

# ARGONAUTA

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EDITORIAL

(I)

It is a cliché that "the future rests with the young." And, like all clichés, it survives only because it contains at least a grain of truth. Young blood is especially important for a research society, such as CNRS: if we are unable to encourage young researchers, the organization will eventually vanish. The key question, however, is how to instill in young scholars an historical vision which includes the maritime dimension.

There are many ways this can be done. One idea of the International Commission for Maritime History (ICMH) is to ask its members, including CNRS, to encourage younger scholars by sponsoring a new researcher to present a paper at each quinquennial ICMH Congress. The next such meeting will be in Montreal in the summer of 1995. The CNRS Executive has therefore agreed to underwrite the expenses of a young Canadian researcher. The call for proposals appears elsewhere in this issue of ARGONAUTA.

While the cost of doing this is relatively small this time because the Congress is being held in Canada, it is unlikely

that this country will be chosen as host again for quite a while. For this reason, the Executive has established a Young Scholars Trust Fund to accumulate donations. Perhaps you saw this on your membership renewal form. Regardless of whether you contributed to the Fund when you renewed your membership, we think it is a good idea for all members to consider investing in our younger scholars by donating to this worthwhile endeavour. By doing so, of course, you will also be making an investment, however modest, in the Society's future. It seems to us like an inexpensive, yet worthwhile, method of self-perpetuation. We'll let you know periodically about the state of the Trust Fund.

(II)

The Christmas season has once again brought more tragedy for merchant seamen off the coasts of Canada. Without doubt the worst incident involved the loss of the Greek-owned, Liberian-registered cargo vessel *Mari/ea 7* with thirty-six crew members 1500 kilometres east of St. John's. One of the most shocking revelations was that the vessel was equipped with only six survival suits, far fewer than would have been mandated had the vessel been registered in Canada but an acceptable number under Liberian law. While it is impossible to tell whether the ore-carrier's crew would have survived with the proper safety equipment, it is certain that inadequate Liberian regulations doomed eighty percent of them in the event of a need to evacuate the vessel.

Part of the blame for this senseless disaster unfortunately rests with Canada. In order to load its cargo in Sept-iles the *Marika 7* had to enter our territorial waters, an act which required the permission of Canadian authorities. As a sovereign nation Canada had the right to refuse the *Marika 7* entry, just as we have the power to exclude other flag-of-convenience vessels that fail to meet Canadian safety standards. While a willingness to take such actions might pose short-term political and economic problems, they would also undeniably protect lives. We believe that Canada must take such measures.

There are of course those who will draw other conclusions from the experience of the *Marika 7*. One tempting solution is to call for the resurrection of a Canadian-flag merchant marine. In the face of masses of economic evidence, however, it is difficult to endorse such a policy. Yet it is more difficult to accept that inexpensive deep-sea transport can only be purchased at the cost of human lives. As one of the world's leading trading nations, Canada is in a position to join with other like-minded nations, such as Australia, to

force flag-of-convenience nations to adopt more stringent measures to ensure the safety of their crews. Failure to do so will be tantamount to complicity in the continuing wholesale slaughter of merchant seafarers. For the sake of humanity - not to mention our reputation as a moral force in the world - we hope that Canadian officials will recognize that they are not powerless to bring about constructive change in the flag-of-convenience sector.

#### FROM THE PRESIDENT'S DESK

*By Frank I.A. Broeze  
Nedlands, Australia*

[Ed. note: *in place* of our usual "President's Corner," we welcome in *this* issue a commentary by Frank Broeze, President of the International Commission of Maritime History.]

It is a special pleasure to address members of the Canadian Nautical Research Society at the beginning of 1994 and to wish everyone a happy and healthy New Year. The beginning of a new year also seems an auspicious time to make a few observations about the state of our discipline. As arguably the most international of all forms of history, maritime history ought to lead the way in forging a new internationalism. In my Presidential address at the opening last month of the "New Directions in Maritime History" conference in Fremantle, Western Australia, I sought to sketch the broad outlines of such a development. Given that the sheer distance between our two countries prevented many Canadians from attending those meetings, I thought I would summarise some of my views.

First, I believe that we need to accept the fundamental pluralism of maritime history in its many aspects. This means that people from various cultures and traditions will necessarily bring different perspectives, nuances, attitudes and ideologies to the study of the maritime past. Far from being a weakness, this diversity is in fact a strength, since it fosters an international perspective which can be seen on many different levels. On the simplest - which is still difficult enough to achieve - it can mean adopting an international perspective in the case of closely-related countries either as direct rivals or as participants in maritime enterprise within a specific region. This could comprise the classical imperial rivalries between the Dutch Republic and England, Britain and France, the British and German Empires, the USA and the USSR, or any combination. Such rivalries can be investigated in merchant shipping, naval development, or fisheries - or even in comparative studies of maritime folklore, ideology and art, in each of which not only national but also often nationalist perspectives predominate.

Second, internationality is evident in the complex revisionism

concerning imperial maritime expansion by European societies into the rest of the world. Thus, while Eurocentrism long dictated that Chinese, Southeast Asian, Arab and other foreign seafarers ought to be viewed as pirates, desperadoes who attacked supposedly peace-loving and purely commercial European venturers and companies, one now has to accept that the reverse view - eloquently and effectively put by Sultan Muhammad Al-Qasimi of Sharjah in his *The Myth of Arab Piracy in the Gulf* (London, 1986) - may be a more appropriate starting point for historical understanding. The conquerors and the conquered all live in the same world; the implications of this observation must be applied to perceptions, both past and present. There is no longer a place for nationalism or ethnocentricity, and it is imperative that historians also adopt the "other" perspective.

Third, in many countries there is a denial of status and legitimacy to indigenous people and their maritime enterprise. The classic example must be my own country, Australia, which in the matter of "native" land rights and historical balance is far behind most other countries of recent European settlement, including Canada. Too often one reads the blind assertion that "Australian history begins in 1770" with the discovery of the east coast by James Cook, an argument which is fallacious not so much because the Dutch explored the continent's northern and western coasts in the early seventeenth century but more so because indigenous Australians had been living and working on all these littorals for more than 50,000 years. Indeed, for me one of the highlights of the "New Directions" conference was the demonstration of just how varied and significant the Aboriginal contribution to "Maritime Australia" has been and still is.

This brings me to a question which has been put to me on several occasions: what is the point of having an International Commission for Maritime History when there are so many perfectly capable national commissions, such as CNRS? I base my answer on what I believe are the three fundamental reasons why ICMH is so important.

First, there are no guarantees that an international perspective will continue to exist even with the ICMH. Maritime history has long been a prime carrier of virulent nationalism, perpetuating visions of former days of golden splendour. Ironically, just as maritime history is beginning to emancipate itself from its nationalist straight-jacket, the political world is showing distressing signs that nationalism is far from dead. That ICMH does not have members in all parts of the world is regrettable, but the present Executive regards this as a challenge, not a defeat. The recruitment of individual members and institutions in India, Yemen, Peru and Armenia and on-going negotiations to establish national commissions in countries like Turkey, Japan and Indonesia

are further signposts on the road we should follow.

Second, without an ICMH trying to span all aspects of maritime history, our sub-discipline would run the grave risk of fragmentation, not only by nation but also into constituent sub-elements such as naval, navigation and fisheries histories. It would be naive to deny that concerns have been raised in some quarters about the remarkable rise of maritime economic history. I have no problem with this, since it is based upon the enterprise of an extremely active group of people with no axe to grind against any other party and whose achievements should provide a stimulating example to others. But in the absence of ICMH, one might believe that the fissures would become too large to manage. Instead, as the theme of our 1995 Montreal conference, "Ports, Port Cities and Maritime Communities," suggests, ICMH is particularly keen to foster maritime history in all its manifold guises.

Third, ICMH, through its affiliation to the International Congress of Historical Sciences, creates an important organizational and academic link with the larger discipline. Maritime history, no matter how broadly one may wish to define it, is but one part of the totality of history. We must create opportunities for others to take cognizance of our interests and activities as much as we ourselves should venture forth into the wider world of history in general.

These are all issues that maritime historians need to ponder. Given the dynamism that has always characterized the CNRS, I know that the Canadian commission will be in the forefront of the debate. I look forward to hearing the views of Canadian colleagues on the future of maritime history and to joining you to build a viable field of scholarly inquiry.

Frank JA. Broeze  
Nedlands, Australia

#### ARGONAUTA MAILBAG

Sirs:

With reference to ARGONAUTA X, 4 (October 1993), p. 18. The caption for the photo is incorrect. It was bales of wool that were being loaded on the *Luxor*, not bales of hay. Wool was, and still is, the life-blood of the Falkland Islands; Hay, to the best of my knowledge, was not grown to any great extent, nor was it exported. Furthermore, *Luxor* was not a liner; she was a vessel of the German Kosmos line.

Eric D. Lawson  
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Sirs:

In response to my July 1993 ARGONAUTA article, "Early Inner Harbour Recycling Innovators..." I received an interesting letter and small book, *The Two Bameys*, from long-time west coast maritime writer Norman Hacking. In the book on p. 41, Mr. Hacking describes how Capt. Barney Johnson, Sr. used his ingenuity to convert the former German four-masted barque *Helwig Vinnen* into the **first** self-loading and unloading barge *Drumrock*. It would therefore appear that I was in error when I wrote that the five-masted schooner *Malahat* **first** laid claim to these capabilities. My reference for that claim was Gordon Gibson's book *Bull of the Woods*. While the flyleaf suggests that the *Malahat* was the **first** self-loading and unloading barge, Gibson indicates on p. 120 that "The *Malahat* had been the only *self-powered* (my emphasis), self-loading and unloading barge, until MacMillan Bloedel built the *Haida Brave* in 1978 at a cost of \$15 million."

The *Drumrock's* life as a barge was short: approximately two years after her conversion, in 1927, the vessel ran aground in Takush Harbour, Smith Sound. A fisherman familiar with the area once told me that local natives had tried to warn the tugboat master of his poor choice of anchorage. He dismissed their concerns, much to his later chagrin, for his tow ended up perched on a rock. The *Drumrock* sat there for years afterwards until eventually the old windjammer either broke up or slid off into deeper waters.

Mr. Hacking, along with R.E. Wells, also provided background on one of the vessels in my barge inventory update (courtesy of *More Shipwrecks of British Columbia*, by Fred Rogers) in the July issue. Both CNRS members pointed out that the *Pezuta* was not a wind ship after all, but was one of a series of wooden hulls built as steamships at Raymond, Washington in World War I but never completed. Mr. Wells states that hundreds of the Ferris hulls were constructed throughout the United States under contract to the U.S. Shipping Board Emergency Fleet Corporation to supply badly needed bottoms for the war effort. When the war ended many of the completed vessels were laid up and later found their way into various ownerships.

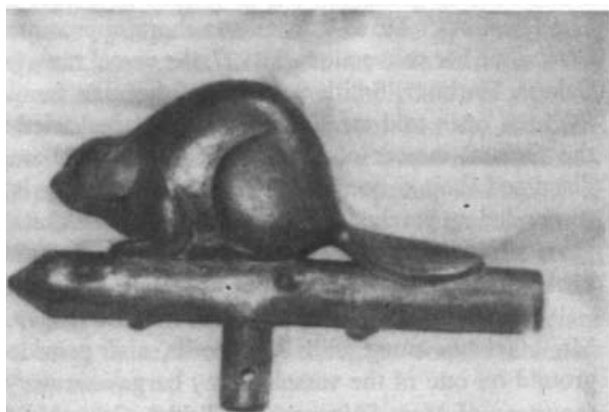
I would like to thank Mr. Hacking and Mr. Wells for providing these corrections. As a relative novice in the maritime writing field, it is reassuring to receive positive feedback from the membership.

Rick James  
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Sirs:

In our collection we have two or three brass beavers (see photo) which we received from various ships. Their use on these ships was as a decorative masthead. Each beaver measures approximately a foot in maximum width. We would like to know (but have been unable to **find** out from the usual sources) the origins of these beavers. When were they **first** used? Where were they made? Was there some tradition involved? Any and all information you could give us would be appreciated.

EA. Bisal, Acting Curator  
CFB Esquimalt Naval Museum  
FMO Victoria  
British Columbia  
VOS IBO  
tel: (604) 363-4395



Sirs:

I wish to bring to your attention, and the Society's, that a change has taken place in Transport Canada's Ship Registration section. Effective January 1, 1993 all Ship Registry Offices were instructed to begin using the new form. In the past, a large bound volume was in use. The new arrangement requires the use of a page that is 8.5 inches long and 14 inches wide that is placed in a ledger-type book with two posts onto which the covers lock. The new system is neither convenient nor as useful to those making use of the Registry office data to trace ships for historical purposes. The change, by the way, was made without consultation with the very people who record and **file** the data and without input from the users such as lawyers, brokers, and their staff.

It has been my experience, while doing research, that a fair number of people use the records for historical purposes. One individual whom I met in Vancouver some time ago was

doing research to determine the number of British Columbia **firms** manufacturing ship's engines, while on another occasion a fellow was researching a particular Japanese **fishboat** builder. In future they, like a lot of us, will have much **difficulty** trying to obtain any information on ships.

Maybe others will express their concern with the change and some action can be undertaken to seek reinstatement of the earlier well-established and accepted method.

Frank A. Clapp  
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Sirs:

An acquaintance is trying to learn more about the SS *Comer Brook*, a freighter owned by the Bowater Company to move newsprint from their Corner Brook mill to England in the 1940s. She and her sister ship, SS *Humber Arm*, made many runs across the Atlantic during World War II, but only *Comer Brook* survived the war, the other ship having been torpedoed off Halifax. *Comer Brook* was eventually sold in 1954 to German interests, according to one account. Can anyone suggest where more information about the *Comer Brook* can be found? Specifically, when and where was she built, and what other details about the ship and her history are available? With thanks in advance,

Olaf Janzen  
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Sir Wilfred Grenfell College  
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#### APOLOGIES

In Doug Maginley's article on "Rigs and Rigging" in the October issue of *ARGONAUTA*, we managed to transpose the **first** two pictures (though the captions appeared in the correct order). Our apologies to Doug for mixing up his illustrations, and our congratulations to all who caught the error and wrote to let us know.

#### ARGONAUTA ARTICLES

*CONVERSATIONS WITH*  
*CAPT. ANTHONY MACPHERSON ROSS, F.R.G.S., M.I.N.*  
*Part I*

by lay *White*

*[With this issue we begin a four-part series of recollections by Captain Anthony MacPherson Ross, who served in cable-laying and repair ships all over the world in a career spanning some forty years. The recollections consist of transcriptions of interviews conducted by Mr. White at Capt. Ross's Prince Edward Island home in March and June of 1991.]*

*In today's world of satellites and cellular phones, it is easy to underestimate the importance of cable-laying technology in the creation and maintenance of a global telecommunications system. That system continues to rely heavily on submarine cables, which are less susceptible to weather-related interruptions and more secure than high frequency transmissions.*

*Capt. Ross vividly describes the complexities and hazards of cable work from an officer's perspective. The job involves skills that are highly-specialized, and, in wartime, highly secret. His intimate knowledge of the subject provides an authoritative and historically valuable glimpse into the world of cables and cables ships.*

*Mr. White wishes to acknowledge the assistance of Linda Baerlocher of Mount Allison University, who transcribed the interviews, and Dr. David Beatty, who suggested ARGONAUTA as a medium for their publication.*

AR: I started my sea career in the mid-thirties with the Ellerman and Bucknall Steam Navigation Company; that's a London company. The type of ship was sort of a genteel tramp which carried cargo anywhere it was being offered - though they did have some regular trades, notably South Africa from England. I served my complete apprenticeship with that company which came to an end just shortly before the war started. It's a four year thing. Some companies call them apprentices, some call them cadets, but, it's the same deal - cheap labour. Because you're supposed to be taught your job over a period of four years, in point of fact you're used as cheap labour. My **first** yearly wage was 10 shillings a month, which in those days was about Cdn \$2. Of course, I got my keep, but I worked twelve hours a day, seven days a week for that, I didn't get anything like a living wage until the fourth year, when we were paid a pound a week. It's still no great shakes.

JW: Yes, I know the wages weren't much more in the Canadian Merchant Marine.

AR: No they weren't, no I quite agree, but, I don't think they treated their cadets quite like that. In that four years, I was lucky because I just about got all over the world including Canada, and when the war started, like a lot of other kids, I got bright ideas of winning fame and fortune in the Navy. There was what was called an armed merchant

cruiser being equipped in Bombay - a ship called the *Maloja* and I asked the Ellerman company to release me, so as I could join this ship because I understood they were looking for people. So I joined the *Maloja* as a midshipman. It was a strange sort of life on this ship because she was neither a merchant ship nor a warship. I spent less than a year on the *Maloja* in which time we caught one German freighter called the *La Curruna* in the Denmark Strait, in disgusting weather. Howling gales, snow and heaven knows what; so there wasn't any possibility of boarding the ship. But we trailed her all night until daylight when the wind was going down and we were able to get a boarding party off. It was my turn to board, but just before we actually left the *Maloja* in our pulling boat, they were seen to stop and abandon ship. She had pseudo-Japanese markings on the side of the ship and was showing a Japanese flag at the stern, but it was all a bit wasted because there were several fellows with blond hair and I have never seen a blond Japanese in my life; so that's why we decided to board the ship. She was settling by the time I got aboard with the engineer and a signalman, and in the chart room, the deck was covered with burned paper, so they were burning everything they couldn't sink over the side, and of course we had to **find** out the name of the ship, at least we had to have some knowledge of what we were dealing with, so I searched the chart room, pulled up the padded seat on the settee and eventually there was an old cargo plan from a previous voyage, which gave the name of the ship and the owner's name. That's really all we wanted to know, but then our Engineer came up on the bridge. "She's sinking pretty fast there's a hell of a lot of water in the engine room - there is no way in the world we can salvage this thing," he said, "I suggest we get out of here before it's too late." So we made a signal to our ship, we had a signalman with us and we made a signal with a light to the ship and told them the story and they told us to return to the ship. It's hard to believe, but we had barely pulled around the stern to pull back to our own ship and some clown gave the order to open rrrr on this wreck with our six inch guns, so we were caught in the middle of all this lot.

JW: Didn't they see you?

AR: Oh well, of course they saw us - it was broad daylight, but anyhow we got back on board and eventually the thing sank. We got under way and somebody on the bridge said to me, "This ship's got a crew of about seventy **five** people." We had them all on board by now, and I said "Oh garbage, couldn't possibly have, little ship about 5,000 [tons] dead weight; what the hell was she doing with a crew that big - shouldn't have any more than about **forty-five** at the most, maybe only forty." "Well, there's seventy **five** people on board." So the rest of the RNR's and me, we got talking about this and these people have been confined in a space

set aside for them below decks and they were allowed on deck for exercise once a day. It was noted that a group of about fifteen or twenty of them were quite separate from all the others. They were well set up people who kept themselves well shaved and kept their clothes in good condition and all the rest of it, and they had a distinctly military bearing, no question about it.

So it was only a few months after the *Gra! Spee* had been scuttled outside of Montevideo and we learned from the ship's master that he had come from that general area, and was trying to get back to Germany by going through the Denmark Strait and around the north part of Iceland. So everybody got very suspicious then; it was pretty obvious that we had some military people there. I was amazed to learn that our captain had asked to be relieved from patrol because he was a little nervous about these people being aboard. We had a ship's company of six hundred officers and men. I don't know why he thought there would be any trouble. Anyway, we were relieved, and we went back to Glasgow, [via] the tail of the bank.

Some people from naval intelligence came aboard and some army intelligence people too and they said, "Oh yes, all these fellows are *Gra! Spee* people, survivors from the *Gra! Spee*." So they spent the rest of the war I believe in **Canada**, I think they were sent over here. Well I thought it was a bit strange that it hadn't been more thoroughly investigated on the ship. Anyhow as these people were going ashore into the drifter - an ex-fishing craft that was assigned to take them away, with an armed guard and all the rest of it. The German galley boy from the ship's normal crew was just a kid. He was only about **fifteen** years old. He was crying piteously. He spoke a little English so the officer on watch asked him "What are you crying about? You're going to a nice safe prison camp - you won't be in any trouble." "Oh," he said, "I thought that you British people shot all prisoners." So I don't know who'd been **filling** him with bull---t but...

JW: Our soldiers thought the same about the Germans.

AR: I suppose, but he was only a Merchant Marine galley boy, he wasn't a military man at all. He was much relieved to be told he was just going to a prison camp and that's all. Then we got involved very peripherally in the second battle of Narvik, but we were a bit of a pain in the neck, we were far too big, and far too slow, so they told us to get the hell out of there and go back to Glasgow and they fought it out without us.

JW: What would have been the primary duties for an AMC in that area?

AR: Oh, just patrol for any ship trying to get through because there were many German ships in foreign ports during the first part of the war, where there was a certain amount of Nazi sympathy, particularly in places like Peru and so on. Some parts of the Far East [too], Japan in particular. People who were in ships like that tried their best to get back to Germany, and a great number of them did so by going North-about - way out into the bad weather and everything else. It was very difficult to stop them. We were also looking for German surface raiders like the *Gra! Spee* - trying to keep them from breaking through to the North Atlantic and attacking convoys.

After a year of this, I asked to transfer to the proper Royal Navy Reserve. I was told that this couldn't be done because merchant seamen were required to remain as merchant seaman even though I was acting as Royal Naval Reserve officer, so I said OK, if I can't transfer to the Royal Naval Reserve, what the hell am I doing here? Help me get back to a merchant ship where I know what I'm doing. So I was released and allowed to go back to merchant ships. From then on, I joined the Merchant Navy Reserve pool of officers. I found myself first of all in a remarkable old ship called the *Kei/a*, she'd been built for Baltic trade. She was the last deep sea ship to be built in the British port of Whitby, where Captain Cook hails from. She was weird. The officers "John" was up three steps like a throne, because of the shape of the ship and where this place was.

JW: You must have called it the "Head" now, didn't you? Or did you call it the "John"?

AR: You can call it anything you like on a merchant ship. She was a coal-burning steamship and she had a tail rod that came out of the low pressure cylinder, each stroke of the engine. It was about twenty feet long and eight or nine inches in diameter, and with each stroke of the engine came up through a hole in the skylight. So there was no way that you could black that ship out properly. The hole had to be available for this tailrod to go up and down, it was part of the design of the engine. Instead of a siren, she had a whistle, like a railroad train. I had never been in a ship quite like her! If you blew the whistle in convoy, everybody picked up their binoculars on other ships, looking to see what the hell this weird thing was. I joined the ship in a place called Albert Harbour in Greenoch.

JW: They pressed every available ship into service, didn't they?

AR: Oh yes, well there was nothing wrong with her, she was just old, but built like a tank. You couldn't hurt that ship, short of having an atomic bomb. This skipper was a very fine



old man. He had just been appointed too, and he didn't know anything about the ship. In fact, he and I joined the ship the same day. Two days later we were supposed to sail, join a convoy of ships going across the Atlantic. We were just getting ready to go have breakfast - the whole crew were from Glasgow, except me and a couple of others...

JW: Where is your family from? What part of England?

AR: Where do I come from? Well I was born in the Shetland Islands and I've lived in a great many places. Hence, I have very little Scots accent. I've got almost no Scots accent now. In fact, I sound more like an Australian. Anyway, we were all having breakfast, and the Chief Steward came in and he said "Captain," he said, "The Donkeyman (that's the senior P.O. in the Engine room) wants to see you." The Captain said "What, now?" "Yes," he said "He's got a complaint to make." So the old man, who was a very fine old fellow said "Yes, sure, OK, tell him to come in." Never dreaming, what was going to happen. This fellow had a great big metal tray about two inches deep which was **filled** with the crew's breakfast, or that part of the crew anyway. He marched up to the captain, where he was sitting at his table and he said "Captain," he said, "Do you think this is food for a man?" He had a broad Glasgow accent. So the old man picked up his fork and dug it into this horrible mess, it wasn't so much the food, it was the way it was put together. So he had this mouthful, and he said "Well it doesn't taste too bad to me, it's kind of messy looking, but as far as I can see it's all right." This fellow said "Well you can have the bloody lot." He emptied it over the old man's head! The pandemonium in that officers mess was something to see. We were all trying to mop the old man up and he strangely enough thought it was quite funny. I didn't, I thought it was disgraceful.

Anyway, off we went and we joined a convoy. We were going round the north of Ireland in this convoy and a couple of Focke-Wulf bombers showed up and just skirted round the convoy. They didn't seem to be interested in trying to attack us. They were there for some hours flying round and round the outside of the convoy. The escort I thought was wasting a lot of ammunition, popping off at this thing, two of them. Finally, a third one joined them. He meant business. He bombed a couple of other ships first and then caught us with a whole stick of fairly light bombs, they couldn't have been any more than about 100 or 150 pounds if that. That just about wrecked the upper deck. What a bloody mess! It jammed the steering gear. The engineers couldn't shut off the main engine because there was something jammed down there as well. So she was steaming around in a tight circle with the helm hard over. It was a hopeless situation and we couldn't do anything about it, besides which she had a split

down one side under the bridge.

The old man was very badly injured in this bombing attack. So he gave the order to abandon ship. He died before we could actually get away. The convoy of course went on without us. One escort vessel dropped back to see what was going to happen. The ship, meantime, was slowing down. We had left her and she was slowing right down because there was no coal being fed to the boilers. In due time she stopped, but she didn't sink. The bomber had cleared off, he thought he had finished us. The old man had died and the chief officer had taken over. After a half hour or so, a Corvette showed up and said "Can't stay with you and we can't take you with us," but they gave us some food and odds and ends of medical stuff. A few people had minor nicks and whatever. He cleared off. A couple of hours after that the mate and the chief engineer were talking and I was sitting there listening. The conversation was going round about "Let's try and get back aboard and see if we can do anything with her, she hasn't sunk, so can't be making much water."

So it was agreed after some grumbling from the crew, the Glasgow crew, [that] we would go alongside in the boats. The boat falls were dangling and just moving about with the ship rolling, and the Mate said to me "Third Mate," he said, "Get aboard and see if you can have a bit of a look round and take one of the engineers with you." "See if you think we can get this crate underway." So I climbed up one of these boat falls and it's hard to describe. Here is an empty ship, nobody aboard, and anything that is loose is rattling. Weird feeling going aboard a ship like that. I'm standing looking round the deck at this an awful mess all over the place. Something touched the back of my leg. I nearly took off! I nearly went into orbit! It was the little ship's cat. She had run for her life when the bombing started and found a nice quiet comer. She'd been by herself for several hours. Here's a friend. Every hair on my head was standing straight up on end! By this time the engineer was on board. I said, "You'd better have a look in the engine room to see what you think, if you think we can get her under way."

JW: Were there a lot of fires? Anything burning at that point?

AR: No, no everything had died right down. Oh you mean fires from the bombing? No, strangely enough there wasn't very much of that. As I say the bombs were fairly light, they just made a lot of mess, broken things and jammed steering gear and all the rest of it. That was the first big problem, getting that going. The Engineer came up after a half hour, and said he thought we could get under way, but he said we would have to fire up these boilers. He said you can't do anything until we have, other than clear up the mess. So to

cut a long story short that's what we did, we got her under way. We had to disconnect the steering gear from the quadrant - disconnect it altogether. We put a big shackle over the rudder blade with two smaller shackles into the lug, **wires** back over the fair leads on the quarter - she had a counter stern - to the docking winch. We used that to steer with. We got her back to Glasgow like that.

I thought after I was paid off, that would be the last that I would ever see of this old wreck. No way! They **fixed** her up and two years later I saw her in Quebec. I couldn't believe it! Oh no, more than two years, more like four years later. After that I joined a tanker, a navy tanker, and made two voyages to the Caribbean in that one. She was torpedoed after about her third voyage. We were landed in Halifax as survivors, those of us that didn't go down with her. That's when I joined the *John W. Mackay*.

JW: Did we get the name of the third ship that you served on? After the *Keila*, the tanker?

AR: The tanker? That was the *Inverarder*. She was owned by the Anglo American Oil Company, but she was being used as a Royal Fleet auxiliary.

JW: Carrying oil? Carrying Bunker C from South America?

AR: No, it was the Caribbean, Trinidad, about March 1942. It's a very light crude you get from there. A very light Bunker C, but it's quite volatile, that's why - when she was torpedoed in the light condition - she really went off like a bomb. **If** I hadn't been on watch, I don't know whether I would have got out of there.

JW: So you lost a number of people?

AR: We lost about half our people, as far as I remember. It's awhile back now... We were picked up by a rescue ship, which was one of the **first** convoys that had a rescue ship. A little passenger ship that had been used down the west coast of Scotland. A nice little ship, but all her crew were coast wise people, they had never made a foreign-going voyage before. The Master...by this time she had a lot of survivors on board...he asked for volunteers to assist watchkeeping in the bridge. I went up there with a couple of others. We spread ourselves around between the three watches. It was hilariously funny, because all these fellows were from the west of Scotland (with that very delightful soft accent, not a hard accent like Glasgow). They had no more idea than the man in the moon how to keep station.

JW: In a convoy?

AR: Yeah. There was no telephone to the engine room, it was just a voice pipe with a whistle on the end of it, both ends of it. Their idea of station keeping [was] the officer of the watch, if he thought he was coming [on] a bit fast (on the next ahead), would rush to the voice pipe, grab it and blow down it. You'd hear a voice, "Aye, do you not think Wally, we're coming up too fast like?" I couldn't believe it, I was almost in hysterics all the time. Then, if he was adjusting things nicely he'd say "Doon a wee one, Wally, it's almost just right on the nose." I wish I'd had a....

JW: A tape recorder...

AR: **If** I'd had something like that, I would have recorded it all. Anyway, we were landed in Halifax on a Sunday, pouring with rain. God, it was terrible! We were landed at Pier 21. The various ladies auxiliaries had been warned that there were a lot of survivors coming ashore. I think there were over three hundred of us. So many that if we all got on one side of the ship, she was liable to list. We were landed, as soon as we got ashore, we were given a little water proof bag which had all the washing gear and shaving gear, toothbrush and stuff that we might need. Those of us who were short of clothes and I was one, were given some, enough to keep us going for awhile. Every hotel room that could be obtained, was in use, for all these survivors. We, the radio officer and myself, we were put in somebody's private home, there weren't any more rooms left.

JW: But some of them were put in hotel rooms?

AR: Yeah. Oh, it was fantastic! Those women went absolutely out of their way to try and help. We were given food until we were bursting. Tea, until running out of our ears and that kind of thing.

JW: Which must have been a bit of a hardship for them because of the rationing and everything, some of those things would have been hard to come by.

AR: Of course, there were some injured among them. They were taken straight to the hospital. I had swallowed quite a bit of fuel oil abandoning ship. They cleaned me up as much as they could on the rescue ship, but I was sent to hospital for examination just to see that I didn't have any of this stuff in my lungs and so on.

JW: Did you go to the **Infirmary**?

AR: I can't remember now. I can't remember now. First of all they sent us to the Sick Mariners Clinic which was down on Pier 21 anyway, or close by there. I think I spent a couple of hours in a hospital after that, but then I went straight to

the private home. The radioman came with me.

JW: You don't remember what part of Halifax that home was in? Was it near the Pier 21?

AR: I think it was on Spring Garden Road somewhere. It's a long time ago and I can't remember because I remember we were stuck in a great big double bed, the two of us. It was so soft, we couldn't sleep, either one of us.

JW: Not used to it.

AR: We were required the next morning, Monday morning, to report to the Merchant Seamen Manning Pool in Halifax. The women in the Manning Pool said "We're going to send you back to Eng-

land as a passenger." I said "Oh yeah?" "And then you can have two weeks survivor's leave." I said, "What in the name of God would I do with two weeks survivor's leave, don't you have a ship here, that I can go to?" "Well, yeah, I suppose so, but don't you want any leave?" I said "No, I don't want any leave." So that's how I joined the *John W. MacKay*. She said "Well, you're British, aren't you?"

She said, "Well, there is a British ship here that's short a couple of officers and you might just do for that."

She gave me a chit to go down and see the Skipper, who was a South African fellow by the name of Walter Croston Dillon. I'll never forget his name as long as I live. I got aboard there and gave him this chit from the Pool. "Do you know anything about cable work?" I said "No, I do not, I've never even seen a cables ship before." "Well, you're a fat lot of bloody use," he said. Then he smiled and said "I suppose that I shouldn't say that." I said "I don't care what you say, do you want me to stay here or not, Sir?" In the end, he said "Yes, all right, I'll take you on as fourth mate." "I see you were third mate in the tanker." So he told me what the

salary was, which was a good deal more than I had been getting on my previous ship. I was delighted with that. I spent the next four and half, five years in that ship. In spite of Walter Croston Dillon!

(To be continued)

### THE UNITED STATES "LIBERTY SHIPS"

By R.F. Latimer

Owing to the alarming losses of merchant ship tonnage to enemy U-boats during the early stages of World War II, particularly on the North Atlantic, coupled with the imminent threat of complete severance of this vital lifeline, the

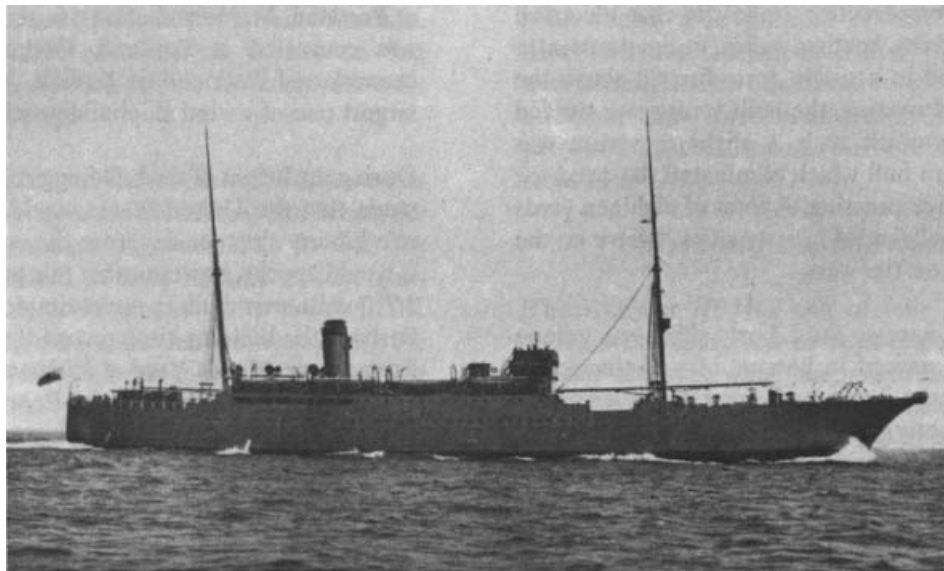


Fig. 1: CV John W. MacKay

Source: Photograph by Frank & Sons, marine photographers, South Shields, U.K. Courtesy of the Maritime Museum of The Atlantic, Halifax, Nova Scotia.

only feasible link between North American seaports and Europe for the movement of large quantities of military equipment and supplies, it became imperative that cargo-carrying ships, in many numbers, should be produced on an assembly-line basis. In 1941 the United States Maritime Commission undertook the responsibility of organizing a huge shipbuilding programme which, following the devastation of Pearl

Harbor, was expanded to include both military and merchant ships in sufficient numbers to cope with a war that had escalated to the point where its ravages encompassed almost all the oceans and vital sea-supply lanes of the world. Thus was the Liberty ship born - and the advent of history's greatest cargo fleet.

The Liberty ship was a merchant ship of approximately 7,200 gross tons, capable of transporting a cargo of ten thousand tons over long distances at a speed of eleven knots with a fuel consumption of thirty tons of bunker oil per twenty-four hour period and a loaded draft of twenty-seven feet. The basic design for the Liberty ship - the North Sands configuration - was taken from the drawings of the British-designed

wartime "Oceans," "Forts" and "Parks," having an over-all length of 441 feet with a beam of 57 feet, propelled by a single steam-driven, triple expansion engine of 2,500 horsepower at a maximum of seventy-six rpm. The Liberty's main propulsion equipment, the triple expansion steam engine, weighing 138 tons and recognized throughout the maritime community for many years for its simple reliability, was manufactured in twenty plants scattered throughout the United States and Canada and so standardized that interchangeability of parts was a major hallmark. Indeed, in many cases, Liberty ship machinery sets were installed in Canadian-built "Park" ships, while some Canadian equipment was used to power Liberty ships.

Major modifications to the basic British hull design included a single midship superstructure in order to enhance speed and economy during construction stages, in that electrical wiring, plumbing, conduits, heating, galley, navigation centre and radio were located in a single area directly above the engine room. In lieu of riveting, the hulls were seam-welded and in order to accomplish such, a slight curvature was introduced to the entire hull which eliminated the need for furnaced plates or power pressing. A total of eighteen yards were involved in the building of Liberty ships, twelve on the US east coast and six on the west.

The guideline used in naming the Liberty ships was unique in that each ship was named in honour of a distinguished American historical figure. Later, as the war continued, more than one hundred Liberty ships were named for heroes of the American merchant marine from all ranks, while an additional one hundred ships were named for women.

Worthy mention should be made of the singular genius of Henry J. Kaiser. Already notorious for his role in the construction of the Hoover and Grand Coulee dams, as well as the famous San Francisco-Oakland bridge, he now turned his immense drive, ability and initiative, together with the many yards and fabricating plants he supervised, his executive personnel and huge labour force, and his mass-production theories, to making possible the initial conversion of shipyards, the actual shipbuilding programme itself, as well as the manufacture, assembly and scheduling of the more than thirty thousand components that went into the building of a Liberty ship in hundreds of plants throughout the United States. Through his group of companies, Kaiser became the undisputed and unmatched king of mass production in America and, without question, accomplished one of the most phenomenal shipbuilding feats in history at a time when the Allied cause stood on the brink of disaster.

The Liberty ship building programme extended over a period of about forty-nine months, from September 1941 to October

1945, during which time a total of 2,710 Liberties were built. The greatest number - 385 ships - were produced at Baltimore, while the second-highest producing yard (351 ships) was at Richmond, California. The very first Liberty ship, the SS *Patrick Henry*, was launched from the Bethlehem yard in Baltimore on 27 September, 1941, a commissioning day that signalled the beginning of an outstanding achievement in mass-produced shipbuilding and subsequently remembered as "Liberty Ship Day." Her valiant war service included many trans-Atlantic crossings, including a voyage to Murmansk. She was also the first Liberty skip to transit the Suez Canal. Surviving the war unscathed, the *Patrick Henry* was placed in the reserve fleet (i.e., mothballed) in 1946. Twelve years later, in 1958, she was scrapped, coincidentally, by an affiliated yard of her original builder in Baltimore. The last Liberty ship to be built, the SS *Albert M. Boe*, was built at Portland, Maine and after war service with the US Army, was converted at Portland, Oregon into a floating fish cannery and stationed at Kodiak, Alaska. Thus ended the largest one-of-a-kind shipbuilding exercise ever undertaken.

During the height of the building programme, suggestion was made that the United States would produce an average of one Liberty ship per day from the combined eighteen yards. It would appear, however, that this projection was surpassed; 2,710 units were built in approximately **fifteen** hundred days. Perhaps the building-time record for any ship is held by the Permanente Metals Yard at Richmond, California, the yard that built and launched the SS *Robert E. Peary* in four days and sixteen hours from keel-laying and three days fitting-out time. On the ninth day, fully laden with military supplies, she put to sea. She was scrapped in Baltimore in 1963.

While a proportionately small number of Liberty ships suffered structural failure from cracking at welded seams, particularly in frigid temperatures, the overall fleet performed remarkably well and certainly contributed a gallant war service. Many of these vessels received the "gallant ship" plaque for sustained deeds in battle, one of which, the SS *Stephen Hopkins*, as a single unit, engaged and sank the German commerce raider *Stier* in the South Atlantic north of Tristan da Cunha, with an exploding shell in her engine room. While the *Hopkins* was overwhelmed and sunk, fifteen members of her crew survived and reached the coast of Brazil in a lifeboat, thirty-one days later.

War losses claimed more than two hundred Liberty ships or about eight percent of the fleet, of which about twenty-five percent of the losses were during their maiden voyages. At the close of the war, the USMC found itself with a large surplus of merchant shipping. Although some seven hundred of these ships were sold to foreign-flag interests and continued to sail for several years, the balance of the Liberty

fleet was placed in reserve status until, through a gradual process, they were disposed of either by scrapping, scuttling for various purposes, or sunk in prescribed locations to serve as artificial **fish** reefs. By the mid-1970s the entire fleet had been disposed of, with the exception of two ships, the SS *Jeremiah O'Brien* and the SS *John W. Brown*.

The *Jeremiah O'Brien*, built at Portland, Maine in 1943, served successfully in the North Atlantic, made several voyages to the Normandy beachhead, as well as voyages from the American west coast to Australian ports. In 1946 she was withdrawn from service and placed in the reserve fleet where she remained for almost thirty-four years. In 1980 the *Jeremiah O'Brien*, after restoration, unaltered, including wartime armament and fully seaworthy and operational, was declared a "Liberty Ship Memorial" and docked at Pier Three, Fort Mason Centre, San Francisco. She is open to the public and sails on cruises on San Francisco Bay - indeed a **fitting** tribute to those who built and sailed these valiant ships.

The SS *John W. Brown*, built at Baltimore in 1942, served as a limited capacity troop ship in the Mediterranean during the war and as a stationary school ship until 1982. In 1983 she joined the reserve fleet and in 1988 became a fully operational memorial museum. In August 1991 the *John W. Brown*, on sea trials, steamed under her own power for the first time in **forty-five** years and one month later made her inaugural cruise as a memorial vessel.

This phenomenal shipbuilding programme was the swift response to an urgent need; more than thirty-six million deadweight tons of vitally needed cargo ships with a carrying capacity of approximately twenty seven million tons were produced. It should be recalled that during the four-year Liberty ship programme, hundreds of naval vessels of all types, as well as tankers and the more advanced-design "Victory" and "CO class merchant ships were also in the building process in the United States. Neither should we discount Canada's generous contribution to wartime shipbuilding when more than four hundred and **fifty** merchant ships and three hundred naval vessels were built, using the conventional, and slower, "riveting" method of construction to a major degree, in lieu of the welded seam.

In recent times considerable recognition has been evident in highlighting the important wartime roll of merchant vessel crews - the men and women who so valiantly risked and sacrificed their lives in the operation of this vast seaborne enterprise. It seems appropriate, then, to recall the ships themselves on which they sailed.

### CANADIAN CUSTOMS PREVENTIVE CRUISERS: AN ADDENDUM

By David J. McDougall

Two essays on the Canadian Preventive cruisers, patrol boats and Customs harbour craft published previously in *ARGONAUTA* listed many, but not all, of the vessels used by Canadian Customs to enforce Customs regulations from the 1880s to 1 April, 1932 when the Customs Preventive Service was transferred to the Marine Section of the Royal Canadian Mounted Police.<sup>1</sup> The **first** of these essays discussed, in approximate chronological order, the larger vessels, their dimensions, armament, officers, size of crew, etc.; the second summarized information on smaller patrol boats. Since these were written, substantial amounts of new information have been found. The purpose of this essay is therefore to describe Preventive Service cruisers previously not listed, add new information on others and correct several errors. Similar additions and corrections concerning Preventive Service patrol boats and Customs harbour craft are planned for a later essay.

#### *Previously unlisted Preventive cruisers*

The *Westport III* was one of four steam-powered vessels which were chartered as replacements for the Preventive cruiser *Margaret* when she was transferred to the Department of Naval Services for the duration of World War I. This 101 by 21.3 by 9 foot, 140 gross ton vessel was chartered in 1915 from the Insular Steamship Company of Westport, Nova Scotia. During its service as a Preventive vessel her officers were: Alfred La Couvee, master; Russell Coffin, First Mate; H.M. Stewart, Chief Engineer; and U. Bouchard, Second Engineer.<sup>2</sup> Except for her war-time service, the history of the *Westport III* as a coastal steamer has already been described.<sup>3</sup>



Fig. 1: Margaret; courtesy B. La Couvée

The yacht *Restless*, for which very little information had previously been found, was built in the United States (possibly New York) in 1888.<sup>4</sup> Although apparently never registered in Canada, newspaper articles claimed *Restless* had a speed of 14 knots, a length of 136 feet, a 20-foot beam and measured 156 gross and 80 net tons. Originally the private yacht of an unidentified but "well known American newspaper man," her stateroom and cabins were elaborately fitted with mahogany furniture carved with scrolls and flowers, and with walls and doors lined with studded leather. Purchased in Boston, Massachusetts on 11 May, 1917 by W.N. MacDonald of Sydney, Nova Scotia, she arrived at Halifax about eleven days later, having put in en route at Portland, Maine and Yarmouth and LaHave, Nova Scotia. She was chartered for Preventive work at North Sydney for six weeks (June 5 to July 18) with Captain Alfred La Couvee as Master, Russell Coffin as First Mate, Gordon Roberts, Second Mate, H.M. Stewart, Chief Engineer, U. Bouchard, Second Engineer, H. Pugh, Third Engineer, P. Moreau, Fourth Engineer and a crew consisting in part of four teenage seamen from Gaspé Bay.s The next spring, her owners advertised for a crew for the "Revenue Cruiser *Restless*" in the apparent belief that she would be chartered again that year by the Preventive Service. However, no record has been found of her having been chartered by the Service until 1921 when the master was Captain Bragg. Renewed in April 1922 the charter was abruptly cancelled at the end of June. According to newspaper reports this was politically inspired because her master had prevented the landing of "election booze" at North Sydney a few days prior to the federal election of December 6, 1921. This suggestion appears to have been confirmed by an award of \$90,000 to her owners when they sued the federal government for breach of contract. Used over the next three years for coasting around Cape Breton, the *Restless* was wrecked on the rocks at Forchu Harbour at the end of July 1925.<sup>6</sup>

The replacement for the *Restless* was the *Sagamore*, chartered by the Preventive Service from E.S. Auld of Sydney, Nova Scotia from August 1922 to the end of 1924. Like the *Restless* she was apparently never registered in Canada and the only information which has been found on her dimensions is in a newspaper report which described her as a wooden-hulled steam yacht of 351 tons register built at Bath, Maine in 1888. Her master was J.e. Peters until late December 1924 when she took a cargo of seized liquor to Halifax under the command of a Captain Gagnon. While still in Halifax she was transferred to new owners and destroyed by fire at three o'clock in the morning of February 27, 1925.<sup>7</sup>

The *Hochelaga* (ex *WatUlus*), built at Leith, Scotland in 1900, measured 192.6 feet by 27.6 feet by 14.8 feet, with a displacement of 628 tons, a speed of 10 knots and a crew of twenty-

five.<sup>8</sup> During World War I she had been a Canadian auxiliary naval vessel armed with a twelve-pounder deck gun.<sup>9</sup> Later she was used as a ferry between Pictou, Nova Scotia and Charlottetown, Prince Edward Island. Chartered as a Preventive Service cruiser on April 4, 1927, she patrolled the Nova Scotia coast between Canso and Cape Sable for twenty-eight days under the command of Captain Hubert Coffin before being returned to her owners on May 11, 1927. The ostensible reason for her brief use was that there were not enough rum-running vessels in her patrol area to justify her monthly charter fees of \$6,000.<sup>10</sup>

The *Lady Laurier* was built for the Department of Marine and Fisheries at Paisley, Scotland in 1902, measured 210 feet by 34 feet by 18 feet and 1,051 gross tons. The vessel had a fifty-eight year history as a lighthouse supply vessel.<sup>11</sup> An unreported part of that long and eventful history was her charter to the Preventive Service for ninety-six days in the summer of 1927.<sup>12</sup> During that time, she made at least one seizure while patrolling in Northumberland Strait.<sup>13</sup>

The *Louisburg*, built for the Preventive Service at Metaghan, Nova Scotia in 1930, was reported in a newspaper article to be wooden-hulled, ninety feet long with a 225 horsepower diesel engine and a speed of fifteen to twenty miles per hour. Employed as a patrol boat at Cape Breton under the command of Captain James Fraser for six months from June to December 1930, she was returned to her builders for failing to meet contract specifications. The vessel was then berthed at Mill Cove, Halifax Harbour from January to early December 1931; her later disposition is unknown. A second *Louisburg*, which had been the rum runner *WA.F.* when seized in 1935, was an RCMP Marine Section patrol boat from 1935 until about 1939.<sup>14</sup>

*Additional in/onnotation on  
previously listed Preventive Service cruisers  
(Corrections to previous information  
are indicated with an asterisk)*

The *Constance*, built as a Marine and Fisheries cruiser by the Polson Iron Works at Owen Sound, Ontario in 1891, was loaned to the Department of Customs for use as a Preventive cruiser from 1892 until 1908.<sup>15</sup> Her original construction had been partially financed by the sale of the small patrol boat *Cruiser* to the Polson Iron Works and, although her tonnage in 1892 had been reported to be 254.5 gross tons, her measured tonnage was 185 gross and 126 net tons.<sup>16</sup> Equipped for mine sweeping in 1912, she was a naval auxiliary vessel during World War I.<sup>17</sup> She was then sold in 1920 to Tom and W.N. McDonald of Sydney, Nova Scotia, who used her as a ferry between Pictou, Nova Scotia and Charlottetown, Prince Edward Island. Chartered by the

Preventive Service from March 1926 until December 1929 for use as a cruiser based at North Sydney, Nova Scotia, she carried a crew of nineteen and had a speed of 11 knots.<sup>18</sup> Armed with three machine guns until 1920, by 1928 she was armed with only two rifles.<sup>19</sup> Although reportedly used until 1938 as a ferry around Cape Breton after being returned to her owners, she was in fact employed on the Mulgrave-Canso route for about three months in 1930 and then beached and abandoned at North Sydney.<sup>20</sup>

The *Victoria* was used briefly at Cape Breton as a Preventive Service vessel in 1897. She was a sailing vessel and not steam powered as previously stated.<sup>21</sup> Both her rig and tonnage are unknown, and it has not been possible to identify her among the many vessels named for Queen Victoria at the end of the 1800s. Chartered from Arthur Hood of Shelburne, Nova Scotia for four and a half months in the summer of 1897, she had a crew of seventeen including L.A. Demers, Master (previously First Mate of the *Constance*); M. Gagnon, First Mate and D. Munroe, Second Mate. Also in use at Cape Breton in 1897 was the steam tug *Gladiator*.<sup>22</sup> This vessel is only known to have been chartered for Preventive work from April 25 to June 11, 1897, but was described in newspaper reports in 1909 as a "Revenue cutter" and in 1910 as a "Preventive vessel."<sup>23</sup> What use the Preventive Service made of this vessel in those years is not known.

The 756 gross ton *Margaret* was built in 1914 for the Canadian Preventive Service by the John Thornycroft Company at their Woolton Works, Southampton, England.<sup>24</sup> After a few months as a Preventive cruiser in 1914 she was an auxiliary naval vessel for the remainder of World War I. As the flagship of the Preventive Service her steam engines were converted from coal to oil in the winter of 1924-2, but high operating costs would lead to her sale in 1932. Some of the events following her sale were dramatic because her purchasers were a group of dissident Brazilians who were planning a revolution in the northern states of Brazil. Almost immediately upon reaching the Brazilian coast she was captured by the Brazilian navy, renamed *Rio Branco*, and converted to a naval hydrographic vessel.<sup>25</sup>

In 1916, during her second year on war service, *Margaret's* replacement was the Marine and Fisheries 761 gross ton lighthouse supply vessel *Dollard*.<sup>26</sup> Her Preventive Service officers that year were: Alfred La Couvee, Master; Russell Coffin, First Mate; Gordon Roberts, Second Mate; H.M. Stewart, Chief Engineer; U. Bouchard, Second Engineer; and H. Pugh, Third Engineer. In July 1917, the chartered vessel *Restless* was returned to her owners. The Department of Public Works 224 gross ton tug *Canso*, with its regular officers and crew, was then pressed into service as a preventive vessel, from August to December, with Russell Coffin

aboard as Preventive officer.<sup>27</sup> In 1918 a second Public Works tug, the 210 gross ton *Lisgar*, was used by the Preventive Service with Alfred La Couvee, Master; Russell Coffin, First Mate; H.E. Berry, Chief Engineer, and R.D. Pugh, Second Engineer.<sup>28</sup>

The 140 gross ton *Grib*, originally a whaler, was a naval auxiliary vessel armed with a six-pounder gun during 1917 and 1918.<sup>29</sup> She then was transferred from the Department of Naval Services to the Department of Customs and Internal Revenue in 1919 for use as a Preventive Service. Under the command of Russell Coffin, previously First Mate of the *Margaret*, she began patrolling in the Gulf of St. Lawrence in October and November 1920, the Atlantic coast of Nova Scotia the following year and, at least as early as 1927, was patrolling the Bay of Fundy with command transferred to Hubert Coffin.<sup>30</sup> In 1928 she was sold for use as a tug in Halifax Harbour under the name *William S.31*

The cruiser *Patrol Boat No. 4*, based at North Sydney, Nova Scotia from 1925 until 1934, was originally the 92 gross ton rum runner *Stumble Inn*, seized on Lake Erie in 1924. After repairs were made at Bridgeburg, Ontario and *Uvis, Québec* during the summer, she was transferred to the Preventive Service.<sup>32</sup> Her first task under the command of Hubert Coffin (who had been serving as First Mate of the *Margaret*) was to take a cargo of liquor seized the previous September from the schooner *Jeanne d'Arc*, from *Québec* City to *Gaspé* Bay and transfer it to the rum running schooner *Annie B.M.* The *Jeanne d'Arc* had been less than three nautical miles off Prince Edward Island when she was seized by the *Margaret*, but her cargo was ordered returned on the peculiar grounds that, in land miles, the schooner had been two hundred and ninety-seven yards outside the three-mile territorial limit.<sup>33</sup> Although *Patrol No. 4* had been reported to have a speed of 35 knots in 1925, by 1926 it was only 15 knots.<sup>34</sup> Consequently, in the spring of 1928, her three gasoline engines, each rated at 220 horsepower, were replaced with two 180 horsepower diesel engines.<sup>35</sup>

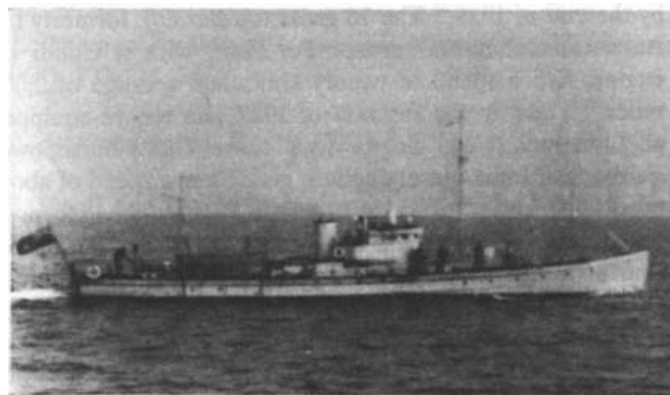


Fig. 2: *Patrol Boat No. 4 (ex-Stumble Inn)*; courtesy of the late James Ascah.

The 112 gross ton steam yacht *Mayita* was chartered from Alex McKay Ltd. of Quebec City from about August 15, 1926 to June 25, 1927 and, with a speed of fourteen knots and a crew of sixteen, was used to patrol the Baie des Chaleurs coast of New Brunswick.<sup>36</sup> However, because of delays in appointing her officers, she did not begin patrol work for nearly a month after being chartered. Captain John McEchran of Chatham, New Brunswick, refused the post of Master of the *Mayita* because the crew were Francophones and he spoke no French and Captain La Couvee objected to the appointment of Watson Ascah, Third Mate of the *Margaret*, as First Mate. By about mid-September command had been given to Captain Edwin Miller, previously master of *Patrol Boat No. 1 (Marona)* with James Ascah, previously boatswain of the cruiser *Grib* as First **Mate**.\*<sup>37</sup>



Fig. 3: Bar OCC; RCMP photo 347.

From the reorganization of the Preventive Service in 1927 until it was transferred to the RCMP Marine Section on April 1, 1932, additional Preventive cruisers were acquired by charter, purchase and new construction. Two of the three purchased in 1927 had their old engines replaced with diesels as part of a programme to replace all coal-burning cruisers with oil-burning vessels with a cruising radius of 4,000 miles by the end of 1929.<sup>38</sup> The 76 gross ton *Bar Off*, formerly the American submarine chaser *Bo Peep*, with a Condi oil engine, had a speed of twenty knots and a range of 3,000 miles.<sup>39</sup> Then, in the summer of 1927, she was re-equipped at Liverpool, Nova Scotia with three eighty-horsepower Fairbanks-Morse diesel engines, giving her a speed of about twenty-five knots.<sup>40</sup> The 135 gross ton *Bayhound* had formerly been the yacht *Tillicum* belonging to Sir Charles Gordon, who at that time was President of the Bank of Montreal. *Bayhound* was originally coal-fired with a speed of fifteen knots.<sup>41</sup> She was converted in the summer of 1927 to diesel power at the Union Foundry Machine Works in St. John, New Brunswick in the summer of 1927.<sup>42</sup> The only one of

these cruisers not given new engines was the 168 gross ton *Conestoga*, formally the yacht *Pathfinder*, with an oil-burning steam engine and a speed of fourteen knots. Although purchased in 1927, she did not leave the Great Lakes for the East Coast until the following spring, arriving at Gaspé Bay en route to Halifax in late May 1928.<sup>43</sup>

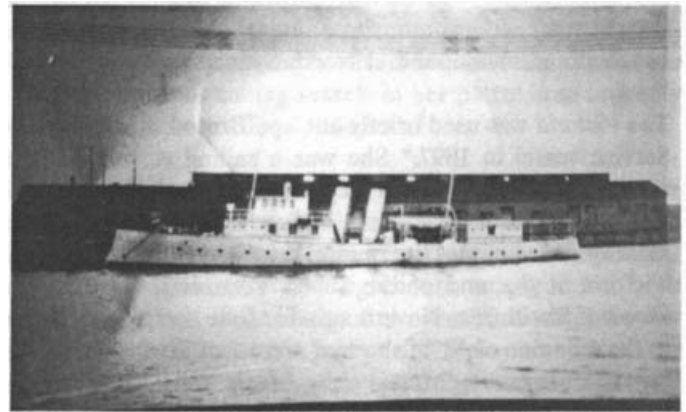


Fig. 4: Conestoga; courtesy of Wrason Ascah.

The 41 gross ton *Scaterie* was not built for the Preventive Service as had previously been stated, but instead was formerly the rum-running motor vessel 174.<sup>44</sup> Built in 1926, she had been used to run liquor into east coast ports such as Marblehead, Massachusetts from the rum-running schooner *I'm Alone*. She would hover outside the American territorial limits and, because of her speed of about thirty-five knots, was never caught by the American Coast Guard. However, at the end of June 1928, she ran aground at Heron Island near the head of the Baie des Chaleurs and was seized by the Preventive cruiser *Bar Off*. She was renamed *Scaterie* when she was transferred that year to the Preventive Service.<sup>45</sup>

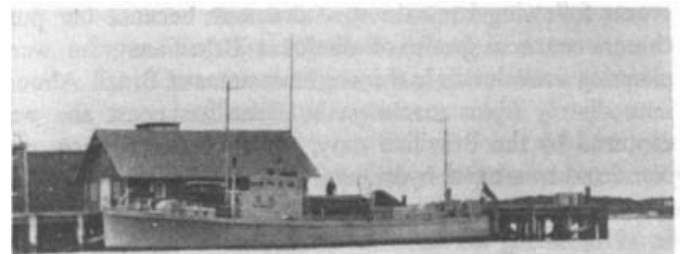


Fig. 5: Scaterie or A.W. Whirman's wharf, Canso, N.S., 20 July, 1933; courtesy the late James Ascah.

#### Comments on Cruiser Names

Between 1921 and 1926, the vessels purchased for Preventive Service patrol work were sequentially, and unimaginatively, renamed *Patrol Boat No. 1* to *Patrol Boat No. 10*. Most of these were small patrol boats.<sup>46</sup> Only one, *Patrol Boat No. 4*, previously the *Stumble-Inn*, was a cruiser.<sup>47</sup> However,



following the reorganization of the service in 1927, most of the names given to vessels purchased or built by the Preventive Service were much more inventive, probably reflecting a change in policy devised by F.W. Cowans, who replaced W.F. Wilson as Chief Preventive Officer.



Fig. 6: Bayhound at **Gaspé** Bay, Spring 1933; courtesy the late James Ascah.

Most of the cruisers over one hundred feet in length were given names which implied that they were a deterrent to **smuggling**.<sup>48</sup> The smaller ones, about seventy feet in length, were given East Coast place names. The larger vessels were the *Bar Off* (usually condensed to the Russian-sounding *Baroff*), the *Bayhound*, and the *Conestoga*, all purchased in 1927; the *Fleurdelis* (also spelled *Fleur de Lis* and *Fleur de Lys*) and *Preventor*, built in 1929; and the *Alachasse* (literally "To the hunt!") and *Adversus*, built in 1931. The names *Fleurdelis* and *Alachasse* attest to the bilingual character of the Preventive Service but *Conestoga*, seemingly either the name of an extinct Iroquoian tribe of the Chesapeake Bay region or a large wagon manufactured in Pennsylvania, appears in fact to have been a variant of "Conestogo," a village on a small river of the same name near Kitchener, Ontario, and the birthplace of W.D. Euler, Minister of Customs and Excise at the time the vessel was **purchased**.<sup>49</sup> The smaller cruisers were *Scaterie*, purchased in 1928, and *Chaleur* and *Madawaska*, built in 1930. They were named respectively for an island off the coast of Cape Breton, the bay separating New Brunswick from the **Gaspé** peninsula of Quebec, and an area on the Maine-New Brunswick border region. All were the haunts of smugglers.

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In addition to the references cited here, the author acknowledges, with thanks, the assistance of several correspondents, including Watson Ascah (Halifax), Clayton Butt (Dartmouth, NS), M.B. MacKay (Halifax), Dorothy Philips (Fontenelle, Gaspé, Quebec), Geoff Robinson (Tyne Valley, PEI), and Robin H. Wyllie (East LaHave, NS).

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### THE WEST COASTS VERY OWN FRIGATES

by Rick James

Following the outbreak of war in 1939, a harried Royal Navy looked to Canada to bolster its convoy escort duties in the North Atlantic. At **first** it appeared that Canada's navy wasn't up to the task. Lean naval budgets through the Great Depression had only allowed for the maintenance of six **destroyers**, five minesweepers, and two small training vessels. In an attempt to forestall disaster, Canadian industry was called upon to undertake a massive shipbuilding programme. A key element of that programme were the "River"-class "twin-screw corvettes," more commonly known as "frigates" after a suggestion by Canada's Chief of Naval Staff, Vice Admiral Percy Nelles. Especially designed for anti-submarine work, the new ships were larger, faster and more maneuverable than the corvette. They were also more habitable. The Minister of National Defence for Naval Services, Angus L. Macdonald, suggested that since the Canadian-built frigates were being named after the nation's cities and towns, it would be appropriate for the namesakes to adopt the ships. It would prove "very advantageous in keeping up the morale of ships' crews" and would also give the "citizens of the community ... an opportunity to give expression to their desire to help in the winning of the war." This is how the frigates HMCS *Prince Rupert*, HMCS *Beacon Hill* and HMCS *CapUano*, all built by the British Columbia **firm** of Yarrows Ltd., came to be adopted by three West Coast communities.

Located in Esquimalt, the centre of Canada's naval activity on the Pacific coast, Yarrows Ltd. devoted itself primarily to the repair, conversion and building of warships. When orders went out for the building of the new, innovative design in 1942, the local shipbuilding firm received a large portion of the programme. The **first** frigate launched (5 November, 1942) and completed (16 June, 1943) was HMCS *Waskesin*. In just over two years, finishing in September 1944 with the completion of HMCS *Strathadam*, Yarrows would construct sixteen more of these new frigates.

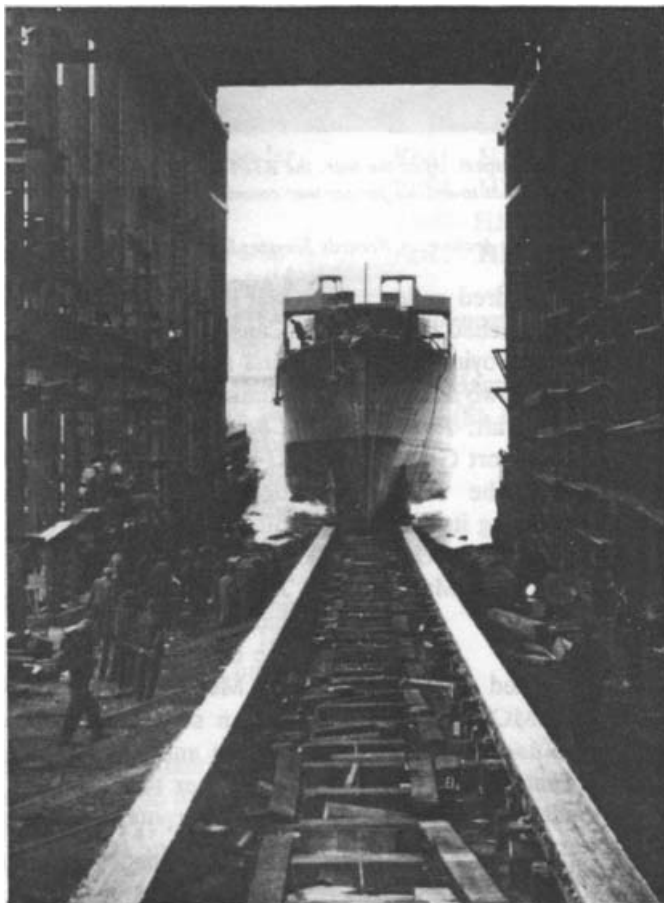


Fig. 1: **The** launching of HMCS *Prince Rupert* from Yarrows Ltd. • Esq/imalt. **British Columbia**. 3 **February**, 1943.

Source: **The British Columbia Archives & Records Service**; Ref. No. 52918.

On a late August day in 1943, one of those frigates, K324, backed from the jetty and headed out for her Acceptance Trials. Civilian workers carefully checked the ship's endurance, speed, fuel consumption, gunnery, anchor and winches. Upon the successful completion of all tests, the merchant marine flag was hauled down, the white ensign hoisted, and the ship's command passed to Lt.-Cmdr. R.W. Draney. HMCS *Prince Rupert* had become part of the Royal Canadian Navy's fighting force. The **first** citizen from Prince Rupert to express his support of the new frigate was T.D. "Duff" Patullo. The MLA for Prince Rupert (and former premier of the province) took a break from his legislative duties to present the ship's wardroom with a silver tray bearing the inscription "I hope that I may lift a glass from this tray after the war." After three weeks of training, the new warship made a trip to its namesake port, where the rest of the town's residents had the opportunity to view "their own ship" before she set sail for Halifax.

By the time *Prince Rupert* reached the Atlantic, the tide of battle had finally turned from the disastrous early years of the war. During the summer of 1941 Hitler's U-boats had exacted a terrible toll: three Allied merchant ships had gone down for every one under construction while eight enemy submarines came into operation for every one sunk. *Prince Rupert*, armed with twin four-inch gun forward, twelve

pounder aft, along with depth charges and "hedgehog" (an invention that threw twenty-four bombs ahead of the ship), would help ensure that the *Kriegsmarine* never again had the upper hand in the Battle of the North Atlantic.

Canada's newest frigate joined Escort Group C3 on the "Newfie-Derry" (Newfoundland to Londonderry, Ireland) run. While with her second west-bound convoy on 13 March, 1944, *Prince Rupert* assisted in the kill of U-575. The submarine had been located by aircraft four hundred miles north of the Azores Islands. The frigate was detached from the convoy and shared the honours for destroying the submarine with US Ships *Haverjield* and *Hobson*, two British Coastal Command vessels and three US aircraft. *Prince Rupert* went on to finish the war serving with Escort Group 27. When hostilities ended in the Atlantic, the vessel returned to Esquimalt. The only loss of life during its tour of duty had been Ordinary Wren "Topsy," the black cocker spaniel pup that had been presented as a mascot by Mr. & Mrs. Kingsley Morgan of Esquimalt.

In November 1943 Yarrows' shipyard launched another frigate. This was K407, soon to be named HMCS *Beacon Hill*. Originally the Naval Board had hoped to name the new warship after the City of Victoria. An alternate name was needed however, to avoid possible confusion during the heat of battle with the Royal Navy's aircraft carrier *Victorious*. The Mayor and City Council of Victoria were approached and chose the name *Beacon Hill*. The capital city's Navy League Chapter of the IODE led the campaign to outfit Victoria's "very own ship" with as many comforts as possible. Along with generous cash gifts, the officers and crew received books, playing cards, phonograph records, toasters, irons, a piano, and two washing machines from the proud and supportive community.



Fig. 2: HMCS Prince Rupert. After the war, the K324's former captain, Bob Draney, was a mare on the tug that towed his fomler war command to the Royston site.

Source: British Columbia Archives & Records Service; Ref. HP22597/Neg. No. A-8107.

war looming, Denny's "superior prospect" entered the Royal Canadian Navy Volunteer Reserve. Thereafter, Simmons' first appointment to sea was as First Lieutenant (second in command) to one of Canada's first corvettes, HMCS *Chambly*. He played a prominent role in the RCN's second U-boat sinking in September 1941 when he jumped onto the deck of U-501 with a boarding party. *Chambly's* commanding offcer had hoped to capture code books and take the submarine as a prize after another corvette, HMCS *Moose Jaw*, had rammed it. The attempt failed as the German crew had opened the sea-cocks, allowing U-501 to slip away into the depths. Later, while commanding HMCS *Port Arthur* in the Mediterranean in 1943, Simmons engaged and sank the Italian submarine *Tritone*. The heroic actions of the "tall, blonde and slender" Lt.-Cmdr. Ted Simmons, DSO, DSC, were later to be used as the basis for an instructional film called *Corvette Port Arthur* and later still, a Hollywood-made film, *Corvette K225*.



Fig. 3: HMCS Beacon Hill, 1944.

Source: Author's collection.

The commanding officer of the new frigate was a homegrown hero who had already earned recognition for his talent of giving enemy submarines a bad time. Born in Vernon, British Columbia, Ted Simmons moved to Victoria with his family as a boy. He attended Margaret Jenkins School, then finished his education at Victoria High School. Around 1935, he found a job with Standard Furniture where Thomas Denny had him trained as an interior decorator. In spring 1939, with

Under Simmons' command, HMCS *Beacon Hill* began her long journey to Halifax on 9 June, 1944. On board was Leading Seaman Dick James. Three days earlier, he and his wife June had been dining and dancing at the Empress Ballroom when band leader Martin Kenney stopped the music to announce that D-Day, the final assault on "Fortress Europe," had begun. *Bea-*

*con Hill* was originally allocated to the Mid-Ocean Escort Force, but was reassigned in September 1944 to United Kingdom waters. A new six-frigate support group, EG 26, based in Londonderry, was put together with now Acting Commander Simmons as senior officer. Their job was to take convoys from the mid-ocean escort groups and guide them through the mined waters of the Irish Sea. Following the Allied landing in Normandy, success in Europe hinged on guaranteeing a smooth flow of oil and war materials across sea lanes. *Beacon Hill* later went on to patrol and convoy duties in the English Channel. By war's end, HMCS *Beacon Hill* had escorted or distantly supported a total of seventy-nine convoys. Before returning home, the officers and crew of *Beacon Hill* were able to observe **first** hand in Londonderry many of the surrendered U-boats. The German crews recognized pendant number K407, for her commander was well known for being "dangerous."

In the final months of the war, another West Coast community, North Vancouver, also adopted a frigate. Despite a driving rainstorm, residents turned out in September 1944 to welcome HMCS *Capi/ano* (K409), its officers and men. According to the *Vancouver Province*, the vessel's name conjured "up the Indian romance and legend of one of the North Shore's oldest settlements," and Chief Joe Mathias Capilano was on hand to make a presentation. Besides the thirty-four bulky cases of gifts from the community, the Chief also presented the ship's company with a totem pole he had carved. His wife hoped "Princess Capilano," the doll she had made and donated to the frigate, would become the ship's pin-up girl. Chief Capilano conferred upon the commanding officer, Lt.-Cmdr. H. E. McArthur, the name "Chief Standing Rock Forever."

Although HMCS *Capi/ano* reached the North Atlantic battle late in the war, the frigate nevertheless was able to perform some rescue work while serving with Escort Group C 2 of the Mid-Ocean Force. She took survivors off the torpedoed British freighter SS *King Edgar* in March 1945 and two months later picked up five men in two rafts from the MV *Panama* which had capsized due to a shifted cargo.

In conclusion, the West Coast's "very own ships," HMC Ships *Prince Rupert*, *Beacon Hill* and *Capi/ano*, made important contributions to the winning of the Battle of the Atlantic, ultimately guaranteeing victory in Europe. Throughout the war years the steady stream of corvettes, minesweepers and frigates that poured out of Canada's shipyards converted the small and overworked Royal Canadian Navy into an effective **fighting** force. The seventeen "twin screw corvettes" built by Yarrows played a **significant** role in turning the RCN into the third largest Allied navy, if not the third largest in the world by war's end.

The seventeen frigates built by Yarrows Ltd. (1942 to 1944):

K325 - HMCS *St. Catharines*  
 K330 - HMCS *Waskesiu* (named for Prince Albert, Sask.)  
 K324 - HMCS *Prince Rupert*  
 K328 - HMCS *Swansea*  
 K326 - HMCS *Port Colborne*  
 K331 - HMCS *Wentworth*  
 K320 - HMCS *New Glasgow*  
 K321 - HMCS *New Waterford*  
 K317 - HMCS *Cheboque* (named for Yarmouth, N.S.)  
 K323 - HMCS *Springhill*  
 K448 - HMCS *Orkney*  
 K407 - HMCS *Beacon Hill* (named for Victoria, B.C.)  
 K419 - HMCS *Kokanee* (named for Nelson, B.C.)  
 K661 - HMCS *Antigonish*  
 K454 - HMCS *St. Stephen*  
 K409 - HMCS *Capi/ano* (named for North Vancouver, B.C.)  
 K682 - HMCS *Strathadarn* (named for Newcastle, N.H.)

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#### ARGONAUTA COLUMNS

#### MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie  
 East LaHave, Nova Scotia

*P.S. Princess of Wales*

#### Specifications:

Official Number:	50902
Built:	1.& S.W. Olive, Carleton, Saint John, N.B.
Date Built:	1864
Gross Tonnage:	936
Overall length:	191.9 Feet
Breadth:	26.0 Feet
Draught:	9.7 Feet
Engine:	Walking beam 250 hp
Propulsion:	Paddle

#### History:

The **first** regular passenger and cargo service offered during the ice-free season between the growing town of Shediac, New Brunswick and Summerside, Prince Edward Island was

by means of the sailing packet *Delphin*, owned and operated by a Captain Simpson. In 1853, a large new government wharf was constructed in the town, and about this time *Delphin* was succeeded by the larger vessels *D.C. Pope* and *H. Ingram*. A short time

later, the little Glasgow-built steamer *Conqueror* was placed on the run, with considerable success, followed by the *MA. Starr*, ex-H.M.S. *Delight*, which later operated on Nova Scotia's South Shore routes and was wrecked on Ironbound Island in 1893.

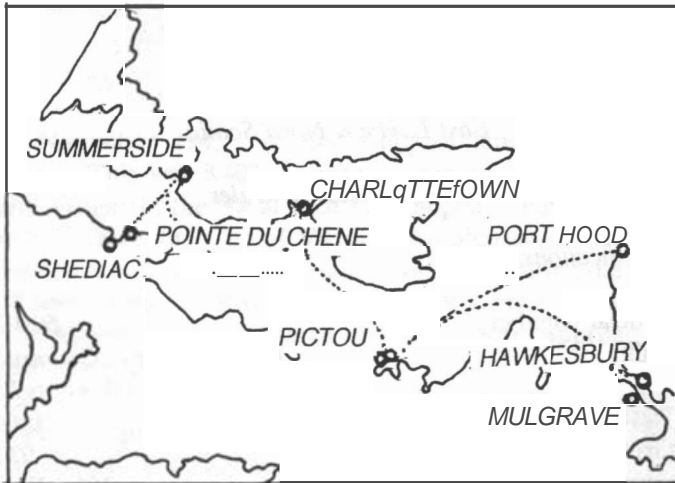
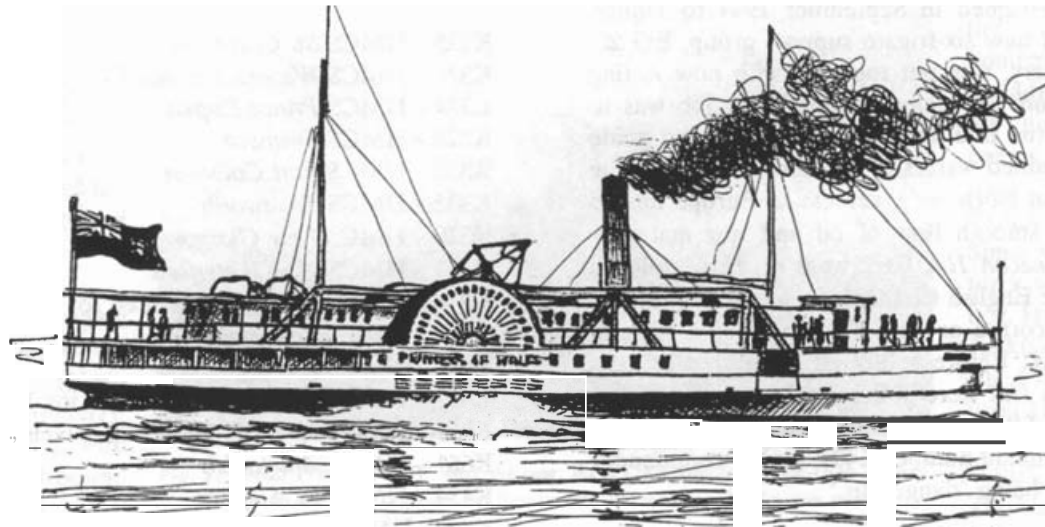


Fig. 2. *Prince Edward Island Steam Navigation Co. routes* c. 1872. Not to scale.

It was also in 1853 that work commenced on the European and North American Railway. The line was designed to shorten the sea voyage from Europe to North America by linking the deep water harbour at Pointe du Chene with the major U.S. and Canadian railway networks at Saint John. This grandiose scheme never came to pass, but when the railroad finally opened in 1860, it provided easy access from the south, via Moncton, to P.E.I. and the Gulf of St. Law-



P. S. PRINCESS OF WALES

ROBIN H. WYLLIE 1993

Fig. 1: *P.S. Princess of Wales* from an illustration in *A Place Called Pointe du Chene*. Note the position of the lifeboats carried athwart the aft saloon.

rence ports. In 1856, Saint John steamship owners had placed their 305-ton side paddler *Westmoreland* on a run between Shediac, P.E.I. and Nova Scotia's Northumberland Straits ports, but so rapid was the growth in traffic after the railway opened, that in 1863 a

larger vessel, the *P.S. St. Lawrence*, had to be purchased from the United States.

By 1864, the Saint John owners had organized the Charlottetown Steam Navigation Company, no doubt with a view to financing the replacement of *Westmoreland*, now much too small to handle her share of the traffic. The elegant new 936-ton side-wheeler *Princess of Wales* was built by the Olives in Carleton. In many ways, including the exposed longitudinal truss supports, the vessel closely resembled one of the larger Saint John river steamers for which the yard was famous. However, she seems to have been ideally suited for operations in the shallow waters of Shediac Bay and the approaches to Summerside and Charlottetown.

By 1872, the company had reorganized as the Prince Edward Island Steam Navigation Company and, still with *Princess of Wales* and *St. Lawrence*, were offering a service leaving Pointe du Chene on the arrival of the 7:00 AM train from Saint John, on Mondays, Wednesdays and Fridays for Summerside, Charlottetown and Pictou. The vessels continued on to Port Hawkesbury on Tuesdays and Port Hood on Thursdays.

By 1883, the Intercolonial Railway, through the purchase of the Eastern Extension Railway, had reached Mulgrave; Nova Scotia on the Strait of Canso and steamer connections to all Cape Breton destinations were readily available from that port on a daily basis. As a result, the P.E.I.S.N. Company consolidated their service on the Point du Chene to P.E.I. and Pictou runs. In 1891, after twenty-seven years' service,

the *Princess of Wales* was relegated to spare boat status, when replaced by the new steel *Northumberland*. She remained on the registry, under the nominal ownership of Lemuel C. Owen, the company secretary, until 1896, when she was removed from the record and either hulked, or dismantled.



**Prince Edward Island**  
STEAMSHIP NAVIGATION COMPANY,  
1872 1872

The Steamers .. **ST. LAWRENCE**, " Evans, muter, and .. **PRINCESS OF WALES**," Cameron, master, will leave **SHEDIAC** on the arrival of the 7 a. m. train from **St. John**, every **MONDAY, WEDNESDAY** and **FRIDAY**, for **Summerside** and **Charlottetown**, I. E. I. Proceeding via **Pictou** for **Hawksbury**, every **Tuesday**, and **Port Hood** every **Thursday**, connecting at both **places** with **Stages** and **Steamer** for **Sydney**, and all **places in** **Capo Breton**.

Returning to **Shediac** from **Pictou** every **MONDAY, WEDNESDAY** and **FRIDAY** at noon, on arrival of **train** from **Halifax**, laying overnight in **Charlottetown**, and **leaving** there **TUESDAY, THURSDAY**, and **SATURDAY mornings**, at 6 o'clock, and **Summerside** at 11 o'clock, arriving at **Shediac** in time to **connect with** **Special Steamboat Train** for **St. John**, same evening.

For further particulars enquire of ..

**HANFORD** BROS., Agents,  
11 North **Market Wharf**.

Fig. 3. 1872 Schedule of the Prince Edward Island Steamship (sic) Navigation Company from Down East: A Guide to Travel in the Maritime Provinces.

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#### ERRATA

The author of the "Maritime Provinces Steam Passenger Vessels" column apologises for accidentally (due to some overzealous editing) having removed, from the column in the October 1993 issue of *ARGONAUTA*, the sentence which noted that *Senlac* had been renamed *Acadien*, when transferred to French ownership.

#### ARGONAUTA NEWS

##### LIFESAVING COMMENDATIONS TO CNRS MEMBERS

One of the more memorable incidents during last year's Annual General Meeting of the Canadian Nautical Research Society in Toronto occurred while members were on a tour of Toronto Harbour. One of Toronto's "street people" fell into the harbour off of Redpath Sugar, Pier 273 and would have drowned, had our vessel not gone to the rescue. Doug Prothero pulled the casualty to the side of the boat; then he and Peter Edwards each held an arm while Alan Ruffman grabbed the legs, until a police boat arrived to take the person to hospital. For their efforts, all three have been honored with a special Certificate of Commendation by the Ontario Council of the Most Venerable Order of the Hospital of St. John of Jerusalem, more familiarly known to all as the St. John Ambulance. Our congratulations go out to all three, and to those who assisted.

##### MARITIME AWARDS SOCIETY OF CANADA

The Maritime Awards Society of Canada (MASC) continues to pursue its aim of fostering a national awareness of the importance of maritime affairs to the economic development of Canada through education. As of last September, MASC had established scholarship funds at the University of Victoria and at Memorial University of Newfoundland. MASC's initial contribution of \$5,000 at Memorial was immediately matched by the University and, soon after, augmented by another \$5,000. Over a five-year period both MASC and the University will each contribute \$5,000 annually to support the growth of the fund and provide for the annual \$5,000 MASC Scholarship. Following a meeting in Halifax between MASC and officers of Dalhousie University, an initiative has been launched aimed at establishing a third Scholarship Fund there in 1994.

MASC was also pleased to announce the recipients of the 1993 scholarships. We offer special congratulations to Wilfred Lund, a Ph.D. student in Strategic Studies at the University of Victoria and a member of the CNRS, who is the winner of a \$10,000 scholarship for his thesis on "Canadian Naval Post War Policies." At Memorial, the \$5,000

MASC Scholarship - the **first** to be awarded there - goes to David Walker, a Ph.D. student in the Faculty of Engineering and Applied Science; he is working on "Non Contact Ice Loads On Screw Propellers."

MASC has also provided \$2,500 for commitments of the Naval Officers Association of Vancouver Island (NOAVI), with whom MASC has a Memorandum of Understanding. The money will support the Prize to the Best Sea Cadet in the Vancouver Island Division, Navy League of Canada, and the top fourth year graduating Naval Cadet at Royal Roads Military College. As well, the Rod Byers Memorial Essay Competition is being offered. Worth \$1,500, the funds are made available to MASC by the "Friends of Rod Byers." The deadline for the 3,000 word essay is 15 March, 1994.

To meet all these [financial commitments and in the interests of forward planning, MASC needs adequate funding. Since 1990, when the Society was **first** registered, the main sources of revenue have been from Casino Nights licensed by the B.C. Government Gaming Commission and from memberships in MASC, the near total of which come from NOAVI, notwithstanding the growing support from NOAC national and its other branches, as well as CNRS. Membership in MASC stands at a still small but **significant** ninety-six at the end of September. A government matching **grant** scheme at the University of Victoria boosted the Scholarship Fund there, but it is now in some jeopardy. Similarly, Casino Nights are not a "sure thing." Memberships at all levels must therefore increase dramatically and new sources of funds must be found if MASC is to achieve its national goal while remaining independent of government programmes. To this end and with a view to raising its national profile, MASC produced a Background Paper and Vision Statement last year, to be used in a fundraising campaign targeted particularly at securing corporate memberships from companies known to be sympathetic to MASC's aim.

For more information on joining or assisting the Maritime Awards Society of Canada in its efforts to promote maritime awareness through education, contact the Society at: P.O. Box 5328, Station B, Victoria, British Columbia V8R 6S4.

#### ADMIRALS'MEDAL FOR 1993

The Admirals' Medal Foundation has announced that the award winner of the Admirals' Medal for 1993 is Ambassador (retired) John Alan Beesley, O.c., Q.C., in recognition of his **significant** contribution to Canadian maritime affairs. This award recognizes his lasting contribution while representing Canada in the committees of the United Nations General Assembly in New York and in the United Specialized Agencies and organs in Geneva, Paris and Vienna. For

over thirty years, he has played a major role in negotiations on the Law of the Sea and Arctic Sovereignty. While leading Canada's delegation to the Law of the Sea conference, he was also Chairman of the Conference Drafting Committee. During much of this period he was also Chairman of Canada's Interdepartmental Committee (on the Law of the Sea and Special Advisor to the Secretary of State for External Affairs on the Law of the Sea; he continued his Law of the Sea Conference responsibilities during his postings to Austria and Australia.

The silver medal and accompanying **certificate** were presented at a formal ceremony in Victoria, British Columbia. The Admirals' Medal Foundation was established in 1985 in conjunction with the 75th anniversary of the Naval Service of Canada. The previous winners of the Admirals' Medal were, in 1985, Commodore R.I. Hendy; in 1986, Commander L.C. Audette; in 1987, Dr. H.C. Eames; in 1988, Miss M. Dunbar; in 1989, Commander C.R. Nixon; in 1990, Captain T.C. Pullen (deceased); in 1991, Commander C.H. Little; and in 1992, Rear Admiral Frederick W. Crickard.

The Admirals' Medal Foundation is a registered charitable organization. Its mandate is to provide recognition of the significant personal contributions of individuals to Canadian maritime affairs. Donations may be made in support of this aim; official tax receipts will be provided. Nominations are solicited annually from interested individuals or groups and the winner is selected by an Award Committee in September each year. For additional information, please contact Doug Samson, Secretary, Admirals' Medal Foundation (tel: 613-236-7389/613-236-4451; FAX 613-230-8707/613-236-8850).

#### ONTARIO MARINE HERITAGE DATABASE

In the April 1993 issue of *ARGONAUTA* we reported that a "Ship Information Database" was being developed by the Archaeological Resource Management Directorate of Canada's Department of Communications. Then, in the July 1993 issue, we reported that another database, the "Canadian Ship Wrecks Network" (CSN) was being developed privately. Now, it has come to our attention that yet another database is being developed, this time by the maritime heritage organization *Save Ontario Shipwrecks (SOS)*.

For more than ten years, *SOS* has laboured as the only group to influence divers on a province-wide basis concerning the value of Ontario's shipwrecks and marine heritage. *SOS* was established in response to the emergence of shipwreck exploration as an important part of recreational diving in Ontario, where some of the best wreck diving in the world can be found. Unfortunately like every bonanza this one exacted a heavy toll on the wrecks that divers enjoy



the most. Many shipwrecks were vandalized and looted by divers because they did not understand the laws that protect heritage sites or the historical value of the shipwrecks and artifacts found in them. Because of greed, ignorance or simple carelessness much of Ontario's marine heritage was in danger of being damaged or lost forever. *SOS* therefore pioneered the way in preserving and promoting Ontario's marine heritage.

At the same time, *SOS* recognized that divers often spent endless hours researching the history and location of wrecks, only to have the research remain unused and unpublished once the diver was **finished** with it. Without knowing that valuable research work had already been done, the next diver would go through the same process. Data that had taken months, even years to accumulate remains unavailable to other researchers or the interested public. If properly documented this collected information could be developed into a public marine history database, especially if it were made available in an easily accessible format. Everything you ever wanted to know about shipwrecks and marine heritage of the Great Lakes could be incorporated into the database. This is precisely what *SOS* is now undertaking.

*SOS* is therefore developing a computer archive of marine heritage-related information, a database that will be available not only to *SOS* members but to the general public. The database will not only provide facts and **figures** but pictures and drawings, histories and even video images on the computer screen. The database software will be menu-driven, making it all easily accessed and interactive, so that an untrained user can explore the undersea world without getting wet. *SOS* hopes eventually to link libraries, dive shops, and marine-related museums directly to such a computer heritage network once it is available, thereby enabling individuals to gain access to the database by modem or conveniently located terminals.

The organization feels that the database will serve a dual purpose. Not only will research findings be made more readily available, but *SOS* has found that if divers understand the heritage value of shipwrecks, they are less likely to damage or strip them. In fact, the informed diver becomes a preserver and protector of the heritage sites. *SOS* members are good examples of concerned divers; they are involved in survey projects, in research and in taking the conservation message to others, both diver and non-divers around the province. The aim of the *SOS* Database is to enhance this process of preservation and education by informing divers and non-divers alike about Ontario's marine history. Additionally it is expected to become an invaluable resource for historical researchers and students of Ontario's marine heritage.

For more information about the Marine Heritage Database or *SOS*, contact the head office at 2175 Sheppard Avenue East, Suite 110, Willowdale, Ontario M2J 1W8 (tel: 416-491-2373; FAX: 416-491-1670).

#### MICHIGAN DEVELOPS UNDERWATER PRESERVES

A regional initiative is underway to create an underwater preserve in lower Lake Michigan. There are currently nine underwater preserves in Michigan which cover nearly 1,900 square miles of state-owned bottomlands. The preserve system was established in 1980 for the cooperative management of Michigan's many shipwrecks and other underwater resources. Responsible sport diving is promoted within the preserves and the removal of artifacts without a permit is strictly prohibited by law. A plan to develop a preserve in southern Lake Michigan began in 1990 with the organization of the Southwest Michigan Underwater Preserve Council. The non-profit Council is made up of recreational divers, area businesses and others interested in maritime history, sport diving, and the opportunity preserves offer local tourist economies. Over the past year the Council has worked to gather information about historic shipwrecks, old pier structures and other underwater sites in the region. In 1993, support from the Michigan Coastal Management Program was provided to assess the potential for the creation of a preserve to extend several miles offshore from St. Joseph to Saugatuck, Michigan. Summer fieldwork included sonar surveys of ship- and geological sites using equipment provided by Marine Sonic Technology Ltd. of Gloucester, Virginia. This effort was complimented by historical research, and underwater documentation of key sites addressed in the sonar search. Economic and environmental impacts of the proposed preserve area were also studied. A report detailing the results of the assessment will be prepared. (Source: *The Ship's Lamp*, XI, No.3, Summer 1993.)

#### FIVE HISTORIC HULKS MAY SOON DISAPPEAR

Rick James writes to say that five historic hulks at Kelsey Bay, British Columbia may soon be broken up. The World War II frigates HMCS *LaSalle*, *Longueuil*, and *Runnymede*, the Union Steamship Company *Cardena*, and one unidentified vessel have been serving as a breakwater for Macmillan Bloedel's Kelsey Bay Division log dump. As they now pose a danger of breaking up and blocking passage to open water, they could soon be removed. The frigate HMCS *Cape Breton* was already dynamited and cut up in the early 1980s. Rick adds that in conjunction with the Royston Community Club, he has approached the Heritage Conservation branch of the provincial government about placing a commemorative panel exhibit at British Columbia's "ship graveyard" near Royston. A collection of **five** World War II RCN warships, ex-Cape

Horn windjammers, tugs, whalers, a wooden lumber schooner and barquentine were utilized as a breakwater by the Comox Logging & Railway Company to protect their log dump and booming grounds. (The company was a subsidiary of the Canadian Western Lumber Company which, in its day, was the largest timber enterprise in the British empire.)

#### *TORONTO PRESERVES LIFESAVING STATION*

When the City of Toronto decided to discontinue its use of the Leuty lifesaving station, it was feared that the building might be demolished. The station had been erected by the Toronto Harbour Commissioners in 1920 to watch over the shoreline from Woodbine Avenue to the eastern city limits. Responding to public concern, the municipal government offered to take over the building and to spend money in its preservation, provided the local community would raise part of the money. A committee was struck and assessments were made of the repairs to the building that would be needed. A fundraising campaign was organized, and before the end of 1993, exterior work was being undertaken. Interior work will commence once the exterior is weather-proof.

The Leuty station is one of only two of its type remaining; the other is at Cherry Beach. It was built at a time when the adjacent Scarboro' Beach Amusement Park (1907-1925) and Kew Gardens to the west (1879 to the present) attracted many visitors to the lakeside, and the shore was lined with houses and boathouses. To assist in the restoration effort, send contributions, care of the Toronto Historical Board, 205 Yonge Street, Toronto, Ontario M5B 1N2.

#### *ATLANTIC CHALLENGE PROGRAMME*

The November 1993 issue of *The Great Lakes Fisherman* carried an update of a story on the Atlantic Challenge programme that we **first** borrowed from them in the October issue of *ARGONAUTA* (p. 17). The update indicates that efforts are being made at Midland Secondary School to complete Canada's second Atlantic Challenge vessel, a 38' replica of an eighteenth-century ship's gig. The Atlantic Challenge began in 1986 during the centennial celebrations for the Statue of Liberty, when young people from the United States and France raced replicas of an Admiral's barge of the type used by the eighteenth-century French Navy. The replicas were based on an original barge, captured off Bantry Bay during an abortive invasion attempt in 1796, which is now on display in the National Maritime Museum in Dublin.

The aim of the Atlantic Challenge programme is to encourage young people from many nations to learn the skills of rowing, sailing, seamanship and navigation, then use those skills in friendly contests to develop close ties, understanding

and friendship. The simple elegance of the Bantry Boat, with clean lines, a dipping lug rig and ten rowing stations, made it the boat of choice for the event. Eight other countries, including Canada, have joined the programme since its inception. In 1992, the Atlantic Challenge was held in Brest, France as part of the largest regatta in history. Over one million people saw more than a thousand tall ships, antique boats, replicas, indigenous work boats and classic yachts, and watched as the Canadian Atlantic Challenge team, in their Bantry Boat *Vitalite*, crossed the line **first** in the race.

The difficulty of working a full team of twenty-four with only one boat led to the decision to build a second AC vessel at Midland Secondary School. The project has involved student and adult volunteers, including women from the FITT programme (Females In Trade and Technology), the Skills Canada Club at MSS, a Construction Technology class and other students from wood working and metal fabrication courses. The pressure is on to finish the project and launch Canada's second Atlantic Challenge vessel in time for the next Atlantic Challenge competition, which will be held this August at Penetanguishene on Georgian Bay. A contingent of Tall Ships is slated to rendezvous at the Naval Establishment at Penetang. Having a second AC vessel will be a distinct advantage in training for the event, but since only one vessel from each country can compete, it will also allow Canada to lend a boat to an entry from some other country so their young people can compete.

#### *COLONIAL SHIPYARD DISCOVERED IN MARYLAND*

An eighteenth-century shipyard is currently under investigation in Maryland. According to a report in the September 1993 issue of *Sea History Gazette*, the site of Stephen's Shipyard, located on Maryland's West River, was **first** uncovered by a state underwater archaeologist in 1991. Two long trenches were subsequently prepared and yielded the first artifacts. According to archival records, the shipyard operated from the middle of the century to 1780 and was able to build three ships of up to 200 tons displacement every year. The ships were used to transport cargoes to England, where both cargo and ship were then sold. During the American War of Independence, armed vessels were built in the yard for the local revolutionary committee. Eventually, in 1781, the British burned the yard to the ground. Both land and underwater excavations continue.

#### *PROVIDENCE VISITS GREATLAKES*

A full-size replica of the eighteenth-century sloop *Providence* visited the Great Lakes this past summer. The original *Providence* became famous as the **first** ship in the Rhode Island Navy during the Revolutionary War and later as the

first ship in the Continental Navy. The ship was the first command of John Paul Jones, who helped to make *Providence* famous when he later said of her, "She was the first, and she was the best." *Providence* is in detail like the original down to her six operational cannon. In August, *Providence* helped celebrate the bicentennial of the founding of Toronto by participating in the arrival of Lieutenant-Government Simcoe and his wife, in the persons of Simcoe descendants Timothy and Laurie Vowler, at Toronto's Harbourfront Centre. The event went very smoothly in spite of *Providence* (who was playing a British vessel for the day) losing engine power in the Eastern Gap and having to make a last-minute change of plans. The overall effect, with the ship running west before the wind down the harbour and exchanging salutes with the shore battery of reenactment troops, was very dramatic. In September, *Providence* made a last minute stop-over at the Michigan Maritime Museum. Public and school groups toured her at the Museum's dock, while forty lucky people got to sail aboard the ship - a rare occurrence for the public - on a two-hour voyage out into Lake Michigan.

#### HMS TRINCOMALEE UNDER RESTORATION

HMS *Trincomalee* (1817) will soon join the ranks of historic warships like *Victory*, *Mary Rose*, and *Wanior* which one can visit when in England. This Leda class frigate is the oldest British warship afloat today. She is being restored at Hartlepool's Historic Ship Centre, seventy miles north of York. Hartlepool's port is in the process of being converted into a museum similar to Albert Dock Museum at Liverpool, and *Trincomalee* will be its centrepiece. At the moment, *Trincomalee* has five decks open to the public, who may watch a team of thirty restorers. There are also displays telling the ship's history and explaining what life was like on board a frigate in active service during the Napoleonic era. A set of modern plans (the originals were lost when USS *Constitution* sank HMS *Java* on her way to India) at 1:48 scale are available for the modeler. *Trincomalee* and the paddle steamer *Wingfield Castle* (1934) are open to the public. (Source: *Seaways' Ships in Scale*, September/October 1993, p. 4.)

#### MODEL BOATS OF INDIA

A.M. Abdul Gafoor of Calicut in Kerala, south India, has developed an export industry in model traditional Indian sailing craft in addition to constructing dhows for West Asian buyers. For further details contact: Mr. A.M. Abdul Gafoor, Partner, Al-Basheer, 15/1960 South Beach Road, Calicut 673 001, India.

#### NEW PRIZE TO HONOUR BARRY HUNT

The "Barry D. Hunt Prize in War Studies" will be established

at the Royal Military College. A member of the Department of History at the College since 1967, and Head of the Department from 1987 to 1990, Dr. Hunt was Dean of the Faculty of Arts at the time of his death in September 1992 (an Obituary appearing in the October 1992 issue of *ARGONAUTA* carried details of Dr. Hunt's life and career). The prize is to be awarded to the best graduating student in War Studies on the recommendation of the War Studies Committee, and will therefore honour his memory as a dedicated and gifted teacher and scholar. Colleagues and friends may contribute towards this prize by making a donation to: Royal Military College Unit Fund, c/o The Registrar, Royal Military College of Canada, Kingston, Ontario K7K 5L0. Cheques should be marked "The Barry D. Hunt Prize."

#### CANADIAN YOUNG RESEARCHERS AND THE ICMH: A CALL FOR PROPOSALS

The Canadian Nautical Research Society invites proposals from young or new researchers for one bursary to cover all travel and accommodation expenses entailed in presenting a paper in a "New Researchers" session at the International Commission for Maritime History Congress in Montreal at the end of August 1995. The theme of the Congress is "Ports, Port Cities and Maritime Communities."

Graduate students, young scholars, and researchers who have not previously presented a paper at an international conference are eligible. Those interested in applying for this bursary should submit a 1-2 page proposal and a brief *cuniculum vitae* to Professor L.R. Fischer, Secretary, Canadian Nautical Research Society, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nod. A1C 5S7 (tel.: 709-737-8424; FAX: 709-737-4569). The deadline for proposals is 1 July 1994 and the successful applicant will be notified shortly thereafter. The selection will be made by the Keith Matthews Awards Committee. For more information, contact Professor Fischer.

#### BOOK NEWS: "AMERICA AND THE SEA"

A new maritime history of the United States will be published in 1995 by the Mystic Seaport Museum. Titled *America and the Sea*, the book will be heavily illustrated and will take a broad approach to its topic. Thus, naval, merchant, and pleasure shipping will all be covered. The authors, all eminent maritime historians, are William Fowler, John Hattendorf, Benjamin Labaree, Jeff Safford, and Ted Sloan.

#### ERNEST M. ELLER PRIZE IN NAVAL HISTORY

The Naval Historical Center and the Naval Historical Foundation are pleased to announce the award of the 1992

Ernest M. Eller Prize in Naval History to Dr. Steven J. Dick of the US Naval Observatory for his article "Centralizing navigational technology in America: The U.S. Navy's depot of charts and instruments, 1830-42," which was published in the July 1992 issue of *Technology and Culture*. An Honorable Mention went to William M. McBride of James Madison University for his article, "Strategic determinism in technology selection: the electric battleship and the U.S. naval-industrial relations," which appeared in the April issue of *Technology and Culture*.

The purpose of the Eller Prize, which includes an honorarium of \$1,000, is to encourage excellence in research, writing, and publication on the history of the US Navy. Nominations for articles published in scholarly journals in 1993 should be submitted before 1 March, 1994 to: Senior Historian, Naval Historical Center, Washington Navy Yard, 901 M Street SE, Washington, DC 20374-5060.

#### PAPERS OF LORD HUGH SEYMOUR

Lord Hugh Seymour (1759-1801) had a varied career which culminated with his appointment to the Board of Admiralty in 1795. In 1799 he was appointed Commander in Chief of the Leeward Islands Station and it was there **that** he died in 1801. Lord Seymour's papers are now held by the Warwickshire County Record Office. The collection consists of forty-seven volumes, mostly logs, copies of official documents and biographical notes of a later period. Among the papers is a group of thirty three letters from Earl Spencer written between 1794 and 1798 relating to a proposed expedition against the Pacific coast of South America and the proposed capture of Surinam in 1799. There also exists a file relating to the defence of the British coast containing correspondence with Howe, Duncan and others. A full list of the papers may be obtained from the Warwickshire County Record Office at Priory Park, Cape Road, Warwick. (Source: *Navy Records Society Newsletter*, No. 8, September 1993, p. 2.)

#### RESOURCES IN MARITIME HISTORY AT MEXICAN NATIONAL ARCHIVES

An under-used resource, particularly for the maritime history of the Greater Antilles and Philippines, is the *Archivo General de la Nacion* in Mexico City. During the Spanish Colonial period, the Mexican Exchequer was responsible for the annual subsidies sent to the garrisons of Manila, Florida, Cuba, Santo Domingo, Puerto Rico and Cumana, resulting in a voluminous correspondence. In it are mentioned squadron strengths, manpower returns, supplies and news of foreign fleets. The collection, most of which relates to the period 1755-1820, is divided into 160 sections called Series, of which some of the more prominent are *Califomias*,

*Consulado*, *Correspondencia de Diveras Autoridades*, *Correspondencia de Virreyes*, *Filipinas*, *Historia*, *Indiferente de Guerra*, *Movimiento Maritimo* and *Provincias Internas*. A list of published catalogues is available through Lie., Leonor Ortiz Monasterio, Directora del Archivo de la Nacion, Apartado Postal 1999, Mexico 1, D.F., Mexico. (Source: *Navy Records Society Newsletter*, No. 8, September 1993, p. 2.)

#### COLUMBUS LANDFALL CORRESPONDENCE

Some 570 documents, over 3,200 pages of the correspondence, reports, and unpublished technical papers, with prints and drawings, by some twenty prominent Columbianists, have been organized and are now available on three reels of microfilm. The cost is \$15 per reel for vesicular film, \$18 per reel for silver halide. Send inquiries to David Henige, Memorial Library, 728 State Street, Madison, WI 53706.

#### CANADIAN TECHNOLOGY MAPS OCEAN FLOOR

Scientists at the University of New Brunswick have developed a visualization system for converting underwater depth soundings into three-dimensional images of the ocean floor. Created by Dr. Colin Ware, a computer scientist in the UNB Ocean Mapping Group led by Dr. Larry Mayer, the package lets users explore the seabed from their computer consoles. "It's a highly interactive system," says Dr. Mayer. "You get a true feel for what the sea floor actually looks like."

The visualization system was developed in part under a National Sciences and Engineering Research Council of Canada (NSERC) strategic grant to simplify the interpretation of bathymetric data. The traditional approach is to translate the millions of numbers generated by underwater surveys into contour maps. But producing such maps is a labour-intensive process and reading them is an acquired skill. By contrast, the UNB system can be quickly mastered by anyone. In minutes, it converts raw numbers into a three-dimensional map, to which colour can be added to enhance various features. The system includes an input device, called a "bat," that lets users simulate a flight through their data. Meanwhile, the images can be recorded and transferred to videotape. This is the most time-consuming step, and the goal now is to accelerate this step.

This technique has also been used to look at satellite imagery of the earth's surface as well as computer models of climate change through time. The visualization system played a key role in Project Urquhart, the first thorough mapping of Loch Ness, in Scotland. Although the Monster remains at large, scientists now know where all the hiding places are.

The UNB Ocean Mapping Group is funded by NSERC.