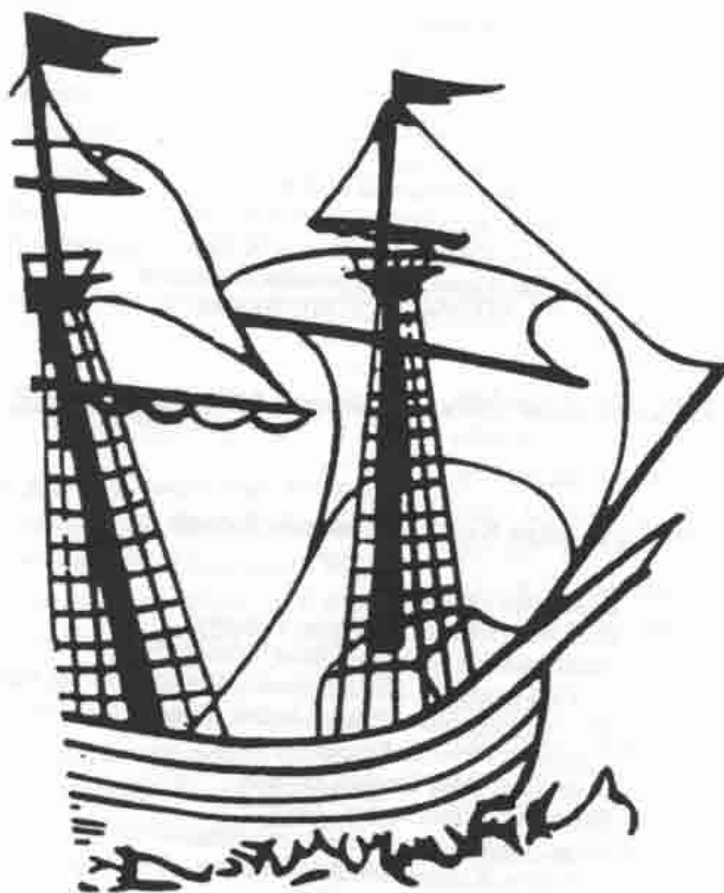


ARGONAUTA

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**The Canadian Nautical
Research Society**

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Council Corner

Members are well aware that we have had some problems with the October issues of *The Northern Mariner* and *Argonauta*. While one never likes these sorts of delays, at the end of the day the only organization that be reasonably assured of not having them is one that has a sufficient redundancy of paid staff that, if there is a problem in any one of the many areas that must combine to produce our publishing programme, someone else can step in immediately. The Canadian Nautical Research Society is too dependent on volunteers for that ever to be our situation. On behalf of Council, I would like to thank all members for their forbearance with our delays. We sincerely hope it will not occur again. Members should anticipate that we will back on our regular mailing schedule with the April issues.

The silver lining of our dark cloud is that I am able in this issue to give a report of the semi-annual Council meeting that was held in Ottawa on 15 January 2000. Only one member was unable to overcome the tyranny of distance,

and we were fortunate to have several of the chairs of our committees present as well. In some respects the decisions made at the meeting mark a "coming of age" as well as a "turning the corner" for the Society. First, the "turning the corner." Members who were at the Corner Brook conference and Annual General Meeting will remember that we were unable to present a financial statement for 1998. We had experienced some considerable turmoil in the Treasurer's office. At the AGM we elected Greg Hannah to the job. He has done herculean work to sort of the "shoe box" of papers and to learn the computer program which had been used to modernize our records. In this endeavour he was strongly assisted by Muriel Gimblett, a CGA, and wife of our Secretary. To them both we owe many thanks. Greg was able to present to Council an accurate reckoning for our 1999 financial situation. Council was satisfied that while the record of 1998 may not have a complete paper trail, all funds could be accounted for. Muriel has said she will continue to reconstruct the 1998 record to meet the requirement for funding agencies. This is particularly generous of her as she has to be

careful of the distinction between that work and the position to which the AGM appointed her to review our financial statements. By the 2000 AGM in Ottawa, (in conjunction with our annual conference 8 - 10 June), the corner will be well behind us.

Members will be aware that each year we award a prize, named for the late Keith Matthews who was instrumental in the creation of our society, for the best book and the best article published in the previous year. The terms have been that the work must either be written by a Canadian about any maritime subject, or by someone of any nationality about a Canadian maritime subject. While these criteria are still easy to apply for books, the periodical literature has expanded considerably since the first award in 1984. A recommendation was presented that the Matthews Award for the best article be limited to selection from amongst those published in *The Northern Mariner*. Concern was expressed as to whether this would be a large enough pool of articles to offer a real choice for a "best" award. In response the editors noted that we now have a waiting list of articles to be published written by scholars of international standing. In addition, the rejection rate of articles is above 30% of those submitted and is continuing to rise. We must take this as evidence that our journal has indeed achieved the goal expressed when it was launched, namely of being a recognized major international journal for maritime history. In that respect the decision to limit the Matthews Award for articles to one published by us represents a "coming of age." Congratulations and thanks are due to all those who have worked hard over the years to achieve this result.

The passage of years was marked by another decision of council. It was decided to transfer the centre of our financial affairs to Kingston. Until now the majority of office holders happened, by chance, to live in the Ottawa area. However, the First Vice President, the Treasurer, and one of four Councillors all live in Kingston, and I shall be joining them there about the time you receive this. For future mid-winter council meetings, the car will now drive *from* rather than *to* Ottawa. Moving our bank account to Kingston will include making arrangements, as previously announced, to receive membership subscriptions by MasterCard or Visa. We will also have a post office box address in Kingston.

On another matter, after some discussion Council agreed with regret to add a postal surcharge to our out-of-Canada members. It was noted at the Corner Brook AGM that our two publications, a substantial and important journal and a society newsletter, offer a considerable benefit for our annual individual subscription of \$45. Rates of other comparable societies are higher. However the postage charged us by the post office for international mailings, (which constitute about 20% of our members) are such that we lose money on the subscription rate. It is with regret that we concluded that this postal expense must be passed on. While we noted that many European societies have a North American or international surcharge and some American journals have a higher Canadian fee, it did not make our decision easier. We hope our American and European members will understand and accept that decision.

Let me close by extending best wishes for the new year, etc. to you all. May your various endeavours prosper. I look forward to

seeing many of you at our annual meeting for 2000, to be held in Ottawa.

Bill Glover

Meet Greg Kennedy

Hello to all members of the CNRS. As a good many of you already know, Olaf Janzen has decided to relinquish the role of co-editor/book review editor for *The Northern Mariner*. I am very honoured that members of the board, along with Olaf and Skip, have asked me to take over these duties, to which I am please to give a most heartfelt yes. There is no doubt that Olaf has established the book review section of *TNM* as the leading maritime book review site available in any journal of its kind. I would like to thank Olaf for all the time and effort he has spent helping me to take over the book reviews and his generous offer to be there in the future if required. His tireless work has created a large footprint to try and fill. So I won't. I will simply keep on trying to emulate that high standard and quality of work, as I quite like the way the review section works as it stands. Therefore, I hope that everyone will continue to ask for books and suggest books that I should acquire for review, get their reviews in on time (preferably on disk), and carry on with business as usual. I am always happy to hear from people about their views, concerns and recommendations, so please feel free to contact me as needed.

Once again, I am delighted to be coming on board *TNM* in this capacity and look forward to meeting and working with you all in the future. I can be reached at:

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Greg Kennedy

Attention - New Scholars In Maritime History

The Canadian Nautical Research Society (CNRS) and the International Commission for Maritime History (ICMH) are offering bursaries to assist students or newcomers to the field of maritime history to attend two upcoming conferences.

To be eligible for the award, new scholars can be Canadian students at Canadian or foreign universities working in the field of maritime studies, or researchers from other countries working on Canadian maritime topics. The award committee will take into account the merit of the applications received, previous work by applicants as well as their proposed paper, recommendations from professors and level of need for financial assistance

Sponsored by CNRS, the **Gerry Panting Award** recognizes the work of a person in the early stages of his or her career in maritime research. It includes a financial award of \$500 to enable the recipient to present a paper at the annual CNRS conference. In the year 2000, this will be in Ottawa June 9-10, 2000. The conference theme is "Maritime

Moments of the Millennium.”

Applications for the CNRS conference must be received by the programme Chair by March 31, 2000.

The ICMH Conference takes place every five years, the last one being held in Montreal in 1995. As the Canadian representative on the Commission, CNRS offers a \$500 bursary to encourage new scholars to participate in this international forum. The next conference takes place in Oslo, Norway, from August 8-14, 2000. The bursary winner will be placed in an "open session," so any proposal will be welcome.

In order to reserve a place for a young scholar on the Oslo conference programme, the conference chair must receive all submissions by February 1, 2000.

Applicants for both conferences should send their letter of application along with a CV and a brief abstract of their proposed topic to:

Dr. Richard Gimblett,
Secretary,
Canadian Nautical Research Society,
49 South Park Drive,
Ottawa, ON,
K1B 3B8
(e-mail: richmag@infonet.ca)

Museum News

Some Worrisome

There are reports from the U. K. that the SS *Great Britain* needs some serious repair work if she is to survive. It is hoped that funds from the National Lottery might be provided. See-

<http://www.ss-great-britain.com>

Some Promising

There are strong prospects for a new addition to the list of preserved Canadian vessels - there is a project afoot to bring HMCS *Annapolis* to the former Burrard Drydock in Vancouver as a museum. *Annapolis*, launched in 1963, is the 20th and last of the series of destroyer escorts that began with the innovative HMCS *St Laurent*, laid down in 1950. Her near sister HMCS *Fraser* found a new home in Bridgewater NS in December 1997. Divers are able to visit a few others of the type: *Saguenay* (Lunenburg NS); *Chaudière* (off Kunechin Point, BC); *Columbia* (near Campbell River, BC); *Mackenzie* (Sidney BC); and *Saskatchewan* (Nanaimo BC) while *Yukon* is destined to be scuttled outside of San Diego, California. For more information:

HMCS *Annapolis* Society
3017 Mountain Hwy,
Box 16119
North Vancouver BC
V7J 3S9

<http://www.homestead.com/hmcsannapolis/>



HMCS *Sackville* being brought alongside "Convoy Quay" and HMCS *St John's*. The flag hoist is her pendant number, 'K 181', but in the modern code, not the one used by the wartime RCN. *Photo courtesy of Len Canfield.*

Some Good - HMCS *Sackville*

Canada's Naval Memorial is thriving, having seen almost 62,000 visitors during the 1999 season. Her new Captain is Commander Bill Gard, replacing Lieutenant-Commander Sherry Richardson. One of the year's highlights was *Sackville's* participation in the dedication of the new "Convoy Quay" in Bedford, which commemorates the convoys which left from Canada during both World Wars. Along with the modern frigate HMCS *St John's*, *Sackville* was alongside the quay on the 17th of September, the day after the 60th anniversary of convoy HX-1, which left Bedford Basin for the UK on 16 September, 1939. Her website is worth a visit:

<http://www.hmcssackville-cnmt.ns.ca>

Some Not So Good

Unfortunately, HMCS *Haida* faces an uncertain future. This famous destroyer, veteran of the Second World War and Korea, is almost 60 years old, and beginning to show her age. The Government of Ontario has promised \$100,000 for some urgent repairs and other work in preparation for a much needed restoration in drydock. However, despite recognition of her significance to Canadians by the Historic Sites and Monuments Board, the government is unwilling to make a commitment about the long-term survival of the ship. The news is not entirely grim, as it seems that the many letters from concerned individuals to M.P.'s and M.P.P.'s is having some effect. *Haida's* website is:

<http://www3.sympatico.ca/hrc/haida>

Nautical Nostalgia

by William Glover

Manitoba's maritime contribution to Canadian history is normally ignored. Many probably would not recognize that the prairie province had a maritime contribution to make at all. Indeed, you might find it interesting to ask your friends and colleagues how many provinces have a salt-water coastline. A few years ago when I put that question to a member of Council, I was given the wrong answer! The correct answer is eight - only Saskatchewan and Alberta are completely land-locked. Having spent the Christmas holiday in Winnipeg, where I was able to investigate some of Manitoba's maritime past, let me highlight some of it for you here.

Churchill, Manitoba's salt-water port, is perhaps most frequently thought of as the end of the line for the Polar Bear Express. I am sure there are some tourists who, on arrival at Churchill, are surprised to discover that across the river from the town is a splendid fort. The Prince of Wales Fort that today's visitor sees was begun in 1731. What is probably Canada's best known fort, the French fortress at Louisbourg, was begun in 1713. But the European history of the Churchill area goes back to 1688 and Henry Kelsey. He was of course in the employ of the Hudson's Bay Company. The first Prince of Wales Fort was established as a fur trading post by another hero of northern exploration, Captain James Knight, just four years after Louisbourg in 1717. The existing fort of today is remarkable for two reasons. First, private enterprise normally built trading establishments in wood and not stone as is the case here. Second, unlike many of the fortifications that were built in Canada, Prince

of Wales Fort was attacked and captured. The great French explorer, Jean-François de Galup de la Pérouse, (after whom Lapérouse Bank off the western entrance to the Strait of Juan de Fuca is named), had been a commanding officer in the fleet of the Comte de Grasse that was defeated by Rodney in the Battle of the Saints. La Pérouse was able to escape, and embarked on what might be called a *guerre de course*. His trade and commerce disruption took him into Hudson's Bay where he threatened and captured Prince of Wales Fort, then under the command of the arctic explorer, Samuel Hearne. But many CNRS members might find the visit to Churchill difficult, if for no other reason than the rather short summer season. And a fort, even one that overlooks an expanse of water where an enemy ship aimed its guns, might be a less than obvious part of our maritime history.

The Company that built the fort, and its trade that presented the worthwhile object of attack are, however, much more central to maritime affairs, even though that too is widely ignored. Inspired by the ideas of profit that had been brought to England by the French brothers-in-law, commonly known as Radisson and Groseilliers, (or Mr Radishes and Mr Gooseberry as they were called in surviving documents), a group of men close to the English court combined in a speculative venture to send a ship into Hudson's Bay to trade for furs. This voyage led directly to the establishment by royal charter on 2 May 1670 of The Company of Adventurers of England Trading into Hudson's Bay. The ship, of course, was the *Nonsuch*. To mark the tercentenary of the company a replica was built. That ship may now be seen in the Manitoba Museum in Winnipeg. I would strongly recommend a visit.

The home for the new *Nonsuch* is a very well done permanent display. The visitor enters her hall, and sees the ship with a good view from ahead looking along her starboard side. She is seemingly alongside in an English coastal port at low tide. As you approach the brow you pass on your right the various buildings and establishments you might expect on a wharf. A collection of barrels, sacks, and other cargo and ship's stores on your left waits to be loaded. I had competing dominant first impressions. The first was the height of her masts, even though I had been expecting that. The second, which helped to emphasize the first, was how small she is. I would be surprised if the original was able to carry as much cargo as would fit in even half the space of one of the transport trucks on our highways today. The replica *Nonsuch* has a keel length of 35 feet, a beam of only 15 feet, and is approximately 45 tons. For many years the ships making the annual voyage into the Bay following that first one seldom had a combined total tonnage of 150 tons. Some individual ships were smaller even than *Nonsuch*. And yet sufficient cargo was carried to provide trading goods and to support the early servants of the company who "wintered in the country." Seeing the replica *Nonsuch* does much to provide extra meaning to the historical records and modern accounts of the early fur trade.

The historical records available in Manitoba could make a significant contribution to our maritime history. Sir George Clark, the eminent historian of the seventeenth century, provided the introduction to the Hudson's Bay Record Society volume *Minutes of the Hudson's Bay Company 1679 - 1684*. He wrote, "in matters concerning ships and shipping the minutes and accounts are informative. The expenditure on building, fitting, hiring and

docking can be followed, and there is a good deal of interesting matter relating to insurance, both as to rates and as to practices." But, he went on, "these are, however, incidental matters lying away from the main subjects" [of the fur trade]. The many questions of the maritime history of the fur trade remain nearly as neglected today as they were in 1945 when Sir George so easily dismissed this wealth of material as "incidental." I am only aware of two people who are beginning research on some of those maritime topics. Not only are the archives of the Hudson's Bay Company located in Winnipeg with the Manitoba Provincial Archives, but the vast majority of the records and documents are all on microfilm, and therefore available through interlibrary loan. Furthermore, the Head of Research and Reference for the Company archives is Anne Morton, a CNRS member.

Whether your interest might be casual, and not extend beyond a museum visit, or it is your sense of adventure that will compel you to ride the Polar Bear Express, or you are a serious student of history casting about for a new subject, I hope you will remember Manitoba's maritime history. Not only will you enjoy it, but you will have the wonderful opportunity of introducing it to others.

An Introduction to Doug Maginley

continued from October 1999

Part 2 - Cadet

In the late 1850s, the shipowners of Liverpool saw that the technical advances of the day would require ships' officers with more education than in the past. In 1858 they

requested the Admiralty to provide a vessel for the purpose and, as a result, the training ship *Conway* was established in 1859 in the Mersey. The first two frigates donated by the Admiralty were, in turn, outgrown and the 2nd. Rate Ship of the Line HMS *Nile* became the third *Conway* in 1876. The *Nile* had been laid down as a sailing ship but was completed in 1851 with an auxiliary steam engine. She was in the Baltic fleet during the Crimean war and served two commissions on the North America and West Indies station, the second as flagship. As HMS *Conway*, she lay at permanent moorings off Birkenhead until 1941, when she was moved from Liverpool to the Menai Straits to escape the bombing of the Liverpool area.

Life on the *Conway* was a cross between a boarding school and the lower deck of the Royal Navy in the early 19th. century. We were Cadets, R.N.R. and wore that uniform. The policy was to keep the boys continuously busy. The day was governed by bugle calls, from "reveille" to "lights out", which you had to recognize. In between were calls for boat crews, working parties, meals, school, hoist boats, etc. When a call was heard, you did not walk or run, you "flew". As if by magic, a line of cadets would appear and if only a few were required for some task, the last to arrive were detailed. 200 cadets slept in hammocks on the lower and orlop decks. The main deck was used for school and meals and temporary partitions had to be lowered and raised several times a day in an operation rather like clearing the ship for action in Nelson's day. Each division of cadets (tops), under senior and junior cadet captains, was responsible for keeping one side of one of the decks clean by sweeping on school days with a scrub down on Saturday morning. The cadets crewed the boats: two motor boats and

three rowed cutters, which handled all the ship to shore transportation. There was also a water-boat with tanks which had to be filled at Bangor pier to supply the ship with fresh water. I was engineer of this craft one term, the only English speaker: all the rest of the crew normally spoke Welsh. It was the winter term and when the pipes froze and low tide forced us to the end of the pier, ice had to be broken out of a third of a mile of hose. The boats, apart from the water boat, were hoisted each evening by muscle power: hundreds of cadets tailing on to the falls and "walking away" with them. Classes were from 9 a.m. to 4 p.m. The syllabus was a mixture of academic and nautical subjects: the latter served us in good stead when we came to be examined for the 2nd. Mate's and higher certificates later in our careers. Wednesday and Saturday afternoons were devoted to sports ashore: rugby, track and field, etc. and sometimes rock climbing in Snowdonia, with a stay at a youth hostel. Sunday morning promised a half hour extra lie-in (to 7), "Divisions" and church. Sunday afternoon provided some unstructured time with a "free landing" once a month. At one point in the two years, everyone went to the Outward Bound school at Aberdovey for a leadership course.

I had been released from the hospital in London (after the mumps) on VE day and for the summer holidays I was staying with relatives at Rothesay on the Isle of Bute. The submarine depot ship *Lucia* in the harbour suddenly started firing rockets and a Spitfire took to doing barrel rolls over the town. It was VJ day and the war was over. Back on the *Conway*, the question was: what shipping line to apply to? There was a fat little book that was passed around showing the fleets of the various companies and describing their ports of call. Remembering the

pre-war lines that came to the islands, I decided to try one of them in the hopes of occasionally getting home. The varied routes of the Furness Withy Line appealed to me, so I applied and was accepted. Just before my last term ended, I was told that I would be joining the *Jessmore* in Hornby Dock, Liverpool.

Arriving via the overhead railway on a wet spring Sunday in 1947, I was pleased to find a modern motor vessel and not the old coal burner listed in the "little big book". (That ship had been sunk in the war). Four cadets had a deckhouse to themselves at the after end of the boat deck. It comprised a four-berth cabin, a bathroom and a "study", (seldom used, except for drying laundry). The *Jessmore* was a typical dry cargo ship, built in 1941 as the *Empire Faith*. She measured 7060 tons gross, 4350 net and could carry 10000 tons deadweight. She had a split superstructure, (like a Canadian built "Fort" boat), but had three after hatches; the first over the deep tanks. The lower holds had longitudinal centre line bulkheads as far the hatch openings: this made it easier to rig shifting boards in accordance with the regulations when carrying grain. She was powered by a four cylinder Doxford diesel that gave her a speed of 12.5 knots light and 11.5 knots loaded. Before the war, Furness Withy had operated two passenger and cargo vessels, the Nova Scotia and Newfoundland, (both lost in the war), on the Liverpool - St. John's - Halifax - Boston run. New vessels with the same names were under construction, but we were there to re-establish the cargo side of the operation.

On the *Jessmore* the senior cadet assisted the Mate and the rest of us stood the 4 to 8 watches: rotating between steering, (no auto pilot), lookout and getting the tea. We also

kept the bridge area clean and polished all the brass. Some of the time off watch was spent chipping paint and red-leading - a never ending task. As we approached the Grand Banks we entered thick fog. In clear weather the lookout was on the bridge but in fog he kept his watch on the foc'sle. My first spell at this was unforgettable: I was told that if I saw or heard anything, I was to ring the bell, once for starboard, twice for port and three times for strait ahead. I soon realized that the fog was so thick that there was no way I could see anything before we hit it, and between our own mournful fog signals I kept imagining I heard something "out there". Right forward in the "eyes of the ship", the bridge and human company seemed miles away and I wondered if I had been forgotten. Eventually my relief came and I could go back to warmth and hot cocoa in the galley. We stayed in fog all the way to St. John's.

In Furness Withy we were signed on as cadets: the difference from an apprentice was just that we didn't sign indentures. Although we worked manually like the seamen, at meal times we put on our uniform and ate with the officers with our meals served by stewards. (Cafeteria messing was unknown). In port, the cadets assisted with cargo. We observed the stowage, (for our own instruction), looked after the portable lights called "clusters" when working at night and guarded special (pilferable) cargo, especially beer and liquor.

On our second trip we went to New York instead of Boston. Shortly after dropping the pilot and going slowly ahead in fog, (the ship did not have radar), there was a sudden jar and the screech of broken steel plates. Looking aft, the bow of a large ship could be seen deeply

embedded in our port side, but by the time we were dressed and on deck, it had gone. We had been struck by an American ship, the *Longview Victory*. No.5 hold, the second from aft, was cut open from deck to bilge and flooded, but as it was already full of cargo, there was not much space for the water to occupy and it did not make a great deal of difference to the draft or the trim. We slowly returned to port. The U.S. shipyards were still able to work with wartime efficiency. In a day or two a crane barge came alongside with a cofferdam made to fit the ship's side and the cargo was grappled and pumped out. As it was mostly flour and sugar, mixed with Hudson River water, (on which always floated thousands of condoms), it had fermented and alcoholic fumes permeated the hatchways. After some other cargo had been discharged to inspect the bulkheads, we went into Todd's drydock in Brooklyn and were soon repaired and reloaded.

The British Apprentices' Club in New York, where dances were held and you could meet young ladies, was the hangout for impecunious cadets. It had been started before World War Two and was still a going concern and continued for some years. For officers, there was a club in the Astor Hotel and these establishments, along with the attractions of Broadway, made New York an excellent place to visit. In those days you could walk back to the ship, even alone and late at night, in perfect safety.

On the next trip to New York, rumour was rife about future destinations. It turned out to be a charter to the Montreal, Australia, New Zealand Shipping Company, (the M.A.N.Z. line), which had one Canadian-flag ship and used ships from Port Line and Shaw Savill as

well as chartered tonnage. We went up the Saguenay to load aluminium ingots, then Montreal for cases of machinery and un-assembled Ford cars, then Trois-Rivières - a full cargo. This suited me admirably, as I had no pressing reason to get back to Britain. After refuelling at Curacao we went through the Panama canal and were south of Pitcairn on Christmas Day 1947. (I still have the hand decorated menu). After a long peaceful passage across the Pacific, we traversed the Australian coast from Brisbane to Tasmania. In Sydney we docked at the famous circular quay and, as the Australian longshoremen did not believe in overtime, there was plenty of time to explore Sydney and its beaches. Cadets were paid very little - just pocket money really, but the long passage across the Pacific had built up some funds. Several crew members deserted in Australia. This was quite common: immigrants were needed and the police made little effort to find them. Usually they had met a girl and lay low at her place until the ship had sailed, when they were free to stay. After Australia, we went to New Zealand to load wool. The New Zealanders did work overtime, but there was a minimum size of gang and, if they were shorthanded, crew members could fill in, making good money. Then another long passage to New York, Saint John N.B. and England.

After this trip, the wartime Carley floats and the concrete armour on the bridge were removed, the wheelhouse got proper windows and the topmast, which was in the port sampson post (to falsify the aspect to a submarine), was moved to the mainmast. We did a trip on charter to West Africa: general cargo out, teak logs and peanuts in bulk back. I then approached the fine old gentleman at Head Office who looked after the cadets'

postings and asked if I might get on a ship going to the West Indies, as I had been away for three and a half years. I was put on the new *Newfoundland* to wait for an opportunity and had made two short transatlantic trips when I was told I could go out to Barbados on the *Pacific Liberty*, take some leave, and then join the *Queen of Bermuda* which was about to resume the New York to Bermuda run.

The *Pacific Liberty* actually was a Liberty ship. We sailed from Manchester only half loaded and off the Bay of Biscay, ran into a hurricane-force storm. I was woken in the middle watch by watch by "the continuous sounding of a fog signal apparatus" which is a distress signal; but it was caused by the signal mast being blown down across the whistle halyard. Nevertheless, the propeller was racing most of the time and the ship was out of control, while ominous crashes in the holds told that cargo was shifting. I was told to help in No. 1 hatch. The seas were mountainous and we were beam on, rolling heavily. The crests of the swells seemed to loom higher than the masts but with the ship lying a-hull, they did not break on board and it was possible to make a dash for the foremast house. One of the very good points of a Liberty ship was that you could access the 'tween decks without uncovering the hatches by entering through the mast houses and climbing down ladders inside the wide ventilator trunks.. I found the Captain with several crew members there and we gradually got things under control by upending drums and throwing dunnage against momentarily still objects. The rolling then eased as the ship was got stern to the seas and we ran before it for a day.

All this resulted in my missing the 'plane connection in Barbados, but a stroll around the

careenage revealed the Montserrat inter-island motor vessel *Moneka* and I took passage on her. The *Moneka* was the successor to the *Romaris* and was a 112 ft. Canadian built Fairmile motor launch with engines replaced by smaller ones, a small cargo hold and a saloon and canopy for passengers. The deck was completely crowded with people, many of whom had baskets of vegetables and even live chickens. Only one engine was working and we made a slow passage, stopping at Dominica and Antigua. It was pleasant in the lee of the islands but rough in the passages between and, to my chagrin, I, the professional seaman, was seasick! Eventually we approached the anchorage at Plymouth, Montserrat, with ensign, house flag and Royal Mail pennant flying. The Captain ordered: "T'row the anchor!" and the enormously strong Mate picked it up from its housing on deck and literally hurled it overboard. I was home after nearly four years and in time for Christmas.

(to be continued)

Notes

Bill 13

There is a Private Member's Bill before the Ontario Legislature which will be of interest to members. Proposed by Toby Barrett MPP, it is an attempt to protect heritage wrecks and artifacts. However, a number of divers' organisations are concerned that despite its laudable intent, it may have a serious impact on their access to wrecks in Ontario waters.

The Niagara Divers' Association website is a good place to learn about the worries of some groups of divers:

<http://www.vaxxine.com/nda/>

Member News

John Summers retired as Curator of the PIER, Toronto's Waterfront Museum and moved on to a labour of love. This will answer CNRS members' questions about what John is doing these days:

It's been a busy year for Coronet. At the end of June we opened "The Schooner Yacht Coronet: An Air of Greatness". At the end of August, we hosted "Considering Coronet: A Grand Yacht's Place in History". Proceedings from the symposium, and the exhibit catalogue, are available from IYRS at the address below.

Just over 430 projects nationwide have been officially designated, but of these, Coronet is one of only three historic vessels to be included. Large-format photography to the HABS/HAER standard and a paint sampling and analysis programme are scheduled for early in the new year. Of this, \$2.5 million is in hand.

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Sadly, we must note the passing of **Dr. H. W. (Hal) Smith** on Monday 15 November, 1999. Pat Barnhouse writes:

Hal Smith was a regular (and erudite!) contributor to the MARHST-L list up until recently. The following is from my posting to

Canadian Naval Technical History Association members with e-mail addresses. For those who didn't know Hal, after leaving the RCN as a Commander, he went on to be a professor of Electrical Engineering at the University of Toronto.

Following retirement, he moved to Victoria where he maintained a connection with the University of Victoria, teaching both EE subjects and tutoring in History. He had compiled a complete dossier of notes for a book on the Canadian hydrofoil project that built HMCS Bras d'Or. Recently, he was under contract to the National Defence Directorate of History and Heritage to produce a history of Canadian sonar development from 1945 to about 1965.