounts:

Account No. 5153-944 Non-chequing	\$ 2119.64
Account No. 1027-086 Current Account	\$ 152.80
Amount held in petty cash	20.53
	<hr/>
	\$ 2292.97

Kenneth Bolton
Treasurer

REPORTS OF THE BOARD OF STEAMBOAT INSPECTION
A Difficult but Valuable Resource

The Reports of the Board of Steamboat Inspection enable the researcher to establish when and where Canadian steam vessels were operating. They were published from 1868 to 1920 as an Appendix to the Annual Report of the Minister of Marine; reports from the west coast started in 1875. At first only boilers and safety equipment were inspected, but in the 1880's hull inspection was added and given in separate lists. This sounds fine for research purposes, and can be very useful indeed, as I know from over twenty years of using them. However, a large amount of digging is required and there are a number of pit-falls to be avoided. Perhaps some of the results of my experience might be of interest.

There was a major revision in format in 1914 which made them far easier to use; my remarks here refer to the lists as published before that date, when they did not show dimensions, owners or official numbers. (After 1914 all three were shown, as well as whether of steel or wood construction). What they did show varied from time to time, sometimes including number of passengers allowed, port of inspection, paddle or screw, and/or service performed.

There are three main problem areas:

Order of Listing

There is a separate list for each "Division", a geographical area defined by the Board. Occasionally there is more than one list if there was more than one Inspector in the Division. The boats are listed in order of inspection for that year, which for our purposes amounts to random order. The first problem therefore is to find the vessel's name; this can be somewhat difficult, particularly if it had moved to a different Division during the year, or if the Division boundaries had been redrawn. The inspection of each vessel normally took place about the same time each year, which helps to locate the name, but it cannot be depended upon in all cases.

Misprints

The number of typographical errors is exasperating. Some are so obvious it is difficult to believe that there was even a cursory proofreading before publication. Most of the errors in name arose from the typesetter's misunderstanding of the handwritten copy, or from what was obviously a total ignorance of the French language. It is an interesting exercise in imagination to hit upon what the name really was, and this becomes easier the longer one works with them and the more familiar with the names one becomes.

Tonnage misprints are undetectable from any single list. I have found it best not to use Inspection Report tonnage figures except as a means of detecting re-buildings by noting the year in which the figure changes, though it is advisable to check several successive years to be sure that it is in fact a change and not an aberration in the listing.

For a few years in the early 1880's the lists seem to have been compiled by accountants rather than Inspectors, since they show nothing but names of the vessels and the fees paid. Since the payment was based on tonnage this too can be plotted to determine changes.

Supplementary Lists

"Vessels Laid Up or Removed from the Register" (annual) and "Vessels Not Inspected" (sometimes not separately shown, but when it was the reason for non-inspection was normally given). The phrase "removed from the register" is also used for ship registrations but here it refers to the records held by the Inspectors. It has nothing to do with the vessel's registration status. It is quite normal for a boat to appear in the Lists of Shipping for years after disappearing

from the Inspection Reports. I have never known the reverse to be true. This is possibly the chief virtue of the Reports: someone went out and looked at the boats every year, while the Registrar of Shipping waited to be told. Apparently the Inspectors did not speak to the Registrar as there is no evidence of cooperation, but ample indication that the two bodies functioned independently. As a result unregistered vessels sometimes appear in the Reports.

These supplementary lists were sometimes used as a catch-all for anything that would not fit in the main list. The appearance of a name here may mean only "running in another Division this year". Again, several successive years must be checked before the significance can be assessed.

"Lists of Wrecks and Casualties" were published annually in another Appendix but appear to have been compiled without source-checking or proofreading, and little reliance can be placed on them unless confirmed by the Inspection Reports. They are divided into "inland" and "ocean-going", but this distinction is virtually meaningless, as is an indication of partial or total loss. Each year there was an additional list of "casualties" of earlier years not previously reported.

General Observations

Government-owned vessels, and those belonging to quasi-governmental bodies, such as the Montreal Harbour Commission, were not subject to inspection though they were sometimes listed.

Anything that floated and had a steam-engine was inspected. The lists therefore include such non-propelled vessels as floating grain elevators, dredges, etc. There is no cross-reference for name changes.

The vessel's employment is often given, sometimes specific ("Toronto harbour tug") and sometimes very general ("Lakes and rivers freight"). Sometimes this is what the boat's certificate potentially permitted it to do, not what it was actually doing.

The "date cert. expires" column may read "not issued", which I believe means either failed inspection or a consultation as to what the Inspectors would require of a new boat or one newly transferred from the United States. It may also read "...", which may be explained by an entry in one of the supplementary lists. If not, one can only guess.

The date as of which the Ministers' Reports were compiled changed twice during the currency of the Inspection Reports. At these times they covered only a part of the year, and very large "Not Inspected" lists appear as a result.

I hope I have not discouraged any potential user of the Steamboat Inspection Reports. Like a gold mine, all this material needs a lot of work. It can be very valuable in the end.

John Mills
Toronto

(Editor's note.

Check pages 13 & 14 and you will see the good use to which John Mills has put this experience into action. We are always looking for first-hand material such as this so that our efforts can be put to maximum use.)

Canadian maritime museums: 2. The Maritime Museum of British Columbia

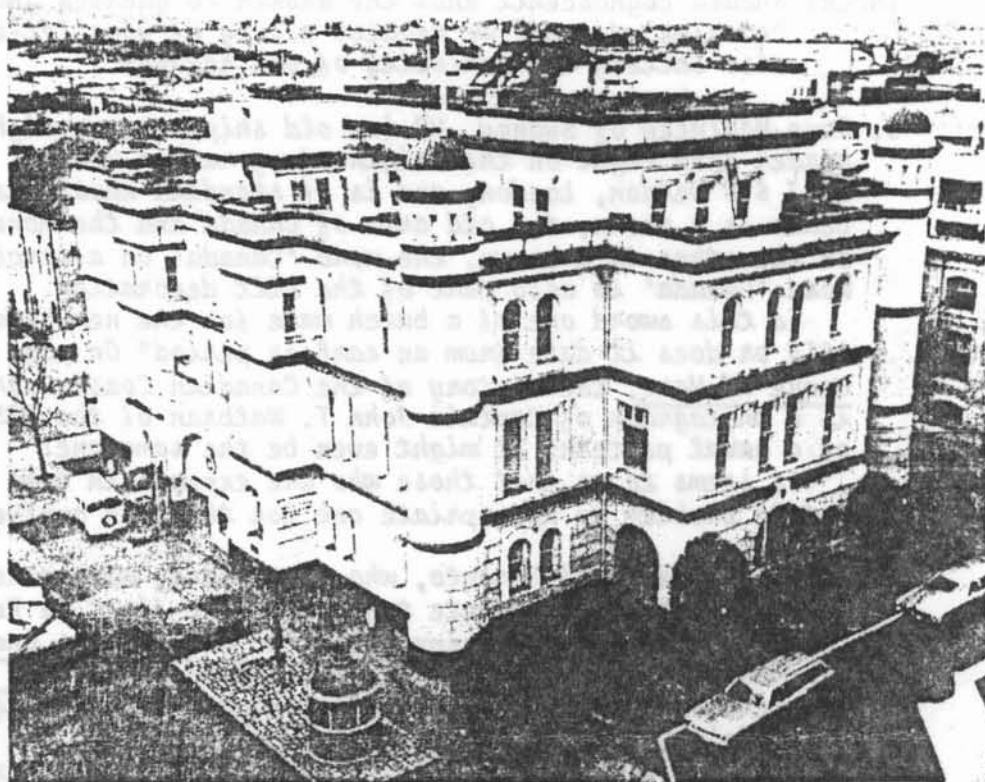
The Maritime Museum

For many residents of the coast, the sea is best seen as a highway stretching to distant parts of the globe. For Victorians especially, the salt waters along our shores link us with lands which are at once fabled and important to our commerce. From Cape Horn to the Bering Sea; from the harbours of the Orient to the capitals of Europe; the sea has left mementos which today are preserved in the Maritime Museum right in the core of downtown Victoria.

A more fitting location for such a museum could not be found. From the earliest Spanish explorers in 1774 (who gave us place names like Juan de Fuca Strait and Cotes Island) to the present, men and ships have been closely linked with every facet of B.C. life. While Victoria herself may not be a great seaport she has two of the largest ports in the world as neighbours: Vancouver and Seattle. And with a historic naval base and a steady traffic of her own, Victoria is an ideal point from which to view our marine heritage.

The most famous display in the Museum is the original 38' Indian dugout canoe, *Tilikum*, in which Captain John Voss sailed from Victoria to England in an adventurous voyage lasting from 1901 to 1904.

A wonderful collection of ship models will delight young and old, with everything from a miniature ship in a bottle



to eight foot original builder's models. Famous ships in B.C.'s history such as the *H.M.S. Chatham* tender to Captain Vancouver's *H.M.S. Discovery* during his late 18th century coastal exploration, are reproduced in fascinating detail.

An interesting collection of Navy mementos is also preserved, as the Museum was originally established by the Royal Canadian Navy. An extensive research library and photo collection is maintained by the Museum to seek answers to questions of visitors and researchers from around the world.

The present home of the Maritime Museum is the former Provincial Law

Courts Building, an impressive historic landmark itself. Built in 1889, it boasts the oldest operating elevator in North America. Installed in 1900, the ornate open grillwork cage 'lift' is a nostalgic reminder of times past.

Maritime Museum hours are Monday through Sunday 10 am to 4 pm. Admissions help cover the costs of this non-profit society. The Museum's Annual Exhibition of the Canadian Society of Marine Artists is an important event and not to be missed. And while you are there, be sure to browse through the Museum shop in search of that unique gift or souvenir.

The MM of BC also publishes a handsome quarterly newsletter, *The Resolution*, Number 4 of which has just crossed your editor's desk. A mixture of current and historical features are contained, and it has the intriguing boast that each issue is sponsored by a local commercial firm - in this case King Bros. Limited, Steamship Agents & Customs Brokers.



MARITIME MUSEUM
OF BRITISH COLUMBIA
28-30 BASTION SQUARE
VICTORIA, B.C. V8W 1H9
(604) 385-4222

Queries

(Note: should cognoscenti know the answer to queries and choose to write the 'querier' direct, we request a copy of your letter in order that we may also satisfy the curiosity of our readers.)

5. Doug Maginley of Sydney, NS (an old shipmate, we might add), asks: "Can any reader shed light on the origin of my rather unusual naval sword? It was made by J & P Weldon, London, and is of standard naval design. On one side of the blade is a crown, the old arms of Canada and the monogram of King Edward VII; on the other is a crown, the word 'Canada' on a scroll and a foul anchor. The word 'Canada' is also part of the hilt decoration.

Is this sword one of a batch made for the new Naval Service of Canada in 1910 or does it date from an earlier period? On page 244 of Tom Appleton's Usque ad Mare, the history of the Canadian Coast Guard and its predecessors, is a photograph of Captain John T. Walbran of the CGS Quadra wearing a sword of a naval pattern. It might even be the same one!

It seems to me that those who are experts in arms and uniforms might find this little problem an appropriate one for the 75th anniversary year of the RCN.

6. Gerry Ouderkerk of Toronto, who is working, with others, on a film "Sails to the Wind", is trying to locate two books. The first is Robert Thomas, Register of Canadian and American Shipping on the Great Lakes and the River St. Lawrence, published in 1864 and/or 1884. The second is Brock's Directory 1866. The former was mentioned in C.H.J. Snider's Schooner Days series, the latter in Willis Metcalfe's Canvas and Steam on Quinte Waters.

He is looking for assistance in locating these texts; in view of our comments this should be a snap for our members. Let us see who is the first to respond!

XXXXXXX

Several members of our Society presented papers at the recent Canadian Historical Association of the Learned Societies meetings in Montreal. At hand are copies of papers by Ernest Forbes, "Consolidating Disparity: The Maritimes and the industrialization of Canada in the Second World War"; Gerald Jordan, "The Royal Navy and the Concept of Patriotism, c. 1790-1805"; Kenneth S. Mackenzie, "The Settlement up the Creek: The Montreal-Quebec City Rivalry 1853-1913 and its Bearing on the Demise of the Canadian Merchant Marine"; and Victor Suthren, "True Image or Mirage: The Depiction of Seamen by Historical Novelists". Copies of these can be obtained by writing to the Secretary of the CHA, c/o Public Archives of Canada, 395 Wellington St., Ottawa, K1A 0N3, before 1 SEP1985. There is a charge that averages \$2 depending on verbosity.

The GAZETTE, Montreal, Monday, May 6, 1985

A-7

Warship dedicated as a naval memorial

HALIFAX (CP) — With colorful signal flags cracking in a cold breeze, the corvette *Sackville* was dedicated as a naval memorial Saturday to help mark the Canadian Navy's 75th anniversary.

Former crewmen, including two war-time commanders, were among more than 1,000 serving and retired navy men and women who watched the dedication service at the dockyard in Halifax.

"In our day, they were the proudest ships afloat," said Defence Minister Erik Nielsen, returning to the port where he

spent several years during the Second World War as a pilot at the nearby Shearwater air base.

"HMCS *Sackville*, in its day, represented democracy's willingness to defend its freedom with the means available," Nielsen added, noting that Canada's Second World War naval fleet included more than 200 large ships, 122 of them corvettes.

Most of the corvettes were scrapped or sold after the war but the *Sackville*, one of its boilers cracked late in the war

by an explosion from one of its own depth charges, was used until 1982 for various jobs, including research.

The dedication as a tribute to all former navy members brought a tear to the eye of Alan Easton, who commanded the *Sackville* in August 1942 when it sank one of 27 German submarines that Canadian ships sent to the bottom during the war.

"She was a very valiant vessel . . . and is a very good representation of the many ships we had throughout the Second World War," said Easton.

Answers & Comments:

1. Dick Parson's "puzzler" (No. 2, p. 7) - George Ayoub passes on this information:-
Honoreva was renamed Asturienne by Cie. Royale Asturienne des Mines, Tonny-Charente, France (Lloyd's List 1918-19). There is no further record after that year, but a brief notice 'Sunk' appears in Bureau Veritas (1919-20).

Thyra Menier/Irene M. This ship was scrapped at Sorel.

2. Your editor struck a goldmine following his item on the "Interprovincial Steamers".
 Walter Lewis wrote:

"I can't let pass the quick reference to Captain Perry of Toronto, for whom Her Majesty was built. Of his generation of Great Lakes captains, Charles Perry is one of my favourite characters. In 1858 he was characterised in the Dun & Co. credit ledgers as "young & very energetic, of not irregular habits for a Sailor (!). Is thought to be honest but not very prudent, wise or cautious." His older brother was Alfred Perry of the Royal Insurance Co. in Montreal, and for a brief time the head of the company which owned the Montreal Evening Telegraph. He served his apprenticeship in Henderson, Holton & Co's Highlander as a purser, being promoted captain of the vessel about 1854. Shortly afterwards he became captain of the Bowmanville and during the depression bought up shares in her. In 1861 he moved from Kingston to Toronto, and formed a partnership with James Black, who had clerked for Edmonstone, Allan & Co. before becoming a junior partner in Jones, Black & Co. This partnership lasted for three years while Perry finally bought out Bowmanville for \$15,000. Five months later it was rumoured he had sold her either to the American government or as a blockade runner for \$24,500. Dun's informant claimed Perry had realised \$22,000, and put \$31,000 into Her Majesty. (If anyone else owned shares in her Dun's informant wasn't aware of it). Early in 1864, in conjunction with E.M. Carruthers, Perry obtained the mail contract to the northwest and bought Algoma (ex-City of Toronto) and appears to have split with Black. My last reference to Perry was as captain of the Algoma in 1868. Perry was a gambler, using the depression to buy up the shares of the Bowmanville when they were worth between ten and fifteen per cent of their original value. He ran excursions to see the Great Eastern. With Black he ran the Beaver Freight Line, offering a daily freight and passenger service between Montreal and Hamilton. In 1867 he was the Toronto agent for selling stock of the Intercolonial Steamboat Company."

Both he and Ivan Brookes passed on information as to where illustrations of the vessels are located.

Anyone know anything about the Chaffeys or T.C. Chisholm now?

Query 4 - steamship Arabian.

Walter Lewis also tells us he has passed on to Emily Cain five pages worth of information on this ship. Is there a note in that for a subsequent Argonauta?

3. John Mills, not to be outdone, handles three of our items: again, his answer is so informative it merits a full quotation:

"For the Record" Vol. 2, No. 1, pp. 5-8).

1. Experiment was indeed the first iron hull. Built at the Navy Island shipyard, Carleton, N.B. by (or for) George Craig and launched Oct. 16, 1841. Trial trip 27 Jan 1842 and boiler "exploded from the circumstance of the boat

being started before a feed pump had been supplied". (St. John Courier). Used one season as a night boat on the St. John River after repairs were made. For sale early in 1843 by "the estate of T. McAvity & Co." and bought by O. Jones, Digby, NS. Last heard of on the Annapolis River in 1859. No details in papers about the hull except that it was iron.

3. Trois Rivières may have been of steel but I think that was a piece of puffery by the owners. She is shown on subsequent Steamboat Inspection Reports (after 1914 the hull material was listed) as an iron vessel.

11. What about Mohawk, a gunboat built (of iron) at the Kingston, Ont. dockyard and launched 21 Feb 1843?? This was the second iron hull, after Experiment and before Prince Albert.

"Marine Engineering" -1. Surely you must mean Canadian-built turbine vessel. Turbinia was carrying passengers on Lake Ontario in 1905 though British-built.

3. You should define "of any size". Her Majesty, whose history appears later in this issue was a twin-screw vessel.

14. This engine had cylinders 17" x 32" with 4'9" stroke and was built by the Morgan Foundry at St. John (I think), When Reindeer was wrecked in 1860 the engine was put in Antelope and from her to Admiral in 1875. I think it was finally retired when Antelope (sic - ?Admiral? ed.) was rebuilt in 1897 but I'm not certain. A similar engine built by Tibbets went into Novelty (Quebec 1847) when Tibbets decided the grass was greener in Canada than in NB. This one burnt in 1850 and the same engine went into a new Novelty which was renamed Cora Linn and wrecked in 1858. This one had cylinders 18" & 40" with four-foot stroke.

Her Majesty: -was built at St. Catharines and launched on Nov. 5, 1863. She had 34 staterooms and a 140-foot central "saloon". She had two 2-cylinder simple H.P. engines 26" cyl. x 26" stroke designed by S. Risley and built by Kingston Foundry Co. (Davidson & Doran owned it). She was, bluntly, one of the outstanding 'white elephants' of the Lakes. Capt. Perry sold her almost immediately to Holcomb & Cowan, a forwarding firm; resold in 1864 to J. Henderson & Co., Montreal & again sold in 1865 to Chaffey Bros. and H. Chisholm. They realized that she was too big for Lake Ontario, equipped her with condensers & started using her between Montreal & Halifax in the spring of 1866 (she was laid up most of 1865). Later in 1866 all her cabins were cut away leaving space only for the crew and she spent the rest of her life carrying coal. In the spring of 1869 she was re-engined with L.P. engines 50" x 30" stroke built by John Gartshore, Dundas, Ont... When wrecked, the engines were salvaged but I don't know what happened to them. At the time of the wreck her owner was said to be T.C. Chisholm.

Arabian: -launched June 30, 1851 for A. Heron & Co. for use as an opposition vessel in the Toronto-Prescott service. Engine 48" x 11-foot stroke built by the Dock Co. & designed by the same Risley that did Her Majesty. She later ran on behalf of the Canadian Lake & River Line, the 'establishment' company, though whether chartered or purchased I don't know. She was de trop in Upper Canada and in 1857 she tried running excursions from Montreal to Rimouski; this was a very early attempt at the modern-type cruise trade (ed. - what of Unicorn in the 1840's?). She was back on Lake Ontario in 1858 trying out a Toronto-Oswego line but from 1859-1862 was running regularly between Quebec & Shediac before heading to her destiny on 15 Sept. 1863.

COMING EVENTS

So far response to requests for information to publicize here has been virtually non-existent. Use this facility to get your message to like-minded people.

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|---------------|--|---|
| 12-14 July | Special Weekend on the War of 1812 is being planned. | Marine Museum of the Great Lakes at Kingston, ONT |
| 25-25 Sep | Atlantic Canada Workshop | See December's issue |
| 16-18 October | The Canadian Navy in the Modern World | CFB Halifax, Halifax, NS |

In view of the paucity of material for this section, we hereby append condensed information on this symposium. As befitting something sponsored by the Armed Forces there is almost a complete op-order for the three days; it can be obtained by writing Alex Douglas at the Society address in Ottawa. Here are the highlights of the presenters:

- | | | | |
|--------|----|----------------------------------|---|
| 16 OCT | AM | Paul Kennedy
D.M. Schurman | "Naval Mastery: the Canadian Context"
"Small Navies: their Relationship to History & Theory" |
| | PM | Barry Hunt | "Strategy and Maritime Law: 'Free Seas' & the Canadian Navy" |
| | | Barry Gough | "The End of Pax Britannica and the Origins of the RCN" |
| | | Roger Sarty | "Anti-Submarine Warfare on Canada's Eastern Seaboard in the First War" |
| 17 OCT | AM | Jurgen Rohwer & W.A.B. Douglas | "Canada & the Defeat of the Wolf Packs: Convoys ONS 18 & ON 202, September 1943" |
| | | Michael Hadley | "Inshore ASW in the Second World War: the U-boat Experience" |
| | | Marc Milner | "Inshore ASW in the Second World War: the Canadian Experience" |
| | PM | Keith Cameron
James Boutilier | "The Character & Spirit of the Old Navy"
"The Lower Deck of the RCN in the Second World War" |
| | | Richard A. Preston | " <u>Marcom</u> Education: Is there a Break with Tradition?" |
| | | Kenneth S. Mackenzie | "Canada's Merchant Marine During Two World Wars" |
| | | G. G. Freill | "Canadian Naval Responsibilities in the Arctic" |
| | | Joel Sokolsky | "Canada and the Cold War at Sea, 1945-68" |
| 18 OCT | AM | S.M. Davis | "The St. Laurent Decision: Genesis of a Canadian Fleet" |
| | | E.C. Ball
Marc Garneau | "Technology & the Canadian Navy 1953-68" |
| | | Dan Middlemiss | "Economic Considerations in the Development of the Canadian Navy since 1945" |

18 OCT contd AM Jack Treddenick

"Ships: Managing the Need"

PM John Hattendorf

"Admiral Richard G. Colbert USN and the Idea of International Naval Cooperation"

George Kamoff-Nikolsky

"The Third World as a Factor in Naval Strategy"

R.B. Byers

"Canada & Maritime Defence: Past Problems, Future Policies"

George Lindsey

"The Future of Naval Warfare"

As can readily be seen this is an exceptionally gifted assemblage. It is to be hoped that various of the pleas in the Naval Toasts are not met, or the world will be without a significant part of its naval historians!

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Conway Maritime Press Limited has just come out with an extremely impressive Spring 1985 List of Nautical Books in print. Its address is:- Conway Maritime Press Ltd., 24 Bride Lane, Fleet Street, London EC4Y 8DR

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Here is a sample of the "signatures" of some of our fellow societies

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