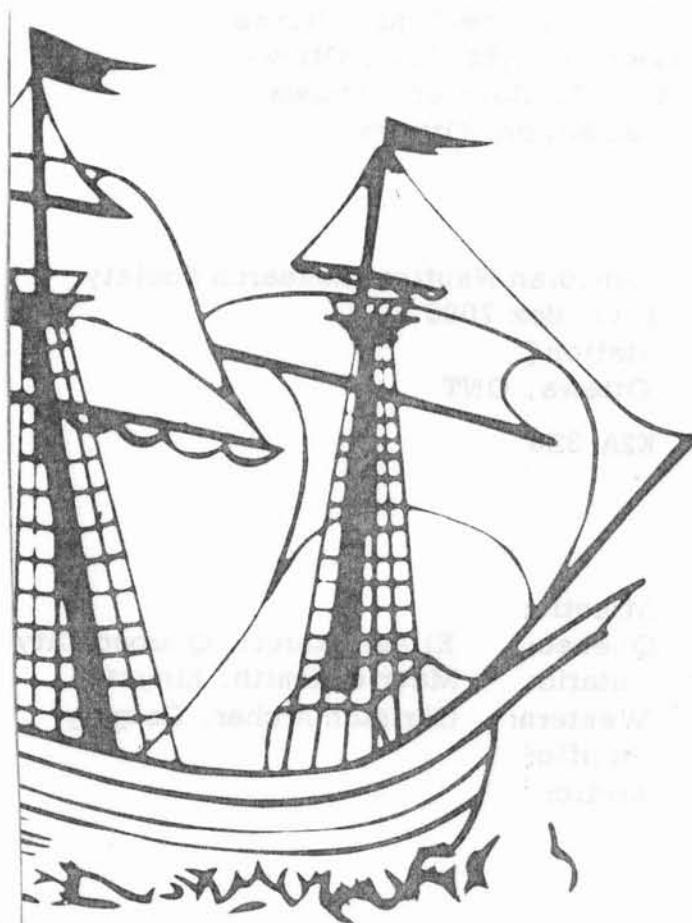


ARGONAUTA

The Newsletter of



**The
Canadian
Nautical
Research
Society**

Volume 2 Number 3

30 SEP 1985

THE CANADIAN NAUTICAL RESEARCH SOCIETY

Established 1984

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Individual \$10
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Your newsletter is only as good as the contributions you send in - so PLEASE CONTRIBUTE

First of all, before your friendly editor has at you, the readers, please let him apologise for the Newsletter being about two weeks late this quarter. As an ex-employee of Canada Post I cannot bring myself to blame them: although we have indeed experienced Post Office-related problems, the delay this time is mine alone. Circumstances, circumstances! Next issue, due to be mailed 31 December will it is hoped be delivered on time - and we expect it to be professionally typeset. We must, therefore, receive our input by the end of November - which will give most of you less than six weeks, so get with it.

As to the mail problems, we seem to be averaging non-delivery of three issues a quarter. If you do not receive your copy after about three weeks of the issue period (31 March, 30 June, 30 September, 31 December), do not hesitate to contact your editor.

Now it is your turn. We are getting absolutely no assistance obtaining word as to what you, our members, are doing. Every single event noted in our "Coming Events" section this issue has come from your editor's own contacts. Not one of you have written in the last three months with information either as to personal or group activities. This often gives misleading ideas as to who is doing what in our field of endeavour. Obviously those close to the center, who have a chance to communicate, know what each other is doing - and which puts an additional burden on the extremities to go to some extra effort to keep us all informed. We know you are doing things, because we are comparatively inundated with queries; there you are not shy to participate! (though answers are slow to come in). Come on now, this is a cooperative effort which will fail if we do not all participate.

Along these lines we have been requested to reiterate to readers that our Society is national in outlook and in scope, that we are determined not to have a centralized posture. Well, we did not think it was necessary to have to emphasize this again, after our rip-roaring editorial some two issues back. But there is apparently a groundswell of unrest - which may have been stirred by the seeming ad hoc way in which the Annual General Meeting was convened this year. So be it: we will concede that point - but we will not sit idly by to be criticized while there is such a marked reluctance for all members to be a part of the Society. It is up to you to ensure that this is a national society. All of you in your groups and societies and clubs across the country - elect or appoint a corresponding member to keep your Newsletter editor informed. Get your regional societies into gear. GET MOBILE.

Having received no input from museums this time we have included in full Emily Cain's energetic report on the Hamilton-Scourge Project. Emily's report shows just what can be accomplished by aggressive promotion in the way of obtaining funds and support for historical programmes. How about some reports from the West Coast on the extensive maritime history efforts being planned to run in conjunction with Expo '86 - either of the new constructions or the restorations?

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How many of us noticed, tucked away in the small print, the passing of that malevolent influence on the Canadian merchant marine, Hal C. Banks, who died on 24 September 1985.

Society Library

We are starting to receive a wide variety of library-quality items in response to the increasing awareness of our existence. In many cases these are very good items - but after one or two (of the regular publications) come in, the flow generally dies. It seems to us that the time is now here when we should consider the establishment of a Society Library, probably entrusted to a willing institutional member. This would require the holder to issue regular bulletins of material held as well as to make it available on an interlibrary-loan basis. We recommend to the Directors that this be placed on the agenda of next year's annual meeting; in the meanwhile, if there are any volunteers for what could be a rewarding, albeit onerous, task, the directors would probably love to hear from you.

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Expo '86, the Lexington Group in Transportation History, and the CNRS.

In this issue you will find a full-page information blurb on the events planned for Expo '86 in Vancouver. This was prepared for circulation to members of the Lexington Group in Transportation History. The programme is in two phases - the formal, 24-26 July, sponsored by CN and coinciding with the arrival of the Tall Ships in Vancouver, and the informal, 27-30 July, finishing with "CN Day" at the fair. As the CNRS is pretty well settled on holding next year's annual meeting on Galiano Island 25-26-27 July, members will not be able to attend the formal section of the above programme. However, we are sure that all CNRS members who wish to paddle across to Vancouver and join in the informal meetings will be more than welcome. West Coast divisions of the World Ship Society and the Canadian Railway Historical Association will be delighted to have us. More details will be promulgated in our next issue.

The Lexington Group in Transportation History is largely an American group, although it has about twenty Canadian members. Its annual meetings are generally well attended and, to your editor, of particular value, as they include the entire range of devotees - active and retired, professional, academic and 'enthusiast'. While it is largely railway-oriented (something we will change somewhat for our input to its Vancouver meeting) we see railway presidents mingling with professors and the ordinary 'buff'. It really is most enlightening - and informative. It is a worthy group.

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Back Issues of the Newsletter

We periodically receive requests for back issues. Due to the nature of our work to date we do not have any. However it is anticipated that, in the near future, we will run off the masters for anyone interested. Simply write to your editor with your requirements - but do not hold your breath waiting.

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Report of the Task Force on Deep-Sea Shipping.

It is out - dated April 1985 - and carries the Transport Canada, Marine, TP 6347. To your editor it is an excellent document - can we extend its work into a better appreciation of and support for nautical research? Any comments from readers?

THE WORLD'S FIRST CONTAINER SHIP

There always is - and will always be - controversy over 'firsts', mainly because no technical advance happens on a sudden impulse. Although the Wright Brothers are credited with the first powered flight, they did not suddenly conceive a unique idea of building a flying machine. There were other pioneers of flight, and it can be debated, convincingly, that New Zealanders were the first to fly a powered aeroplane.

The same can be said for container ships, and several countries - including Australia - have laid claim to building and operating the first container ship, their convictions depending, to some extent, on the definition of a 'container ship'. Certainly, Canada can lay claim to having launched the first ship specifically designed to carry containers. The containers, however, measured only eight feet by eight feet by seven, far smaller than the standard twenty-foot containers used today.

Following World War II, Yukon was beginning to boom with new mines opening and a broad tourism base in an embryonic stage of development. Freight was sent north from Vancouver in Canadian National and Canadian Pacific coastal steamers to Skagway, where the freight was transferred to the Canadian-owned White Pass & Yukon Route railway for the 110-mile haul over the rugged White Pass to Whitehorse. There were problems. For instance, a Yukon resident would order four new tires for his car. After a two-week wait, he would receive notice that one tire had arrived at the Whitehorse freight office. A week later, two more tires would arrive. And, probably, two weeks later, the fourth tire would show up.

Shortly after the war Frank H. Brown, a former federal deputy minister, was invited to revitalize White Pass & Yukon corporation. Sitting in the sunshine on the banks of the Yukon River, chewing grass, Brown came up with a scheme of using boxes to carry freight from Vancouver warehouses up coast by ships to Skagway, thence by rail to Whitehorse and beyond, by truck. Sealed containers facilitated the passage of the Canadian cargoes through the narrow strip of Alaska. The containers, too, could be heated or refrigerated, according to season and contents; there was less chance of loss, and, if four tires were ordered, four tires would arrive at the same time in the same box.

To weld the ocean link, White Pass ordered the 3000 gross ton Clifford J. Rogers from Canadian Vickers Ltd. in Montreal. The vessel measured 102 m. and was diesel-powered with two 12-cylinder Mirrlees engines. Built with cells to accept 168 small containers, she had ample deck space for automobiles and machinery too big to be containerized.

White Pass claims the pioneer ship was "the first vessel designed and built specifically to carry containers". She flew the Canadian Red Ensign. She made her maiden voyage to Skagway in November 1955.

Built with engines and accommodation aft, the ship had two bipod masts with derricks capable of lifting twelve tons, enabling her to work cargo at Skagway - which lacked container-handling facilities.

Clifford J. Rogers made more than 200 round trips between Vancouver and Skagway in her decade of service. But she was inadequate for 1965 needs, and a new 121 m. ship, of 13 and a half knots, the Frank H. Brown, was launched by Vickers to replace her.

White Pass sold the Rogers to the Marine Chartering Company of San Francisco, her new owners placing her in service in the South Pacific under the flag of Bahamas. She was sold to Greek owners in 1969 and renamed Lampsis. She was sailing under Liberian registry with the name Drosia painted on her bows when she sank in a storm in the 'mysterious' Bermuda triangle, with the loss of eight crewmen.

This year will mark the 30th anniversary of the launching of the Clifford J. Rogers, and in the intervening years thousands of containerhips have been launched on the seven seas, many of them giants compared with the Rogers. Her job of toting containers was limited to a coastal route, and the containers she carried in her hold were pint-size; nevertheless, despite her limited operation, she showed the way, with vast fleets of containerhips plying in her wake.

Les Rines
Vancouver

TWENTY YEARS OF THE M.V. CATALINA - A CANADIAN SHIP UNDER FOUR NAMES

Last winter's purchase of the containerhip Catalina by Logistec Navigation Inc., of Montreal, marks the twentieth anniversary of this particular ship, which has had very good Canadian connections since her launching in 1965.

Christened as the diesel cargo liner Inishowen Head on 19 January 1965 at Austin & Pickersgill Ltd. of Sunderland, England, the 8,957 gross ton ship was first registered to the Ulster Steamship Co. Ltd. of Belfast, otherwise known as the Head Line. Since the early 1930's, Ulster Steamship had been a jointly-owned service of G. Heyn & Sons Ltd., its Belfast managers, and McLean Kennedy Ltd., its Montreal agents, so that the ship has had claims to Canadian ownership since birth.

As the Inishowen Head, she joined the Head Line cargo liner service between Great Lakes and St. Lawrence ports and the United Kingdom, along with the 1961-built diesel cargo liner Torr Head and the steam turbine-powered Carrigan Head, Ramore Head, Rathlin Head and Roonagh Head, all completed between 1948 and 1958. She replaced an earlier 5,295-ton diesel-powered Inishowen Head dating to 1941, and began service by making four round voyages per season as far as Montreal, Toronto and Chicago, while serving Saint John, N.B., during the winter season.

In 1967 the service began operating jointly with the Donaldson Line of Glasgow, and became known as the Head-Donaldson Line. The Donaldson Line too was later purchased by the McLean Kennedy/G. Heyn partnership.

By 1970 the Head-Donaldson Line and CP Ships had begun to cooperate on their services between Montreal, Quebec, Greenock and Liverpool, and in this year the Inishowen Head was converted to a 350 TEU containerhip of 9,099 gross tons to operate jointly with CP's small containerhips CP Ambassador(I) and CP Explorer, these latter two having been converted from the cargo liners Beaveroak and Beaverpine.

In December 1973 the CP Ships and Manchester Liners container services were rationalized, and CP Ships withdrew from the ports of Greenock and Liverpool in return for Manchester withdrawing a competitive service to Felixstowe and Rotterdam. ML then served the north of England through Manchester, and CP Ships the south through Tilbury, and the continent through Rotterdam and Le Havre, withdrawing the CP Ambassador and CP Explorer.

After these moves there was really no place left for the Head-Donaldson Line to continue, so alternative employment was found for the Inishowen Head by chartering her to the Canadian-owned Swiss-based CAST Group, where she was renamed Cast Beaver (I) for its service between Montreal and Antwerp. She lasted in this service until 1977. (A second Cast Beaver, a 'con-bulker', was acquired by CAST in 1978).

In 1977 the Inishowen Head reverted to her original name and began operating in various services on charter to other operators, until being sold in 1979 to Boreal Navigation Inc. of Ste. Foy, Quebec. Renamed the Sunhermine and registered at Quebec, she became the second Canadian-flag ship owned by Boreal, who also operated the cargo liner Sunemerillon, formerly the Swedish Boreland. By their names it should be obvious that the Sunhermine and Sunemerillon were operated on charter to Saguenay Shipping Ltd., the famous shipping arm of the Alcan Group, in its trades to Bermuda and the Caribbean, from Montreal and Halifax.

In 1982, with Saguenay's charters on both ships ending, the Sunhermine was bareboat chartered by Newfoundland Steamships Ltd. of Montreal- who were seeking Canadian-flag container tonnage to replace their sideloading ships Cabot and Chimo. Renamed Catalina, she made her first sailing between Montreal and St. John's, Newfoundland, on 1 May, and two months later began operating for ACE Atlantic Container Express Inc., as the newly-formed joint operation of Newfoundland Steamships and Atlantic Freight Lines Inc. (A. Harvey & Co.) was named.

In May 1984 Catalina was replaced by the Ro/Ro containership Cicero and laid up in the port of Montreal, being acquired later in the year, together with her fleetmate Mesange (ex-Sunemerillon) by Logistec Navigation.

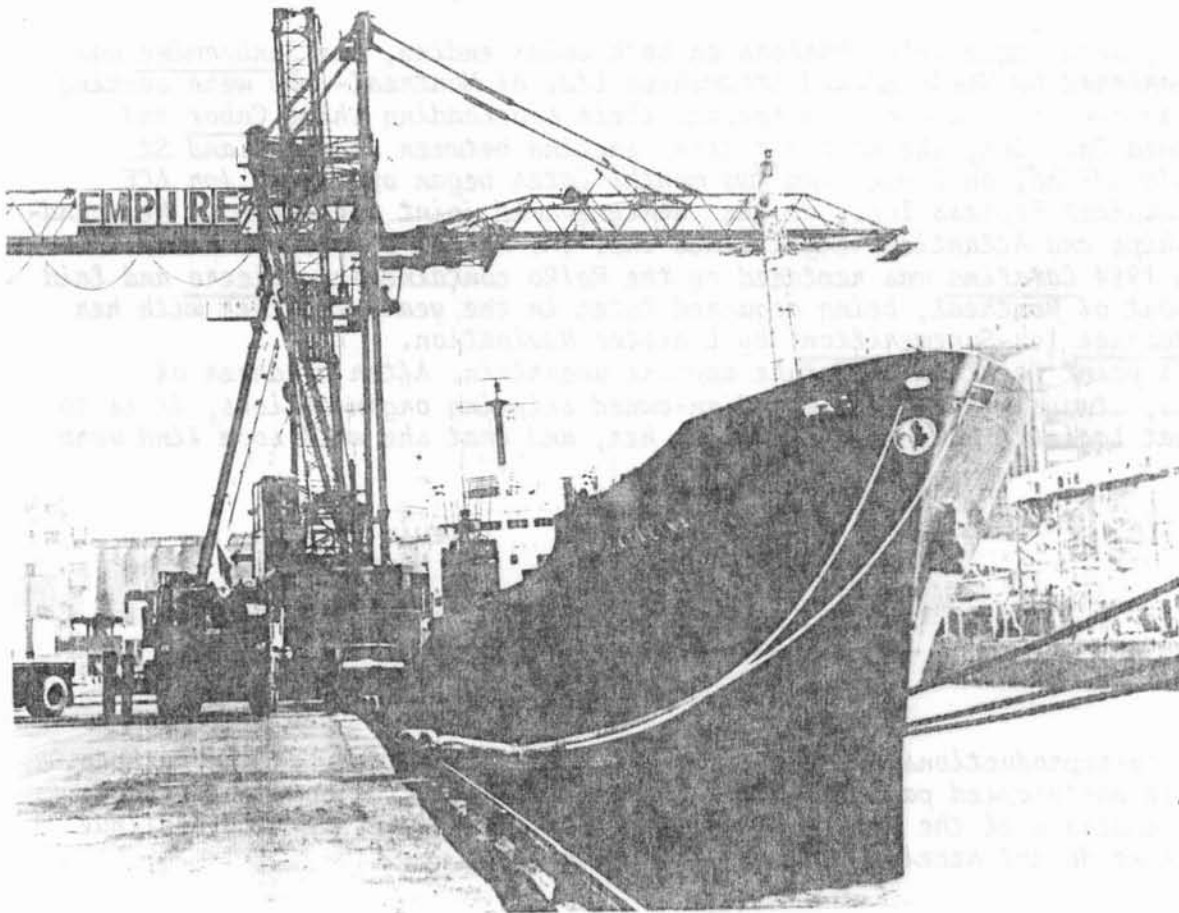
At this point Catalina's future appears uncertain. After a career of twenty years, always working for Canadian-owned shipping organisations, it is to be hoped that Logistec have good plans for her, and that she will soon find work again.

Kevin Griffin
Montreal

The photo-reproductions for these two articles are courtesy of the authors. They have not photocopied particularly well, and we would like some feedback as to whether readers feel the poor quality are worth the effort. We will continue with them if we do not receive too many complaints.

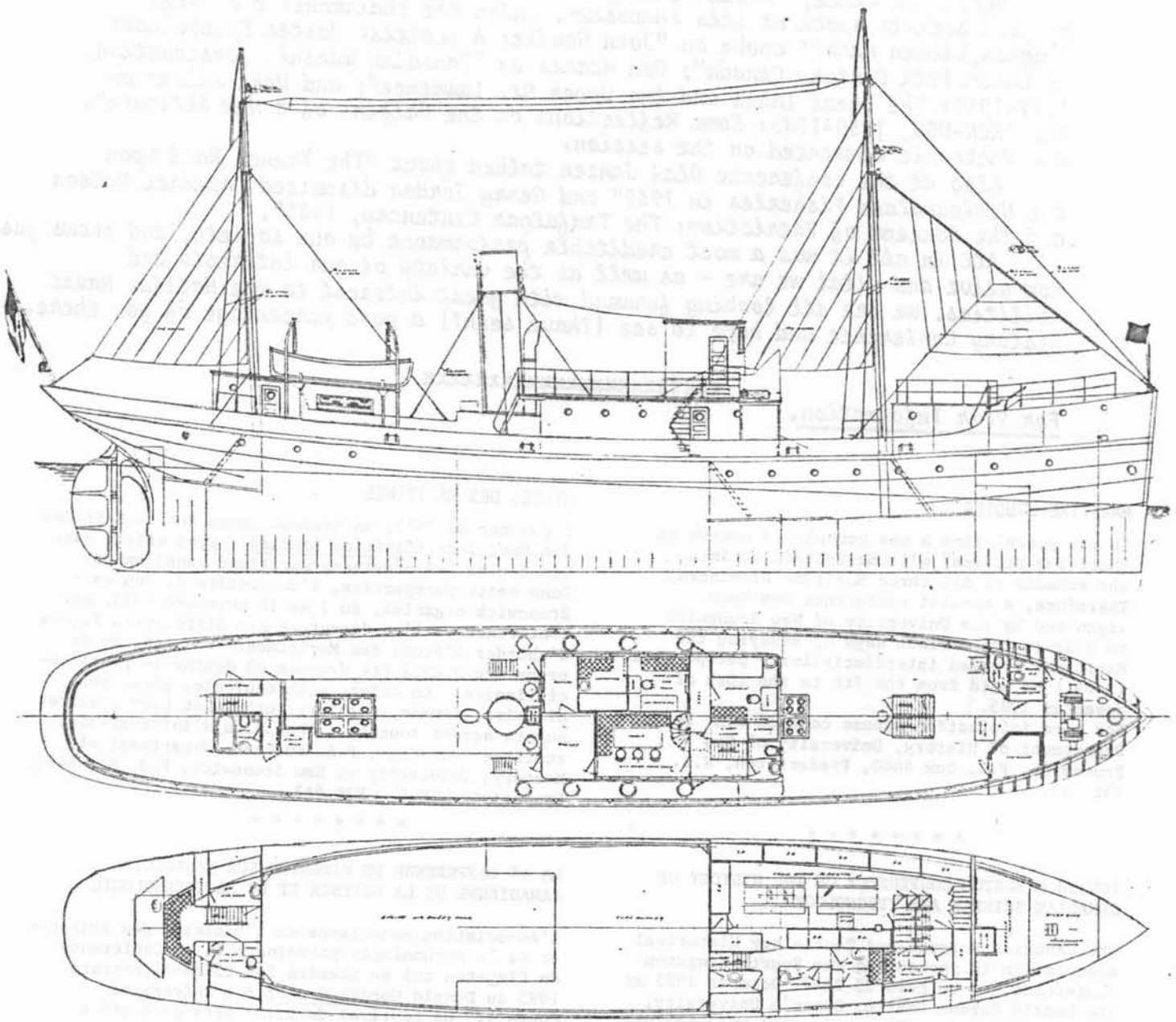


M.V. Clifford J. Rogers



M.V. Catalina

Shortly after renaming and prior to her first voyage for Newfoundland Steamships Ltd, 1 May 1982. She is here loading at Empire Stevedoring, Bickerdike Pier, Montreal.



Profile and Plan Views, Canadian Government Vessels built in Toronto.

Seventh Naval History Symposium, US Naval Academy, Annapolis

Under the title, "Naval Heritage: The Canadian Experience", five members of your society spoke at this symposium. Under the chairmanship of Alec Douglas, Eileen Marcil spoke on "John Goudie: A Scottish Master Shipbuilder in Early 19th Century Canada"; Dan Harris on "Canadian Warship Construction, 1917-1919: The Great Lakes and the Upper St. Lawrence"; and Marc Milner on the "RCN-USN, 1939-1943: Some Reflections on the Origins of a New Alliance". Ken Mackenzie commented on the session.

Also at the conference Olaf Janzen talked about "The French Raid Upon the Newfoundland Fisheries in 1762" and Gerry Jordan discussed "Admiral Nelson and the Concept of Patriotism: The Trafalgar Centenary, 1905".

All in all it was a most creditable performance by our society, and shows just how alive and vital we are - as well as the variety of our interests and abilities. We are all looking forward with great interest to the Halifax Naval History Conference and hope to see (?have seen?) a good percentage of you there.

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For Your Information.

MARITIME STUDIES

In two years' time a new compulsory course on "Maritime Studies" will be introduced into the schools of all three Maritime Provinces. Therefore, a special conference has been organized by the University of New Brunswick to discuss the various ways of studying the Maritimes from an interdisciplinary perspective. It will be held from the 7th to the 10th of November 1985.

For more information please contact P.A. Buckner, Department of History, University of New Brunswick, P.O. Box 4400, Fredericton, N.B. E3B 5A3.

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FOURTH KINGSTON CONFERENCE ON THE HISTORY OF CANADIAN SCIENCE AND TECHNOLOGY

The Canadian Science and Technology Historical association is sponsoring the Fourth Kingston Conference, to be held 25-26-27 October 1985 at the Donald Gordon Centre, Queen's University, Kingston, Ontario. The conference will feature a film festival and some fifteen paper sessions devoted to topics on the history of Canadian science, technology and medicine, including research and development, fisheries, museum historical research, domestic technology, 19th century studies, public health, historiography, military technology, the National Research Council and others.

For programme and registration information, write to Dr. A.W. Tickner, Senior Archival Officer, National Research Council, Ottawa, Ontario. KIA 0R6.

* * * * *

ETUDES DES MARITIMES

A compter de 1987, un nouveau cours intitulé Etudes des Maritimes (Maritime Studies), sera offert dans les écoles des provinces maritimes canadiennes. Dans cette perspective, l'université du Nouveau-Brunswick organise, du 7 au 10 novembre 1985, une conférence où l'on discutera des différentes façons d'aborder l'étude des Maritimes. Une ébauche de programme a déjà été dressée où domine le pluridisciplinaire. En effet, anthropologie, géographie, histoire, femmes, folklore, ethnologie et bien d'autres sujets seront touchés. Pour plus d'informations, veuillez contacter: P.A. Buckner, Department of History, University of New Brunswick, P.O. Box 4400, Fredericton, N.B. E3B 5A3.

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LA 4^e CONFERENCE DE KINGSTON SUR L'HISTOIRE CANADIENNE DE LA SCIENCE ET DE LA TECHNOLOGIE

L'Association canadienne de l'histoire des sciences et de la technologie parrainera la 4^e Conférence de Kingston qui se tiendra les 25-26-27 octobre 1985 au Donald Gordon Center à l'Université Queen's. Un festival de films sera présenté en plus d'une quinzaine d'exposés sur l'histoire des sciences canadiennes, de la technologie et de la médecine incluant: la recherche et le développement, les pêcheries, la recherche historique des musées, la technologie domestique, les études du 19^e siècle, la santé publique, l'historiographie, la technique militaire et le Conseil de la Recherche nationale.

Pour de plus amples informations, veuillez écrire au Dr. A.W. Tickner, Senior Archival Officer, National Research Council, Ottawa, Ontario. KIA 0R6.

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CANADIAN NAUTICAL RESEARCH SOCIETY NEWSLETTER
OCTOBER 1985.

The Hamilton-Scourge Project: Progress Report: 23 September 1985

We still await the choice of the Project's Chief Archaeologist; how the people on the short list can stand the wait is beyond this sympathetic observer. However, the inside arrangements on behalf of the Project, which are on-going, are very good, and we hope to be able to make an announcement of the identity of the successful candidate very soon.

The Project Archaeologist's senior salary for three years has been put up by the Ontario Heritage Foundation; funds for the salary of the Project Conservationist are in place from the federal M.A.P. programme. We hope to see a dive on the schooners in 1986.

Back in home port - Hamilton, Ontario - CNRS member and the Project's Research & Co-ordinating Officer, Emily Cain, applied for and was handed eight Youth Corps workers, who will be with the Project until January. This crew consists of two Researchers, two Secretarial Assistants and four Interpreters. These extra crew members gave us the opportunity to embark on the research project concerning trade on Lake Ontario in the decade before the War of 1812, which we have long wanted to undertake.

Accordingly, CNRS and Hamilton-Scourge Society member Walter Lewis took the helm and devised data-base entry sheets for the Customs & Lighthouse Records of Upper Canada, 1803-1812. He then performed the same task for records pertaining to the American portage around Niagara Falls in the same period. We subsequently checked back with Maurice Smith (yes, another CNRS-er) at Kingston to make sure that our study was on the same wavelength (oooh--sorry!) and could form a small part of the far grander one he is undertaking at the Marine Museum of the Great Lakes, and for which he is using the Queen's University main-frame.

Winds were fair, and the preparation of the Customs & Lighthouse records is now complete - the index is being corrected as this newsletter entry goes off. This index was word-processed under the direction of one of the Secretarial Assistants, who commandeered three City Hall word-processors, three days after her training course was completed, and put seven of the Youth Corps to work under her direction to get this document of many thousands of entries, onto disks in one day. (This person wants to be a personal secretary - any takers?).

Just from the completed index, we have discovered many fascinating facts and trends - and it has become evident that we will eventually have a very exact picture of Lake shipping during the period when Lord Nelson and Diana were sailing on the Lake. (The Scourge and Hamilton, respectively).

In addition the Interpreters are involved in spending \$10,000, the amount of the Wintario grant given to the Project - matching funds received from elsewhere - to allow research to be done in connection with a professional-quality model of Scourge presented by the Historic Model Makers group of London, Ont. (This is yet one more example of how generous input to this project snowballs). They are also helping to test in the schools the revised version of the Project's Grades 7 & 8 Teaching Unit, which is accompanied by a Snyderque videotape (complete with booming cannon and shouted commands, whistling of wind in the rigging and yo-ho-hos) which warms the hearts of all children who ever imagined Life at Sea. This tape was given to the Project by a major corporation whose audio-visual chief is an ardent member of the Society. The unit is accompanied by a box of teaching aids, which include examples of material shipped on Lake Ontario before the War of 1812 - coffee beans, rock salt, rock sugar, teas, beaver skins, etc etc - although NOT the multitude of liquors - port, claret, madeira, sherry, malage, fayal, teneriffe,

reds, whites, etc, as well as rum, brandy, Jamaica spirits, gin, various whiskeys, cider brandy (fascinatingly, imported in quantity via the United States).

Finally, we are organising and preparing data-base entry of the slides resulting from the 1982 dive on Hamilton & Scourge, a project which corresponds to the installation in City Hall of a host of micro-computers. So, any CNRS member who wishes to come and study the visual records of Hamilton and Scourge (and all are welcome at any time) will find this effort easy.

Emily Cain, Hamilton.

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Editor's Note:-Dive '85, which we noted in our last issue, was cancelled in favour of the Dive '86 mentioned above, after we had gone to press. We trust this did not inconvenience anyone.

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Report on the meetings of the International Commission, 29-30 August 1985, during the International Congress of Historical Sciences, 26 August to 1 September 1985, at Stuttgart, West Germany.

The theme of this year's conference, Maritime Aspects of Migration, brought a number of excellent papers together. As well, the newly formed Association for the History of the Northern Seas sponsored some papers of interest on the grain trade. Two Canadian contributions were made by Professor Lewis Fischer, Memorial University, who spoke on "Seamen's Wages in the Baltic Grain Trade 1850-1914" at the latter meeting, and on hidden migration to North America by seamen who jumped ship, over a selected period in the latter half of the nineteenth century, at the meetings of the International Commission.

The newly elected president of the International Commission is Professor K. Friedland of Hamburg. Canadian members of the new Executive Council are Gerald Panting, of Memorial University and Tim LeGoff, of York University.

Two conferences in 1987, which may interest members, are to be held at Genoa, Italy and Charleston, South Carolina. As more details of these conferences are made available we will announce them. In 1990 the International Congress of Historical Sciences will meet in Spain, either at Barcelona or Madrid. Details of this meeting will be made known in a similar manner.



**HAMILTON
SCOURGE
PROJECT**

From the Archives - Operation Habbakuk.

Member Mac Mackay hit a lucky streak when he posed this query of your editor:-

"I have become intrigued by a reference in the Halifax Herald of FEB 1946 about Operation Habbakuk. The high points of it are:
Ottawa, Feb 28 1946.

Operation Habbakuk, a project to build a 2 million ton (weight) ice-reinforced ship covered with an insulated skin and kept refrigerated was in the planning stages as early as 1942.

The dimensions of the proposed ship were to be 2000' x300' wide and 200' deep and cost was to be \$70 million.

A block model was built at Patricia Lake near Jasper and measured 60'x30'x20' and weighed 1000 tons.

Originally suggested by Geoffrey Pike (Director of Programs) in a memo to Comb.Op. in September 1942, the craft was to be used as an airfield. It was to be reinforced with a mixture of 4% to 14% wood pulp to increase elasticity and make the ice workable as wood. The project was abandoned because model tests couldn't be made in time for D-Day, and the project was too labour intensive to ensure secrecy.

A wire service photo appeared on March 26, but microfilm quality precludes reproduction. The photo was credited to CNR.

Well, by a remarkable circumstance, CN Archives were able to add to Mac's knowledge in two ways. First of all, one of our ex Vice-Presidents, Starr Fairweather, in his autobiography (unpublished) mentions a visit from someone he was sure was right out of Alice in Wonderland. However, he listed to him, as he apparently came from Churchill. "He was not a technical man", wrote Fairweather, and "he frankly admitted he had no knowledge of the problems involved in putting his idea into use". One can just imagine the hard-nosed railroader sitting down with this man (unnamed in the memoirs) and sketching "out the design of a floe which we figured should be about a half mile square and a hundred feet thick, reinforced with timber for strength and additional buoyancy". They estimated it would carry 100,000 tons of cargo; the 'white Knight' left, and, apparently, he went elsewhere than CN - at least according to Fairweather.

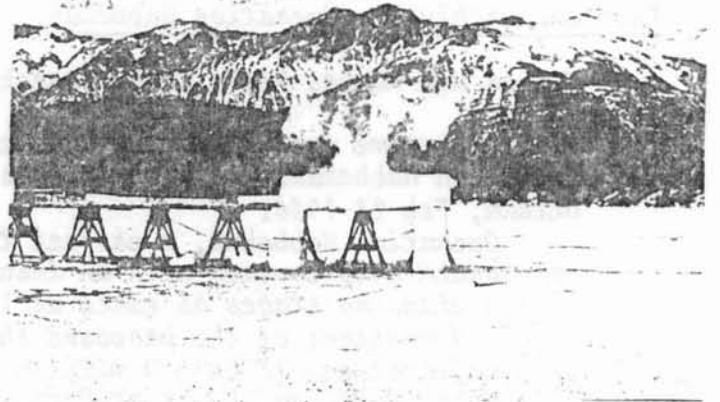
But, when we looked further in our Historic Negative Collection, lo and behold we found four negatives on the topic - obviously one of which appeared as the wire service referred to by Mac. THIS then posed as many questions as it answered. The schemes are sufficiently similar to ring true, yet Fairweather's memory (which I have yet to catch out in an inaccuracy) carries the story no further. And he was in charge of CN's war effort. In that case, how come CNR provided the photographs? The negatives in our collection are copy negs; where did they come from, and why did CN get them?

Naturally enough, there are no file numbers on the negatives, nor is there any indication as to their source. They are annotated in pencil, as noted overleaf on the photocopies of the prints, but they do nothing to clear up the mystery.

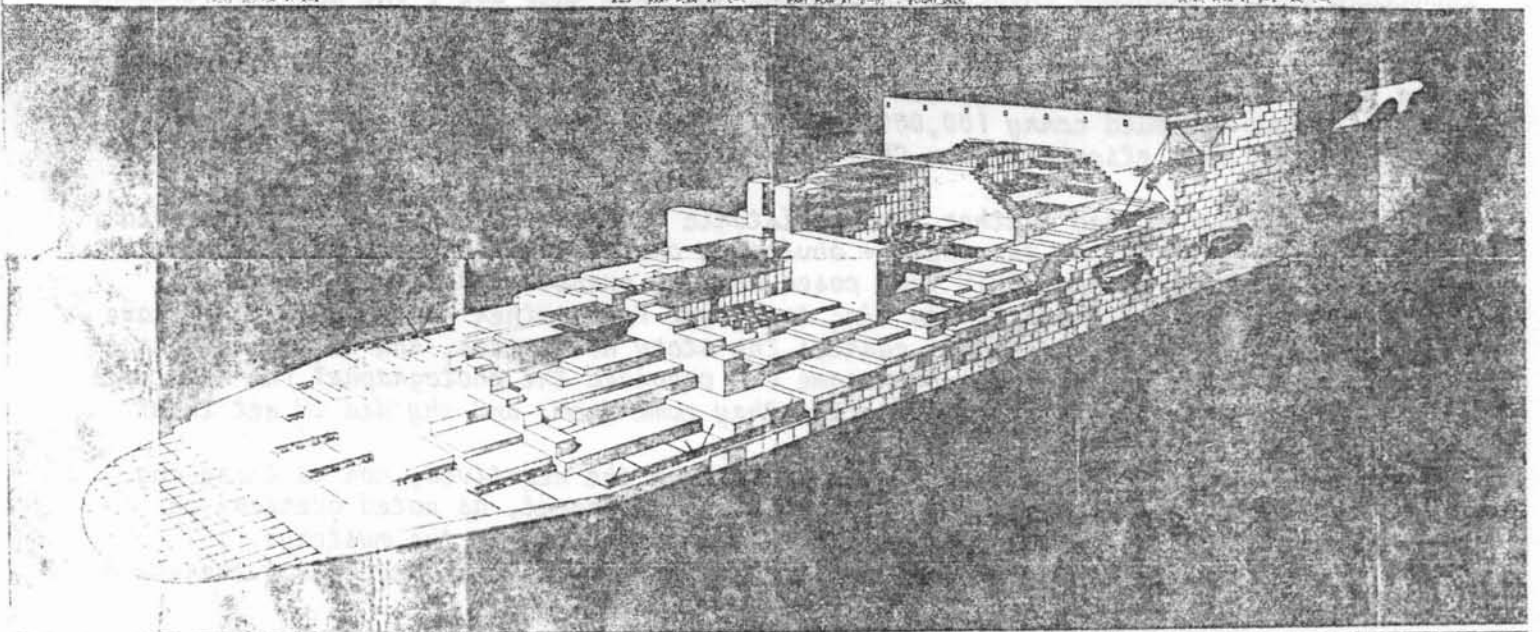
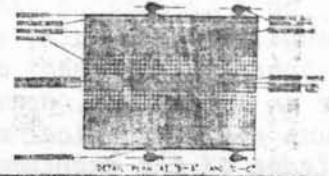
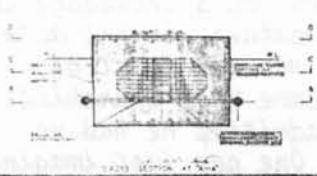
Thus we are back to Mac's original call for help - is there anyone out there who can come up with more answers?



At Work!



Explosive testing of Ice



" H A B B A K U K "

"Combined Operations Headquarters"

"LIEUT. D.A. GRANT' R.N.V.R. B.ARCH., A.R.I.B.A. -DELTA"

Queries:

5. The sailing vessel Sea Bird, launched in 1841 at Nouvelle on the south coast of the Gaspé peninsula was described in the Ship Register of the Port of Quebec as a three-masted schooner, 69 5/10' x 18 9/10' x 11 2/10', 121 1756/3500 tons (141 71/94 tons old measure). She was owned jointly by Robert Fergusson, a merchant of Restigouche, New Brunswick, and Emilie Nadea, the wife of John Grant of Bonaventure, who had built the vessel. Mrs. Grant mortgaged her share to Robert Fergusson and on June 17th, 1844 the vessel was registered de novo at Belfast.

If this vessel really was a three-masted schooner and could properly be described as a 'tern', she preceded by more than a decade and a half the 108-ton Lady Margrave built at Arichat in 1858 which John Parker in Sails of the Maritimes as the first Canadian 'tern' (or doubtfully, the 95-ton Bonito built at Yarmouth, NS, in 1857). The reason for questioning whether Sea Bird was a three-masted schooner is that some time ago Skip Fischer of the Maritime History Group pointed out to me that there are examples as early as 1812 of two-masted schooners being shown as three-masted in Maritime Ship Registers (along with some two-masted barques).

SO - was the Sea Bird really the earliest example of a Canadian 'tern' or an error in registration? Can any reader provide the answer of how she was rigged when re-registered at Belfast? By then she may well have been square-rigged, as were a number of Gaspé-built two-masted schooners when they were re-registered in Jersey as brigs or brigantines.

David J. McDougall
Montreal

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6. The American shipwrights of the Frontenac, Teabout and Chapman, are familiar names in the early history of Great Lakes shipbuilding, if only for that one vessel. But Canniff in his History of the Settlement of Upper Canada (1869) quoting one of the Finkles mentions an unsuccessful candidate for the work, "a Scotchman, by the name of Bruce, from Montreal" (p. 601). Bruce apparently had the support of the Scots on the management committee but still failed to get the contract. Finkle claimed that Bruce later was hired to inspect the timber and according to Finkle "his study was to delay the building of the boat; there was a constant contest between him and Teabout". (p. 602). Is there any evidence linking this Bruce with the John Bruce "shipbuilder" that Molson took on as partner and later captain of Accommodation? (Denison, Barley and the Stream, pp. 61-70). What of the Bruce who is credited with construction of the steamer Ottawa in 1819? (Canadian Courant, 23 October 1819). Or of the Bruce whose 1814 contracts for the Kingston naval shipyard were being negotiated by contractor George Record in an 1815 petition to Sir Gordon Drummond? (PAC, RG8, "C" Series, v. 735, pp. 147-9, "Petition of Geo. Record, 31 August 1815). What happened to Bruce - or the Bruces?

Walter Lewis
Georgetown, Ont

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7. Can any leader direct me to a register or list of owners of nineteenth century British (includes Canadian) ships? The Mercantile Navy Lists and Lloyd's Register show managing owners and I have that information. I need the names of actual owners. Shipping Register Transactions do include the names of actual owners but unfortunately many transactions appear to be missing or were not microfilmed. There just has to be another source of this information. The period within which I am working is 1859-1872.

Eric Lawson
Bowen Island, BC

8. Saddlery & Sails.

Do we have anyone interested in 17th century cavalry equipment, or in the history of saddlery, either in Canada or the UK?

I am interested in determining why the Dutch called 'mizzen bowlines' 'Water-Toom' (German Wasse-Zaum). This literally means 'water-bridle', and indeed ^{there} was an item of 17th century harness called a 'slobbering bit', 'watering-bit' or 'Mastigadour' (the last is really a Spanish word). I think it was a sort of snaffle. The alternative name for the 'mizzen bowlines' was pispotters - equally puzzling! Why they reminded people of pisspots is not obvious. I have wondered if the term might also have been applied to some part of the horse's head harness - a circular fitting at the end of the bit, for instance.

John Harland
Kelowna, BC

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9. Canadian shipbuilding.

"Does any member have in his/her possession, or know the existence of, a complete list of the vessels built by:-

- a. Polson Iron Works, Toronto & Owen Sound 1883-1919;
- b. Bertram Iron Works, later the Canadian Shipbuilding Co., then Toronto Shipyards, 1895-1910?

In 1939 or 1940 Marine Industries of Sorel apparently built a vessel by the name of Edi which was exceptional in that she was constructed of aluminium and was only the second such vessel built in Canada. She was apparently never registered in Canada and seemed to disappear into thin air. Does anyone have any information on her particulars and fate?

The Nova Scotia Steel & Coal Co. of New Glasgow set up a shipyard to build steel ships during WWI. The first vessel that I have been able to identify as being built there was the steel freighter War Wasp, completed in August 1917. This vessel was the yard's hull number 2 and I have never been able to turn up a hull number 1. Can any of the members confirm that this hull number was or was not used?"

Rollie Webb
Vancouver

(Editor:- what about War Bee? Canadian Railway & Marine World (AUG 1918 p. 353) stated she was the second steel steamship built for Britain by the Imperial Munitions Board).

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New Director of the Maritime Museum of the Atlantic.

A Halifax newspaper tells us that David Flemming, of Halifax, has received this appointment, succeeding Neils Jannasch. "A St. Mary's University graduate who did his post-graduate work in history at Dalhousie... (he) served 13 years as an historian with the national historic sites service in Ottawa and with Parks Canada in Halifax. He joined the museum as a curator in 1981". Good luck, David - and keep us informed of events at your museum!

P.S. David has agreed to be our "Atlantic" Liaison Committee member.

Guy David Wright, Sons and Seals: A Voyage to the Ice, St. John's, 1984, 129 pp. + ix, bibliography, photographs.

The publication a decade ago of Cassie Brown's Death on the Ice did much to rekindle public interest in the Newfoundland seal fishery. The activities of organizations such as Greenpeace and the International Fund for Animal Welfare, combined with the annual appearance of celebrities of the stature of Brigitte Bardot, also kept this maritime activity very much in the public eye. While the hunt is now officially 'suspended' - although it is difficult to believe that it will ever be resumed - sealing remains very much in the public consciousness, especially in Atlantic Canada. This continuing fascination with the seal hunt explains in part why Guy David Wright's Sons and Seals is particularly welcome.

But there is an additional reason: the principal focus of this volume is an attempt to explain why this particular breed of maritime man ventured to the front year after year. The question is both important and serious, but maritime historians have tended to treat the answer as a given rather than a subject for serious inquiry. It is principally because of this gap in our understanding that all maritime historians should ponder the hypotheses advanced in this slim book.

The main body of evidence tapped by Wright is a series of interviews 'conducted with sealers during a trip to the 'front' in 1979, supplemented by subsequent follow-ups. His arguments are both important and provocative. The author downplays the traditional explanation for becoming sealers, that of economic necessity. Without denying the critical role that earnings from the seal fishery have played in local economies, especially in rural Newfoundland, Wright contends that non-economic factors were even more important. The desire for adventure, the lure of individualism and the desire to reaffirm certain cultural traits were, the author believes, the main factors in enticing men to return to the ice spring after spring.

In advancing these hypotheses the author has performed a valuable service. Unfortunately, I do not believe that the evidence in the volume sustains his tripartite argument. Do men have an innate longing for adventure? Perhaps; certainly many maritime historians have asserted this point as an explanation for why young lads shipped out for careers on the briny swells. But we should remind ourselves that assertion is never a substitute for evidence, and Wright presents but a single truncated quotation from Georg Simmel to support his case. The argument that individualism was an important attraction will also sound familiar to those acquainted with maritime literature ("I couldn't ever see myself wearing a tie and reporting to work at 9 every morning"), but the evidence which Wright advances would seem to prove the opposite case: time after time, the subjects whom he interviewed stress the importance of camaraderie rather than individual achievement. And while I as a Newfoundlander find it easy to accept the proposition that by going to the front the sealers were expressing important cultural traits, it is difficult to accept this as a general statement in the absence of any systematic discussion of the culture which spawned this ritual.

Guy Wright's book thus should serve as an important reminder for maritime historians. The author's hypotheses are not convincing, but this is very different from saying that they are wrong. What is required now is evidence either to refute or support his claims. Similarly, it is about time that maritime historians interested in the question of why certain people choose careers at sea begin to initiate serious inquiries into the societies which spawn seafarers rather than relying upon well-worn generalities. Only in this way will we begin to generate serious answers rather than clichés.

Despite all these problems, there remains enough valuable material between the covers of Sons and Seals to earn it a valuable place on the shelves of those concerned with the seal fishery. Like William W. Warner, who several years ago published an oral history of the life of factory trawlermen on the Grand Banks, Wright has painted a sensitive and sympathetic portrait of men engaged in a traditional industry which has reached the end of its days. And like the oral history proposed by the Company of Master Mariners, the author has captured for us memories which would otherwise be unpreserved. Sons and Seals will certainly be a book to which future historians and social scientists will turn for source material on the hunt in the late 1970s. That will be its most important legacy.

Lewis R. Fischer
MHG, Memorial, St. John's

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THE ADMIRALS' MEDAL FOUNDATION

The Admirals' Medal Foundation exists to provide public recognition to the significant personal contributions of individuals to Canadian maritime affairs.

A rich maritime heritage representing the contributions and achievements of many pioneers over the years reflects the geographical fact that Canada has the longest coastline of any nation in the world, and vast areas of maritime interest...

Our maritime heritage now benefits from the contributions of a new generation of Canadians who display initiative and skill in advancing maritime affairs, operations and research... Their outstanding achievements... are worthy of special recognition.

The Admirals' Medal... provides a means by which outstanding achievements in Canadian maritime activities can be publicly recognised. The name of the medal is associated with the diverse achievements of three distinguished men, now... deceased. Their outstanding personal performances illustrate how individuals can make a permanent and significant impact on the development of maritime affairs in Canada.

The Foundation invites nominations for the award of the Admirals' Medal. Individuals and organizations who are in a position to identify outstanding achievement in the wide range of maritime affairs are urged to submit nominations. Please include biographical information, a brief description of the work, achievement or display of practical skill which it is proposed to recognise, and the name of the individual or organization submitting the recommendation. Nominations and all correspondence... should be addressed to:

Executive Secretary
The Admirals' Medal Foundation
P.O. Box 505
Ottawa, ONT
K1P 5P6

Secrétaire exécutif
La Fondation de la Médaille des
C.P. 505 amiraux
Ottawa, Ont.
K1P 5P6



COMING EVENTSSpecial Exhibition:- "NO GREATER COURAGE - The Merchant Marine Navy in War"

The Canadian War Museum is preparing an exhibit entitled "NO GREATER COURAGE - The Canadian Merchant Navy in War". It will be a small temporary exhibit consisting largely of works from the War Art Collection and is scheduled to open in March 1986.

Because the Museum's collection mandate (ed.-of marine items surely?) is limited primarily to naval artifacts (RCN, RCNVR etc) the Museum is looking to the private and corporate sector for some appropriate display material. We would therefore greatly appreciate hearing from people who possess mementoes of Merchant Navy service in the First or Second World War. The Museum is seeking small objects, preferably with a human interest value, i.e., a uniform identified with a particular officer/seaman, shipboard photographs, souvenirs of torpedoed ships, etc.

Anyone willing to loan material on the Canadian Merchant Navy is requested to contact Mr. M.A. Reid at:-

The Canadian War Museum
330 Sussex Drive
Ottawa, ONT
K1A 0M8 tel: (613)-996-1420

(Editor:- this is certainly a small step in the right direction. Let's dig in and see if we can find enough to knock this out of the "small" category. It is far past the time when the Merchant Navy gets its fair credit for wartime service.)

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- 1, 2 NOV 1985 The Council of Nova Scotia Archives fall conference, Yarmouth, NS
entitled "Alone and At Sea", will have a round table
session on "Maritime Archives".
- 4 NOV DNV will give a talk on Safety at Sea to the Naval Officers'
Association on "Safety at Sea". Ottawa, ONT
(details from Dan Harris)
(613)-828-3534

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The photograph on p. 7 is from Canadian Railway & Marine World, August 1917, p.336. It shows one of the vessels built for the Canadian Government discussed by Dan Harris in his talk at Annapolis.

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Eric W. Sager has an interesting article entitled "The Maritime History Group and the History of Seafaring Labour" in Labour/Le Travail: Journal of Canadian Labour Studies, Vol. 15, Spring 1985, pp. 165- 172.

It ties in neatly with Skip Fischer's review on p. 15.

VANCOUVER



city of the century

WELCOME TO VANCOUVER, BC, FOR YOUR ANNUAL MEETING

24 - 26 July 1986

During Expo '86, a World-Class Fair running 2 May-13 OCT '86

As you will see from the schedule below, in addition to the formal part of your programme there will be a multitude of other activities to lure you to Vancouver - and we list only those in which we have had a part in arranging! Vancouver vies with Sydney, Australia and San Francisco for the title of the world's most beautiful port. Next year, as host for EXPO '86, it will be outdoing itself to attract visitors.

The World's Fair, with its theme "Transportation and Communications", will be full of attractions on the topics dearest to our hearts, both historical, modern and futuristic. In addition, the City of Vancouver is celebrating its 100th birthday. In fact, everyone will be vying for your attention with an enormous variety of events.

CN, CP and VIA Rail will have pavilions right on the fair site, while we at CN have another across the peninsula at Canada Place.

The schedule as it presently stands is as follows: while some events have to be planned around the EXPO programme, which has still to be formalized, we do not expect any major changes to our programme.

24 July 1986 - Thursday	Arrival, registration, Lexington Group Business Meeting
1800	Welcoming reception (CN)
25 July Friday	Papers, scheduled around the arrival of the Tall Ships at Vancouver. Evening free.
26 July Saturday	Excursion - 'out' from Vancouver on the famous Royal Hudson steam train, return to Vancouver aboard m/v <u>Britannia</u>
1030-1630	
1800 for 1900	No-host reception followed by Dinner sponsored by CN at its hotel, the Hotel Vancouver

END OF FORMAL PROGRAMME FOR THE LEXINGTON GROUP

27 July Sunday	World Ship Society Day: tours and papers
28 July Monday	Canadian Railway Historical Association Day - papers and tours
29 July Tuesday	Spare Day
30 July Wednesday	CN Day at Expo '86. Events to be promulgated.
31 July Thursday	Tall Ships depart.

Flexibility will be the keynote; as we hear of events unfolding at EXPO '86 we will adjust the programme to take full advantage of what is being offered. We will keep you fully informed - but, plan to be there-



The 1986 World Exposition
Vancouver, British Columbia
Canada
May 2 - October 13, 1986
Exposition internationale
de 1986
Vancouver, Colombie-Britannique
Canada
Du 2 mai au 13 octobre 1986