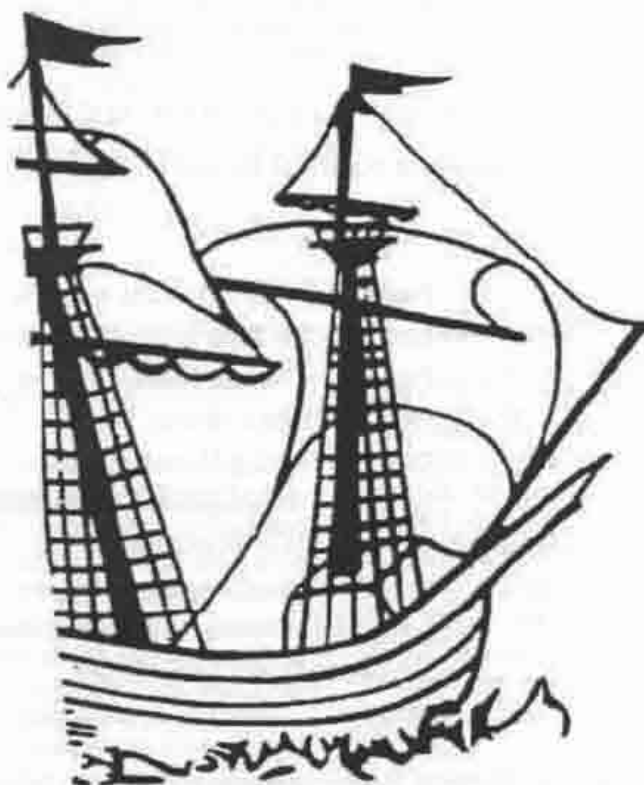


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

Volume XXI Number Two  
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## **ARGONAUTA**

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Within Canada: Individuals, \$55.00; Institutions, \$80.00; Students, \$35.00  
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### Editorial

In early April, I had the tremendous good fortune to live aboard an actual battleship for four days: the USS *Massachusetts*, preserved as a museum in Fall River, was able to host myself and ten other naval historians/researchers and provide bunks up in "Officers' Country." Yes, speaking as someone long fascinated by big-gun ships, this was very cool indeed! Believe it or not, we could have used even more time: battleships are big – and alongside the "Big Mamie" are the submarine *Lionfish*, destroyer *Joseph P. Kennedy Jr.*, former East German missile corvette *Hiddensee*, plus the PT Boat shed. Nevertheless, this opportunity to look in detail at all these ships highlighted what is perhaps the key ingredient to their success: the people who run them. Some are paid staff members, without which the Museum couldn't function. Others are volunteers, who work aboard 'their' ships for the simple pleasure of doing so. All are important.

This applies equally to every preserved ship and museum I've ever visited: each one has a core team of people who don't just "down

tools" at quitting time – and these dedicated professionals have auxiliaries on tap who help out just for the fun of it. HMCS *Sackville*, HMCS *Haida*, the Maritime Museum of the Great Lakes, the Vancouver Maritime Museum to name a tiny handful, all owe much of their success to their volunteer programmes. Smaller facilities – the little summer-only museum in the village of Pointe des Cascades where I live, is the perfect example – depend entirely on volunteer labour for their survival.

In every museum I've ever visited, it's been the volunteers who have made everything really come alive: Using *Haida* as an example (I know her particularly well), volunteers have restored to working condition equipment ranging from a diesel generator to all four radio rooms with associated equipment – the Radio Remote Control System alone required over 4,000 splices and connections! Every museum has a similar band of unsung heroes. In the words of one man I saw this month, carefully cleaning paint from all the tally plates on the bridge of the *Joseph P. Kennedy Jr.*, "all it takes is a little bit of time."

WS

## President's Corner

In my last "Corner" I invited members to get involved in their Society. Allow me to be specific. The editors of our newsletter and journal, *Argonauta* and *The Northern Mariner/Le Marin du nord*, respectively, could use some assistance. They are doing great jobs, but they could use a volunteer to work with them to explore and develop advertising opportunities for both publications by inviting special and general publishers of books of maritime history to place advertisements about their newest books in our publications. The editors are busy getting out their respective publications and do not have time to seek out and encourage advertisers. We believe opportunities exist to increase our revenues through advertising such that one day *Argonauta* might be able to pay for itself. If you would like to join the team please get in touch with Bill Schleihau, Maurice Smith, Bill Glover or me, and we shall be delighted to introduce you and get you started.

On Saturday, January 31, the members of the Executive Council and our Honorary Member met at the Marine Museum of the Great Lakes at Kingston. Council recognized that the Society must reach out to other like-minded groups and exercise greater diligence in searching for manuscripts of publishable quality. To that end, Council agreed to assist our Book Review Editor, Faye Kert, who is planning to attend the 2004 meeting of the International Maritime Economic History Association in Corfu, Greece. Council members believe this action is a necessary part of doing business as an independent organization and that this will be an important opportunity to broaden the Society's international profile. As CNRS is the official Canadian representative on the International Commission of Maritime History, I hope all members agree.

Our membership stands at 284 institutional and individual members. The numbers are slowly creeping up. So thanks to everyone for your vote of confidence in the society's continued well being and your efforts to recruit new members. Prizes and awards are

an important part of our mandate, and I'm pleased to report that Council approved plans for an exciting development in this area that will be announced at the annual meeting in May.

Council also agreed to hold its annual meeting in 2005 in the Hamilton, Ontario, area, a region where many of our members live, yet, one where we have never held an annual meeting. Maurice Smith is applying his many talents to organizing the conference. We hope many naval veterans will plan to attend for among several planned events will be a tour/reception on board the rejuvenated HMCS *Haida*. Council also heard from Bill Glover about arrangements for this year's annual conference in Ottawa. This year's annual meeting, about which more in this issue of *Argonauta*, will be a special occasion and I urge every member to try to join us. Finally, after making preliminary decisions concerning annual meetings in 2006 and 2007, Council approved establishing a special organizing committee to begin to arrange our conference in 2008 to be held at Quebec City to celebrate the quadricentenary of the founding to the oldest French-speaking city in North America. This will be an exciting, event-filled occasion with splendid opportunities for the Society to promote itself and the study of Canadian maritime history throughout the land. To return to the beginning of this "Corner," any member who believes that he or she has something to offer and would like to get involved with this new committee under the chairmanship pro tem of First Vice-President Rich Gimblett, please get in touch directly with Rich or with me. I look forward to seeing you in Ottawa.

*James Pritchard*  
President, CNRS

## PIPED Act

I have been instructed by the Executive Council to take this opportunity to announce our compliance with the Personal Information Protection and Electronic Documents (PIPED) Act, which came into effect January 1, 2004.

The purpose of PIPED is to regulate the private sector's collection, use, and disclosure of personal information. The Canadian Nautical Research Society (CNRS) is committed to protecting your personal information that you have previously provided as a condition of your membership. Personal information may include the following: name, address, telephone number, e-mail address, payment information, and research interest. Your personal information is not disclosed to unrelated third parties. Under no circumstances do we share or sell your personal information with anyone for the purpose of marketing of goods or services.

Effective April 2004, CNRS uses the above information to send you its publications and to communicate with you concerning annual conferences and matters concerning payment of membership fees. By previously providing information to us, you have consented to such use and disclosure. While you may contact the CNRS Membership Secretary any time to update your personal membership information, the new Act specifically entitles you to write and request access to your own information to verify and correct it. If you prefer that we do not use your personal information to construct and publish in *Argonauta* the members' directory that we are planning please advise the Membership Secretary in writing and address your letter to P.O. Box 511, Kingston, ON. K7L 4W5.

If you have any questions please address your queries to me.

Yours truly,

*James Pritchard*  
President, CNRS

## Notice of Motion to Amend By-law No. 26 of the Canadian Nautical Research Society to be made at the Annual General Meeting at Ottawa on May 29, 2004

A small matter of housekeeping has appeared after a member noticed that By-law No. 26 is inconsistent with By-law No. 16. The former does not include the First Vice-President and the Second Vice-President among the officers of the Society whereas the latter does. Therefore, be it resolved that By-law No. 26 be amended to include the First Vice-President and the Second Vice President among the officers of the Society. The amended By-law No. 26 shall read (added words in bold type):

The management of the Society shall be vested in a Council consisting of the President, **the First Vice-President, the Second Vice-President**, the Secretary, the Treasurer, the Membership Secretary, the Past President and four Councillors elected at the Annual General meeting; and *ex officio* with voice but no vote, members in good standing of the Canadian Nautical Research Society, resident in Canada, who also hold office in other national and international maritime organizations.

In accordance with By-law No. 40, this Notice of Motion will be made at the Annual General Meeting of 2004 and voted on at the Annual General Meeting in 2005.

## *Argonauta* Correspondence

Sirs:

The article by John Crosse on the end of the Battle of the Atlantic in the January *Argonauta* is a valuable re-look as he says at a few months normally abandoned in an "It's all over!" attitude to wartime history.

I was at sea in the Algerine *Wallaceburg* in the Western Local Escort Group W VIII in the weeks following "V.E.



Day" – supposedly the end of the war. We met an inbound convoy, still fully formed of about 40 ships, and took the southbound portion (some had split off for Halifax and the St. Lawrence), Convoy HN-355, southward toward New York. This would have been about May 24<sup>th</sup> or 26<sup>th</sup>. I recall we were all quite relieved at the "war's ending" but distinctly nervous about possibly still offensive U-boats on the prowl – those that maybe didn't get the message (which turned out to be indeed accurate) or the perceived danger of those hard-nosed die-hard C.O.s not prepared to quit – which turned out to be practically nil. Our screen of Algerines and corvettes were still very much on the *qui vivre* and we still carried out continuous all around Asdic sweeps and zig-zags all day. As far as we were concerned the war was still very much on until every last U-boat was accounted for.

Then a message from Admiralty et al advised that the following night the convoy and escorts, although remaining formed, could steam with all running lights on. I commented to my C.O., LCdr John Bovey, that this would be great, after 5 ½ years absolute blackout. Cdr. Bovey growled "It'll be bloody hell! You won't know where anyone is!" How right he was. When I came up for my Middle Watch, there were bloody lights all over the ocean – white, red, green... and blue, yellow, chartreuse and whatever. Looking at our radar PPI didn't seem to have any relationship to what one could see quite obviously over the bridge dodger. So during my watch we sort of swanned about in our general area, using the radar to avoid collisions but wondering what sort of formation the convoy was in. When first light turned up, about 4:10 a.m., my relief refused to take over the watch until he gained some idea of where we were relative to the lead ships. We were supposed to be in convoy escort diagram position 'S,' out beyond the left lead column, but were, in fact, close to position 'A,' well out in front of the middle column. Just then Cdr. Bovey arrived on the bridge and asked quietly "What's going on?" I explained: "We seem to have got a bit out of position Sir, a bit too much toward 'A.' I'm just adjusting that, before turning over to the 1st Lieutenant... Sir."

To his credit, the C.O. simply smiled very slightly and said, with a raised eyebrow, "Mmm-hmm!" As daylight arrived the convoy was in fact spread out rather like an oil stain on a pond, with not much resemblance to the neat rows laid down in orders. It was only as we approached the still heavily mined verges of the Ambrose Channel up into New York Harbour that order prevailed for safety's sake and the ships went neatly into 2 columns to wend their way in.

I later spoke to one of the merchantmen's Mates, who said the thing that hit him that night was how close all those other ships were when their lights could be seen, even at 5 cables\* side to side and 2 cables astern of the next-ahead. In the blackouts it had been sort of nice to see the faint shadow of your neighbours and know where they were in the black. Now, by seamanship standards, they were "too bloody close!" Hence the convoy all sort of spread out as Masters gave themselves a little more sea room.

\* one cable is near enough 200 yards

Fraser McKee  
Etobicoke, ON

## Research Queries

### HMS Neptune

Two retired Royal Navy officers, **Commanders John McGregor and N. H. N. Wright**, are investigating the sinking of the cruiser HMS *Neptune*, sunk 19 December 1941, in which both of their fathers were lost. *Neptune*, along with the rest of Force B, ran into a minefield some 20 miles to the north east of Tripoli. *Neptune*, with great loss of life, along with HMS *Kandahar* were lost, and the cruiser *Penelope* damaged.

McGregor and Wright are interested in:

- the official position of *Neptune*'s wreck seems to be to the north of the northernmost part of the Italian Coastal Mine Barrier, and one diver who claims to have visited the wreck

- puts it even further to the north-west
- did any British aircraft drop mines that night?
- Italian and German records indicated that British submarines were operating to the east of Tripoli, but this doesn't match British sources
- why was there such a terribly large loss of life: there was only a single *Neptune* survivor released from Italian prisoner of war camps, whereas Radio Rome claimed over 100 *Neptune* crew were being held in January 1942.

Commanders McGregor and Wright can be reached at:

67 Island Wall  
Whitstable, Kent CT5 1EL  
United Kingdom  
e-mail: [hmsneptune41@aol.com](mailto:hmsneptune41@aol.com)  
[www.hmsneptune.com](http://www.hmsneptune.com)

## News and Views

### "First Annual" Annapolis Naval History Symposium

Despite what was reported in the January of *Argonauta*, it seems that there may be a new incarnation of the well-known Naval History Symposia that, pre-9/11, were held every second year in Annapolis MD: too late for inclusion in the last issue, the editors received notice of "the First Annual Annapolis Naval History Symposium" that was held 31 March – 1 April that was held at the US Naval Academy. The United States Naval Institute website will be the place to watch for 2005:

[www.usni.org/Seminars/seminars.html](http://www.usni.org/Seminars/seminars.html)

### 50th Anniversary of Naval Clearance Diving

In March, the Canadian Navy's Clearance Divers had their 50<sup>th</sup> Anniversary – to 'celebrate,' Rear-Admiral Jean-Yves Forcier, Commander Maritime Forces Pacific, took a

stroll on the bottom of Esquimalt Harbour in a hot-water suit.

### Salvage of the *Graf Spee*

In February, work began on the salvage of at least a few parts of the German "pocket battleship" *Graf Spee*, scuttled December 1939 off Montevideo. The ultimate goal is the recovery of the ship herself – the consortium is led by German financier Hector Bardo. So far, a few large pieces – including the rangefinder and director mounted on the foremast – have been recovered and brought ashore. The wreck is relatively shallow, some 20 metres deep, in the very murky water of the River Plate. In 1997, Mensun Bound salvaged one of her 5.9-inch guns, and in 2003, were granted permission to begin the salvage operation. A very good website, with superb 3-d renderings of the wreck, is Thomas Schmidt's "3dhistory.de":

[www.3dhistory.de](http://www.3dhistory.de)

Schmidt has also created amazing computer "photographs" of HMS *Hood* that are well worth seeing:

[www.hmshood.com](http://www.hmshood.com)

### Company Granted Ownership of the SS *Republic*

In March, a US Federal judge granted ownership of the wreck of the *Republic* to Odyssey Marine Exploration of Tampa, who have already salvaged some 52,000 gold and silver coins from the wreck site. Odyssey, which already held salvage rights, petitioned for title to the wreck – lying some 100 miles south east of Savannah Georgia – after reaching a \$1.6 million settlement with the company that had insured the paddlewheel steamer and the cargo and paid claims after she sank in a hurricane in October 1865. The company is using a remotely-controlled robot to recover coins and artifacts from the site, a 40-by-120-foot area in 1,700 feet of water. Odyssey Marine have been working with National Geographic to produce a documentary that will be broadcast sometime this year.

### **HMS *Beagle* Found?**

It seems that the remains of Charles Darwin's *Beagle* may have been found: near Potten Island on the River Roach, in Essex (UK), buried under 12ft of mud in an abandoned dock on the North bank of the Roach.

### **Winners of First Canadian Military History Writing Competition to Be Honoured**

The competition, launched in October 2003, focussed on the importance of Canadian Military History, specifically the impact of the Battle of the Atlantic on Canada's development as a nation, and was well received by local schools, teachers and students.

Dr Marc Milner, Professor of History, University of New Brunswick, Mr. Michael Whitby, Chief of History, Department of National Defence and Donald Graves, historian and author formed the panel of judges.

The recipients and prizes are:

1. Tristan Kay – C.P. Allen High School - \$500.00 plus a book and a print of HMCS *Sackville* for the school
2. Krista Raffel - Dartmouth High School - \$250.00 plus a book
3. Kristan Grout - Auburn Drive High School - \$125.00 plus a book
4. Hailey Smith – C.P. Allen High School - honourable mention – a book
5. Blair Mason - C.P. Allen High School - honourable mention – a book

The essays are available on HMCS *Sackville*'s web site:

[www.hmcsackville-cnmt.ns.ca](http://www.hmcsackville-cnmt.ns.ca)

### **The Edward S. Miller Research Fellowship in Naval History**

The Naval War College Foundation intends to award one grant of \$1,000 to the researcher who has the greatest need and can make the optimum use of research materials for naval history located in the Naval War College's Archives, Naval Historical Collection, and Henry E. Eccles Library. A guide to the College's manuscript, archival, and oral history collections may be found on the Naval War College's website: [www.nwc.navy.mil](http://www.nwc.navy.mil). Click on "Library," then "Library Publications," then "Naval Historical Collection." Further information on the collections and copies of the registers for specific collections are available on request from the Head, Naval Historical Collection: E-mail: [cherpake@nwc.navy.mil](mailto:cherpake@nwc.navy.mil)

The recipient will be a Research Fellow in the Naval War College's Maritime History Department, which will provide administrative support during the research visit. Submit a detailed research proposal that includes statement of need and plan for optimal use of Naval War College materials, *curriculum vitae*, at least one letter of recommendation, and relevant background information to:

Miller Naval History Fellowship Committee,  
Naval War College Foundation,  
686 Cushing Road,  
Newport RI 02841-1207,

by 1 August 2004. Employees of the US Naval War College or any agency of the US Department of Defense are not eligible for consideration; EEO/AA regulations apply.

### **Security role on the way for Canada's Coast Guard**

Extensive talks are under way between senior government officials from several agencies that could see the Canadian Coast Guard being given a maritime security role for the first time in its history.

Among the government bodies involved are Transport Canada, the Royal Canadian



Mounted Police and the Armed Forces. Vancouver-based Terry Tebb, the Coast Guard's regional director for the Pacific Region, told Lloyd's List that discussions were wide ranging and a raft of options were being considered.

He said the Canadian Coast Guard had always focussed on maritime safety and environmental response, and a clearly defined role in maritime security would be welcomed by most staff. It is hoped that a final defining role and implementation plan will be in place by the summer.

Although the Coast Guard has always played a security support role through the marine communications and traffic services group, and has provided transport for other government agencies including the RCMP, Immigration and Customs services, there is an important parliamentary debate over a possible new security role for the Coast Guard.

This could include the introduction of faster, modern patrol boats to replace the ageing civilian fleet. Mr Tebb stressed that there were only proposals at the moment. "The final plan and role definition will have to get the green light from Parliament in Ottawa and have the support of other government agencies and the headquarters of the Coast Guard," he said.

At present the Coast Guard has no enforcement role. It is a civilian organisation that comes under Fisheries and Oceans Canada and is responsible for fleet services for fisheries science and enforcement plus safe navigation, search and rescue, and environmental response.

The policing of Canada's 320 km maritime exclusion zone is done by the RCMP, which has its own boarding teams that operate from its own vessels and from Coast Guard ships. Navy ships complemented by Air Force helicopters and aircraft augment the Coast Guard's search and rescue role, Mr Tebb said:

"There has been a good working relationship between all the services. The RCMP calls us for help and we call them. There is also daily contact with the Armed Forces

through the Joint Rescue Coordination Centre. But there is also recognition that this informal system has its failings.

"There was general surprise from many members of the Canadian public when they realised the Coast Guard was not a maritime police force, unlike their colleagues south of the border," Mr Tebb said. "Consequently, they have welcomed and support efforts to give the Guard a security role."

Linked to the possible role revamp of the Coast Guard are plans by the Department of Fisheries and Oceans to introduce an automatic identification system and long range vessel identification and tracking network this year. The installation of the two systems is part of a C\$172.5m investment to strengthen marine security that also includes the screening of passenger and crew on board vessels, installation of equipment to scan containers and the creation of permanent police investigator positions at ports. The Coast Guard will build and operate the shore-based component of AIS and develop the long-range vessel tracking system. Transport Canada has ordered that ships are equipped with AIS, in line with International Maritime Organization requirements.

### **DEMS Branch, RCNA**

The Royal Canadian Naval Association has a branch connected with those who served in Defensively Armed Merchant Ships (DEMS) during the Second World War. The contact address is:

DEMS-RCNA  
c/o Doug Sephton  
203 Anne St. North  
Barrie, Ontario L4N 4T4

Their January 2004 newsletter notes that there are still three active merchant navy organizations: The Company of Master Mariners of Canada; Canadian Merchant Navy Veterans Association; and The League of Merchant Mariner Veterans of Canada.

### Looking Glass Press

Vanessa Kooter has sent *Argonauta* this press release, which may be of interest to some of our members and institutions:

Looking Back Press is a new imprint of Vanwell Publishing Limited located in St Catharines, Ontario since 1983. Vanwell has published well over 100 titles in Canada, and has won international awards for several of their publications. Their major programme is Canadiana and with Looking Back Press as a new imprint, it now enables us to publish a specific series dealing with local histories and related topics.

We are not a vanity press and therefore we finance what is required to sell, market, publicize and distribute your books. Thus there is no cost to authors, historical societies, or museums. Authors are paid royalties on all sales.

The format of the series is set to enable us to keep the price of these histories low, and therefore accessible to more people, but we find that it is very flexible and can encompass almost any collection. This means that you could compile a general pictorial history from the birth of photography to the 1960s, or focus on a much more specific approach or geographic area.

The entire process of compiling and publishing a book in this series usually takes four to six months. We use the most sophisticated technology available in publishing in the production of books in the series, and it is this that allows us to reproduce your original images to a high quality and retail the books at a low and affordable price. Our production team in St Catharines, ON takes great pride in the care given to your images, and we will work with you to insure you are comfortable with the entire process.

If this is of interest in receiving an author kit or for more information please contact Vanessa Kooter at 1-800-661-6136 ext.835 or email [vanessa.kooter@vanwell.com](mailto:vanessa.kooter@vanwell.com).

### Maritime Provinces Steam Passenger Vessels

by Robin H. Wyllie

#### S. S. Strathcona

##### Specifications:

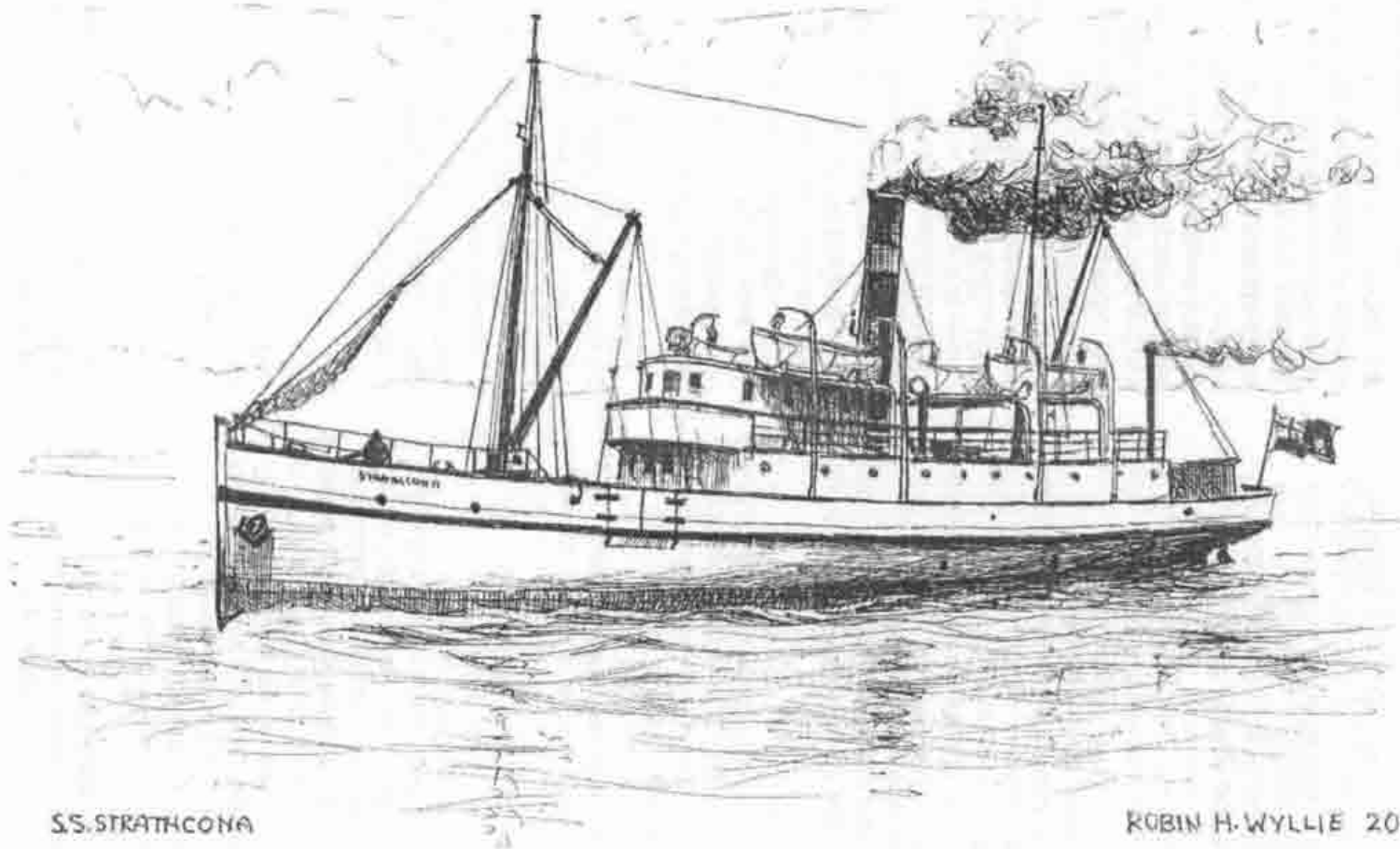
|                  |                                   |
|------------------|-----------------------------------|
| Official Number: | 16276                             |
| Builder:         | Mary E. Harlow,<br>Port Clyde, NS |
| Date Built:      | 1903                              |
| Gross Tonnage:   | 284                               |
| Overall Length:  | 128.5 feet                        |
| Breadth:         | 26.0 feet                         |
| Draught:         | 9.6 feet                          |
| Engines:         | 2 cyl. 17.5" x 35" - 24", 52 h.p. |
| Engine Builder:  | William Moir & Co,<br>Halifax, NS |
| Propulsion:      | single screw                      |

##### History:

Nova Scotia's Eastern Shore is comprised of a rock-strewn mass of islands, headlands and inlets stretching all the way from Halifax to Guysborough. According to Lescarbot, Basques had been trading with natives in the area since the 13<sup>th</sup> Century. Guysboro' Harbour is described in detail in the 1389 *Zeno Narrative* and, by 1604, when de Monts arrived on the scene, fishing stations had been established by Norman-Breton and other fishermen to exploit a lucrative shore-based fishery.

The establishment of Halifax in 1749 created a demand for lumber, and communities were established at a number of locations along the shore where both water power and transportation were available. Communications between these outposts and Halifax was, however, rather spasmodic and dependant upon the availability of outgoing cargoes, usually lumber or fishery products.

While there are records of gold being found in Nova Scotia dating back to 1759, it was not until 1860 that the first major find was reported at Mooseland. Hundreds of prospectors rushed to the area and gold was found in quantity at literally hundreds of



SS. STRATHCONA

ROBIN H. WYLLIE 2004

*SS Strathcona.* A composite drawing from photographs in the author's collection.

locations. By 1912, it was recorded that 913,625 ounces had been taken out of the ground, a great proportion from the Eastern Shore.

With this new prosperity came improved transportation, regular schedules and steamers. The *City of Ghent*, featured in the July 2000 *Argonauta*, was one of the first and her success led to the introduction of other locally-owned vessels.

*Strathcona* was built in 1903 as a replacement for the 99 ton SS *Wilfred C.* built in 1897. She was a typical Nova Scotia-built wooden passenger-cargo vessel with a shallow draught, a wide beam and a cargo capacity of one thousand barrels. Built by Marry E. Harlow of Port Clyde, she is the only local steamer recorded to date as having been built at a yard operated by a woman.

The steamers owners, the Halifax and Canso Steamship Company Ltd placed her on a weekly run from Halifax to the saw mill towns, fishing ports and gold camps of the Eastern Shore. The vessel left Halifax every Thursday for West River, Sheet Harbour, Port Dufferin, Sonora, Isaacs Harbour, Goldboro, Port Hilford, Drumhead, Canso and Guysborough.

On Saturday, December 22<sup>nd</sup>, 1906, *Strathcona* departed Halifax with thirty passengers, her crew of ten and a cargo of an estimated eight to ten thousand dollars worth of Christmas presents and other goods. Just off Beaver Light, in rough seas and a thick fog, she caught fire. The description of what followed, although we have no record of any recognizance for the captain or crew for their actions, stands out as a prime example of the practical common sense and quick thinking, which appear to have been a major attribute of those who went down to the sea in coastal boats. The *Halifax Herald* reported the following on December 26<sup>th</sup>, 1906:

*About half-past eight last night, when just outside Beaver Light, fire was discovered. It appeared to be under the saloon. It was seen to be*

*spreading rapidly and that nothing could be done to stay its dread progress. Captain Abner Reid acted promptly. He ordered full speed ahead and directed the bow of the burning steamer to Smiley's Point, about half a mile from Port Dufferin wharf. He also ordered the lifeboats to be made ready.*

*...The flames were spreading with tremendous rapidity and the ship presented a lurid sight and her engines throbbed and she forged ahead at the top notch of her speed toward the shore, where the captain had determined to beach her.*

*It was a trying ordeal for the for the engineers, but they stuck to their post in the engine room until the flames actually broke through and they were driven out. When they left a full head of steam was still on and the engines continued their revolutions, taking the burning craft towards the shore.*

*The man at the wheel acted with special heroism.. His work was all important and he stood by the wheel until the very last. The wheel ropes were burned off and the man was almost enveloped in flames, but he stood by his post until the steamer was driven on shore and she was beached at Smiley's Point, which Captain Reid decided was the safest place. It was also the nearest...*

No lives were lost, but the survivors and crew lost all of their possessions. Some, having come ashore in their night clothes had lost everything. Shortly after they had disembarked, some barrels of kerosene in the cargo exploded and covered the water around the wreck in a sea of flame.

From this point on, the story takes an odd turn into the realm of superstition, specifically that aspect which predicts that disasters come in threes. *Strathcona* burned at Port Dufferin in 1906; her replacement *Scotia*



burned at Drumhead in 1921 and *Strathlorne*, which followed roughly the same route before cutting through the Strait of Canso to West Coast Cape Breton ports, burned at Isaacs Harbour in 1926.

What was it about Nova Scotia's Eastern Shore and the three wooden coastal steamers whose names began with the letter 'S'? Coincidence, perhaps? However it is noted that the Halifax and Canso Steamship Company's next vessel was the *Chedabucto* (see *Argonauta*, July 1990) an all-steel vessel, built in Dundee, whose name did not begin with an 'S'.

*Sources:*

Hartling, Philip L. *Where Broad Atlantic Surges Roll*, Formac Publishing Co, Antigonish, Nova Scotia, 1979.

Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809-1930*. The Steamship Historical Society of America, Providence, RI, 1979.

Prest, Walter H. *The Gold Fields of Nova Scotia*, The Industrial Publishing Co, Halifax, Nova Scotia, 1915.

Records in the collection of the Public Archives of Nova Scotia.

Shipping registers in the collection of the Maritime Museum of the Atlantic.

Contemporary timetables, newspapers and almanacs in the collection of the author.

### **Another Conspiracy Theory That Doesn't Hold Water**

*by William Schleihau*

It's unfortunate that several of the newspapers belonging to the Canwest chain (such as the *Montreal Gazette*, Friday 2 April), have recently given credence to the fable that the Americans bombarded the lighthouse at Estevan Point, British Columbia, and not our Japanese enemy. Even more

surprising is that *The Beaver*, the highly regarded magazine of Canada's National History Society, chose to print the original article by Norm and Carol Hall in the April/May 2004 issue. Entertainment value doesn't equate to real history – this tale belongs in a supermarket tabloid, not a historical journal (or newspaper, for that matter).

With no supporting evidence, the Halls imply that the United States Navy bombarded this remote stretch of BC coastline, supposedly to support Mackenzie King's conscription bill. The timing was indeed fortunate for the Liberal Party, but a look at hard fact proves that this was coincidence, not collusion.

To begin with, the authors have ignored a related incident in Oregon. On the 18<sup>th</sup> of June, *I-25* and her sister *I-26* were ordered by Rear-Admiral Yamazaki of the Imperial Japanese Navy to bombard targets on the west coast of North America. One day after *I-26* shelled Estevan Point, *I-25* fired on Fort Stevens, mistakenly thinking that it was the American submarine base at Astoria. Japanese submarines were technically impressive, some so big that only modern nuclear subs exceed them in size, but they were not well handled by the Japanese naval command. As a result, they sometimes did peculiar things, and never lived up to their potential.

That brings up the issue of where *I-25* mounted her gun. As stated in the Hall's article, the 5.5-inch gun (strictly speaking, 14 centimetres, or 5.51 inches in diameter) was carried aft of the conning tower, and not forward. However... at the time, almost nothing was known of these big subs, and all photographs in such references as *Jane's Fighting Ships* showed every class of Japanese submarine with a gun forward – in fact, that's where almost every submarine afloat carried them. Naturally, that's exactly what an observer, even a trained naval officer, would expect to see. This would be compounded by the fact that the bombardment took place at sunset, with the submarine to the



west of the lighthouse. Not only would it be difficult for the people on shore to make out the details of *I-25*, it is very easy indeed to confuse bow from stern under those conditions, particularly for low-lying vessels such as submarines. The light conditions were also such that it would have been tough for the submarine's gunners to pick out their target against the dark, tree-lined shoreline: the truth is that all things considered, their gunnery was actually quite good and their first shells landed quite close to the lighthouse.

Any police officer, or historian, knows that no two people will see the same event the same way. Eyewitness accounts also evolve as people get together and talk over what they experienced. Think about it: not only were the people of Estevan Point being fired at (and rightfully preoccupied with thoughts of their own safety); to see the firing ship they had to look a long way up-light in the direction of the setting sun. No wonder some thought they saw more than one ship! Unfortunately for the conspiracy theorists, the evidence shows that only one vessel was present.

Finally, and this is, I think, the clincher. Everyone agrees that the shells which rained down around the lighthouse were 5.5-inch calibre. Fragments of one were found as recently as 1973 and are now in the possession of the Maritime Museum of BC. Well, not only were there no American submarines with 5.5-inch guns during the Second World War, there were no guns of that calibre in the American naval service! Nor the Canadian, for that matter.

As common sense suggests, the American Navy – then preoccupied with the aftermath of the Battle of Midway and events in the South Pacific – did not send a submarine to bombard Canadian soil. Instead, it was a pinprick raid by one of two Japanese submarines then on extended cruises on the west coast of North America. Just like all the historical records say happened. There weren't even any aliens from outer space involved, either.

## Maritime Source Material in the United Kingdom and Ireland

by Lois A. Swanick

### Part 2

*Editors' Note:* Louis A. Swanick's work was recommended to us by CNRS member Eric Lawson, so another thank you to the author and to Eric. We also appreciate the support of Christine Powell the Editor of the *Institute of Nautical Archaeology Quarterly* who, with great understanding also sent along a digital file, much to our relief. This is the second of two parts – the first appearing in the January 2004 issue of *Argonauta*.

**University Libraries.** The Cambridge University Library ([www.lib.cam.ac.uk](http://www.lib.cam.ac.uk)) and the Bodleian Library, located at Oxford University ([www.bodleian.ox.ac.uk](http://www.bodleian.ox.ac.uk)), as well as other academic libraries in the UK, contain excellent resource material. For example, the Cambridge Library has the Templewood Papers, containing the minutes of Adolf Hitler's Führer conferences on naval affairs (1939–1945), a sixteenth-century map of Zealand, and two of the sketchbooks from HMS *Beagle*. They also provide CD ROMs like "Shipfinder," an electronic index to the Register of Ships. Many of these resources were not forwarded to the National Maritime Museum, as they are private collections on perpetual loan or specifically willed to the University, so they cannot be transferred. Collections such as these should not be overlooked as a valuable maritime resource.

**Ministry of Defence (Navy) Hydrographic Office—Wreck Section.** The Hydrographic Office of the Ministry of Defence (UKHO) keeps a register of wrecks in the UK, and many overseas, coastal waters. While the register dates mainly to post-1913, it does contain earlier known wreck sites. If the vessel being researched has a known wreck location, the best source for information is the nearest county or shire archives and publications regarding the wreck. The Hydrographic Office maintains a computer index of wrecks. For more details, go to

[www.hydro.gov.uk/wrecks.html](http://www.hydro.gov.uk/wrecks.html). Researchers are also encouraged to look into the UKHO Archives ([www.hydro.gov.uk/archive.html](http://www.hydro.gov.uk/archive.html)). The archives contain navigational surveys and charts (dating from the seventeenth century), printed books and atlases (dating from 1528), as well as the surveys of James Cook, Philip Parker King, Greenville Collins, William Bligh, Murdoch Mac-Kenzie, Matthew Flinders, and Francis Beaufort. The office also has atlases, maps and charts by Speed, Smyth, Jefferies, Des Barres, Seller, Ortelius, and Waghenar. The UKHO assesses charges for research and reproduction.

**The Society for Nautical Research.** The Society for Nautical Research publishes *The Mariner's Mirror* and a quarterly newsletter. The Society also supports the Maritime History Virtual Website run by Lars Bruzelius ([www.bruzelius.info/Nautica/Nautica.html](http://www.bruzelius.info/Nautica/Nautica.html)). This "virtual archive" provides links to sites containing maritime bibliographies, ship building and naval architecture, seamanship, duties and health of officers and men, as well as maritime and naval history, among others. A researcher hoping to locate historical information for background is encouraged to review this archive.

**Historical Manuscripts Commission.** The Historical Manuscripts Commission ([www.hmc.gov.uk](http://www.hmc.gov.uk)) provides information on the existence, location, and nature of records to study British history. This Commission maintains the National Register of Archives and the Manorial Documents Register. Both of these registers can be accessed via ARCHON, an on-line electronic directory. This catalogue provides information on all repositories in the UK, as well as all repositories throughout the world containing manuscripts noted in UK indices. The Commission also develops and publishes guides for researchers investigating archival material.

**Maritime Museums and Museum Ships.** In addition to the National Maritime Museum, the UK has over 270 maritime museums and museum ships. An alphabetical listing of

these, by region, can be found at [www.cus.cam.ac.uk/~mhe1000/marmus.htm](http://www.cus.cam.ac.uk/~mhe1000/marmus.htm). Choose the region you are interested in, then locate the county or shire (where appropriate) to find the local museum and/or museum ship. The National Register of Historic Vessels ([www.nhsc.org.uk/nrhv](http://www.nhsc.org.uk/nrhv)) keeps three lists of vessels: those in the "Core Collection," those on the "Designated List," and those that are considered "historic." Core Collection vessels are over 13.7 m and were built in Britain before the end of 1945. The Designated List contains another 150 vessels considered historically important. The National Register now includes 919 vessels, with biographies and some photos.

**Science and Technology Museums.** The UK has an extensive collection of science museums dedicated to helping the public understand "the history and contemporary practice of science, medicine, technology and industry." The National Museum of Science and Technology ([www.sciencemuseum.org.uk/collections/index.asp](http://www.sciencemuseum.org.uk/collections/index.asp)) provides, among other resources, information on marine engineering, marine and industrial equipment, as well as scientific and technical records. Details on borrowing materials from the Science Museum Library and/or the Science & Society Picture Library are contained on the website.

**Specific Information Sources** The sources reviewed in this section provide detailed information on certain classes or types of historical vessels (especially in the nineteenth and twentieth centuries) that can only be retrieved from specific locations. Librarians, archivists, and professional historians are knowledgeable, helpful, and proud of their collections. They should not be overlooked as a valuable resource in recovering specific historical vessel information.

**Naval Vessels.** If the vessel under investigation belonged to the Royal Navy, the Royal Naval Museum Manuscript Collection (including the Admiralty Library) and the Imperial War Museum are recommended. Unfortunately, these collections are only available for research in person and an

appointment must be made with the curator before access is granted. The Royal Naval Museum Manuscript Collection focuses on the social and operational history of the Navy from 1780–2000. More information is available at [www.royalnavalmuseum.org/permanent\\_collections/manuscript\\_collection/manuscripts.htm](http://www.royalnavalmuseum.org/permanent_collections/manuscript_collection/manuscripts.htm). A guide to the materials is available by mail.

**The Admiralty Library** focussed on exploration and hydrography from 1809 to the present, including some manuscripts recently transferred from the UKHO. The collection is being relocated to the Royal Naval Museum in Portsmouth, and a catalogue of materials will soon be available at the website listed above.

The collections in the **Imperial War Museum** focus on the naval history of the two world wars in the twentieth century. The new online “At Sea” collections may be particularly useful ([www.iwmcollections.org.uk/atsea](http://www.iwmcollections.org.uk/atsea)). The Collecting Group, located at [www.iwmcollections.org.uk](http://www.iwmcollections.org.uk) provides a wide variety of materials. Directions for accessing the various collections are included on the website and vary based on the curators’ preferences. See the website for further details.

On-line books, such as *Ships of the Old Navy*, by Michael Phillips, ([www.cronab.demon.co.uk/INTRO.HTM](http://www.cronab.demon.co.uk/INTRO.HTM)) provide a detailed resource for naval vessels. This book gives an anecdotal history of some naval vessels’ voyages, actions, and people (1780 to 1840). The source also includes some commercial vessels hired for service as warships.

**Local naval research societies**, such as the Liverpool Nautical Research Society ([www.cronab.demon.co.uk/lhrs.htm](http://www.cronab.demon.co.uk/lhrs.htm)) regularly publish naval documents. This society also publishes a quarterly bulletin, as well as a variety of manuscripts. They are also available by e-mail ([mersey\\_maritime@hotmail.com](mailto:mersey_maritime@hotmail.com)) to answer questions regarding

all aspects of maritime history, especially naval history.

**Arctic Exploration Vessels.** The Scott Polar Research Institute ([www.spri.cam.ac.uk](http://www.spri.cam.ac.uk)), located at the University of Cambridge, houses “the world’s most comprehensive polar library and archives.” The archives include documents from the Franklin expeditions and Captain Scott’s Antarctic expeditions. The Thomas H. Manning Polar Archives contain items of Antarctic interest, including all parts of the continent and islands, as well as Arctic regions, specifically the exploration of northern Canada, Greenland, and Svalbard. The Institute also holds a collection of artifacts, paintings, drawings, photographs, and other material. These collections are available for research in person or at [www.spri.cam.ac.uk/resources](http://www.spri.cam.ac.uk/resources). The archive provides a “timesaver” service. If you are planning to visit and have limited time, you can request this service for seventy-five U.S. dollars per day. The library will provide you with a reserved desk, a bibliography of up to one hundred records, publications brought to your desk, and free photocopying by staff (up to fifty A4/letter size pages per day). Additional services can be arranged. If you are interested in unpublished information, you can contact the SPRI Archivist ([archives@spri.cam.ac.uk](mailto:archives@spri.cam.ac.uk)) for an appointment to view documents.

**Immigration and Slave Vessels.** The National Archives of Ireland Transportation Records Database ([www.nationalarchives.ie/search01.html](http://www.nationalarchives.ie/search01.html)) provides information on convicts transported from Ireland to Australia between 1788 and 1868. Their collections also include records of convicts’ families transported as free settlers. An index is available on-line. Of particular interest to the maritime researcher would be the transportation registers, giving some information on the vessels used to carry convicts to Australia.

The Merseyside Maritime Museum provides information on merchant vessels carrying slaves ([www.liverpoolmuseums.org](http://www.liverpoolmuseums.org)).



uk/maritime/index.asp). Liverpool served as homeport for many slave ships and several of its prominent families were heavily involved in the slave trade. Today, in addition to an impressive library, the Merseyside Maritime Museum houses the Transatlantic Slavery Gallery and hosts a website providing a tour of sites related to slavery in Liverpool.

**Ship Building History.** Local museums and archives provide plans and reports from the ship building yards. For example, the Merseyside Maritime Museum provides information on local merchant shipping, in-shore fishing, wrecks/archaeological sites, naval actions, shipping companies, ship building, etc. in their area. Details and ordering instructions can be found at [www.liverpoolmuseums.org.uk/maritime/archives.asp](http://www.liverpoolmuseums.org.uk/maritime/archives.asp).

If the vessel was built in the Newcastle region, the Tyne and Wear Archives Department ([www.thenortheast.com/archives](http://www.thenortheast.com/archives)) in Newcastle-upon-Tyne may have additional information. These archives contain records as diverse as the North East Coast Institution of Engineers and Shipbuilders, the North of England Shipowners Association, South Shields Marine College, and Sunderland Pilotage Authority. The Tyne and Wear Archive also holds records from local ship builders and owners, such as R & W Hawthorn, Leslie & Company Ltd., Swan, Hunter Shipbuilders Ltd., Stag Line Ltd., and Hall Brothers.

**Local dockyard societies** provide another resource. The Chatham Dockyard Society possesses the transactions of the Royal Institute of Naval Architects. For a more complete listing of UK maritime museums and dockyard societies, see [www.bruzeli.us/info/Nautica/Museums/mmeugb.html](http://www.bruzeli.us/info/Nautica/Museums/mmeugb.html). A list of building yards for naval vessels is located at [www.cronab.demon.co.uk/info.htm#build](http://www.cronab.demon.co.uk/info.htm#build). This site, containing changing place names in the Adriatic, Greece, and Turkey over the last 150 years, might also be helpful in local research ([www.cronab.demon.co.uk/info.htm#](http://www.cronab.demon.co.uk/info.htm#)

place).

**Shipping Company History.** Information on shipping companies in the UK tends to be held in local archive repositories, rather than the Public Record Office. In researching a historic vessel, often locating the name of the shipping companies that built or operated the vessel can provide excellent background information. The National Register of Archives directs researchers to the appropriate local archive for the shipping company of interest.

**Registry of Shipping and Seamen.** Located in Cardiff, Wales, this office can be reached by phone (029) 2074-7333. The collection contains records of ordinary seamen (1870 onwards), as well as records of officers (1913 onwards), births and deaths at sea (1891 onwards), crew lists (1979-1990) and an index to ships' official numbers. Unfortunately, this resource is not yet available on-line. See [www.rootsweb.com/~willbig/RevFiles/v5n5r5.htm](http://www.rootsweb.com/~willbig/RevFiles/v5n5r5.htm) for details on ordering the published resources. If you are interested in passenger and/or crew lists, it is advisable to review the following website, organized by time period ([www.cityoflondon.gov.uk/leisure\\_heritage/libraries\\_archives\\_museums\\_galleries/assets/pdf/pb\\_passenger\\_crew.pdf](http://www.cityoflondon.gov.uk/leisure_heritage/libraries_archives_museums_galleries/assets/pdf/pb_passenger_crew.pdf)). The site includes information on crew lists (1747-present), merchant seamen lists (1835-present), births, marriages, and deaths at sea (1854-1964, with some gaps), and passenger lists (1890-1960).

**Online Guides to Maritime Research.** Some websites provide helpful advice to researching maritime history online. For example, Peter McCracken, a Reference and Instructional Librarian with the University of Washington Libraries, hosts a site specifically tailored to maritime research ([ils.unc.edu/maritime/shipsrch.shtml](http://ils.unc.edu/maritime/shipsrch.shtml)). Public entities such as the Public Record Office and the National Maritime Museum both give helpful advice in their leaflets sections.

**Merchant Marine, Navies, and Mariners.** This fascinating website ([www.mariners-l.co.uk](http://www.mariners-l.co.uk)) provides resources and information on the Merchant Marine and Navy of the UK, the United States, Canada, Norway, Denmark, Australia, New Zealand, the West Indies, Germany, and Finland. This eclectic resource includes alphabetical listings of Liberty Ships, as well as merchant vessels in the service of the East India Company (1601–1832). There are links to Australian mariner lists and an international list of World War I shipbuilders. While the site is a gold mine of information, the organization is difficult to master.

In conclusion, the resources available in the UK provide a rich collection of maritime information. This report merely begins to orient the researcher to the extensive collections and information available. Given the present trend to make these resources available on the Internet, it is likely that future generations will have even more information available.

**Acknowledgments:** Thanks to Jim Kemp, Richard Sadler, Emma Taafe, and Barbara Jones, with Lloyd's of London, as well as Abi Husainy of the Public Record Office, for their assistance, as well as Daren Swanick, who assisted in the research. Finally, I would like to gratefully acknowledge the assistance of countless librarians, historians, researchers, and archivists who generously gave of their time and expertise. Their work made this paper possible.

## West Coast Letter

*By John Crosse*

Prior to the arrival of British Columbia (BC) Ferries in 1962, the fishing and towboat fleets were the biggest on the West Coast. I had been meaning to devote this letter to telling a bit of the history of our commercial fishery, but somehow or other an old boat got in the way.

The best place to start our story is down at the Britannia Heritage Shipyard, on the waterfront at Steveston, at the mouth of

the Fraser River. The original yard dates from 1889, but was incorporated anew only a decade ago and has since done much to give visitors a glimpse of the early industry. BC didn't enter confederation until 1871, and the Hudson's Bay colony on Vancouver Island was not established until 1834. But the Fraser River was the hub of our earliest endeavours, the Bay having built a trading post upriver at Fort Langley in 1827. There was always fishing in the river, but by 1887 the federal minister in Ottawa was able to report that there were now 12 canneries on the river, and six elsewhere. He also added that two schooners had been seized by the United States and a further two wrecked. It is these schooners that we shall come back to in a moment.

The fleet that fished at the mouth of the Fraser were small sail-and-oar-powered boats awaiting the salmon runs as they entered the river. The schooners were an entirely different breed. In Canada we tend to think of schooners as Grand Bankers or vessels like *Bluenose*, but here on the West Coast we had only a motley collection of old vessels, assembled to exploit the pelagic fur seal fishery. The pelagic fur seal, *Callorhinus ursinus*, is a much different species to the Pacific harbour seal, *Phoca vitulina*, which we see around our coast today, or in the Vancouver Aquarium.

Back in the 19th century pelagic fur seals in their millions bred on the Pribilof Islands, way up in the Bering Sea, and each Fall took off on their annual migration around the North Pacific, moving slowly in a counter-clockwise direction. The fishery was both an American and a Canadian enterprise, but pretty soon, concentrated on the slaughter of seals on and around the Pribilofs. So much so that the cull was rapidly diminishing, and, through the insistence of the Alaska Commercial Company, who had exclusive rights to harvesting on the islands, the US Government, in 1881, *unilaterally* banned all pelagic seal hunting north of a line drawn from the tip of the Alaska Panhandle to the International Date Line.



This created a bigger problem for the American schooners than for the Canadian, who in those days were still protected by the long arm of the British law in London. The Americans had no such redress.

Fast forward a few years later to a quayside in Puget Sound, where an event is taking place which will change the face of the Pacific Northwest for ever. On 18th July 1897 twelve miners walk down a gangway in Seattle, each with a suitcase filled with gold. The ensuing Gold Rush to the Klondike brought prospectors in their tens of thousands from around the world. Vessel transportation to take them north was at a premium.

Back on the Eastern Seaboard, sail was rapidly giving way to steam, and some enterprising tyros in Philadelphia found an outdated pilot schooner and sent her round the Horn, where she ended up in Juneau, Alaska. Thus began the career of the *Thomas F. Bayard* on our coast. To start off, under the American flag, she carried passengers and trading goods from the Puget Sound area to Skagway, at the top of the Alaska Panhandle, or to St Michael, way north in the Bering Sea, to be transhipped there to paddle-wheelers for the 1,500 mile journey up the Yukon River. This trade occupied the *Bayard* until 1906, when the gold was beginning to run out, and she swilled around in Port Townsend harbour for a year before being 'sold foreign.'

By 1907 the policing patrols of the US Revenue Cutters in the Gulf of Alaska had virtually eliminated any chance of an American schooner turning a profit, whereas across the water in Victoria, Canadian schooners were still marginally profitable. They might sometimes have to seek seals as far south as California, but often they sailed north, risking seizure by a US cutter, gambling on the protection of the British government to bail them out. To avoid confrontation, they even hunted far to the west, almost to the Japanese islands. Twice the *Bayard* shipped native hunters, from First Nations communities up the coast on Vancouver Island, but in 1911, by international agreement, the fishery was closed down for good.

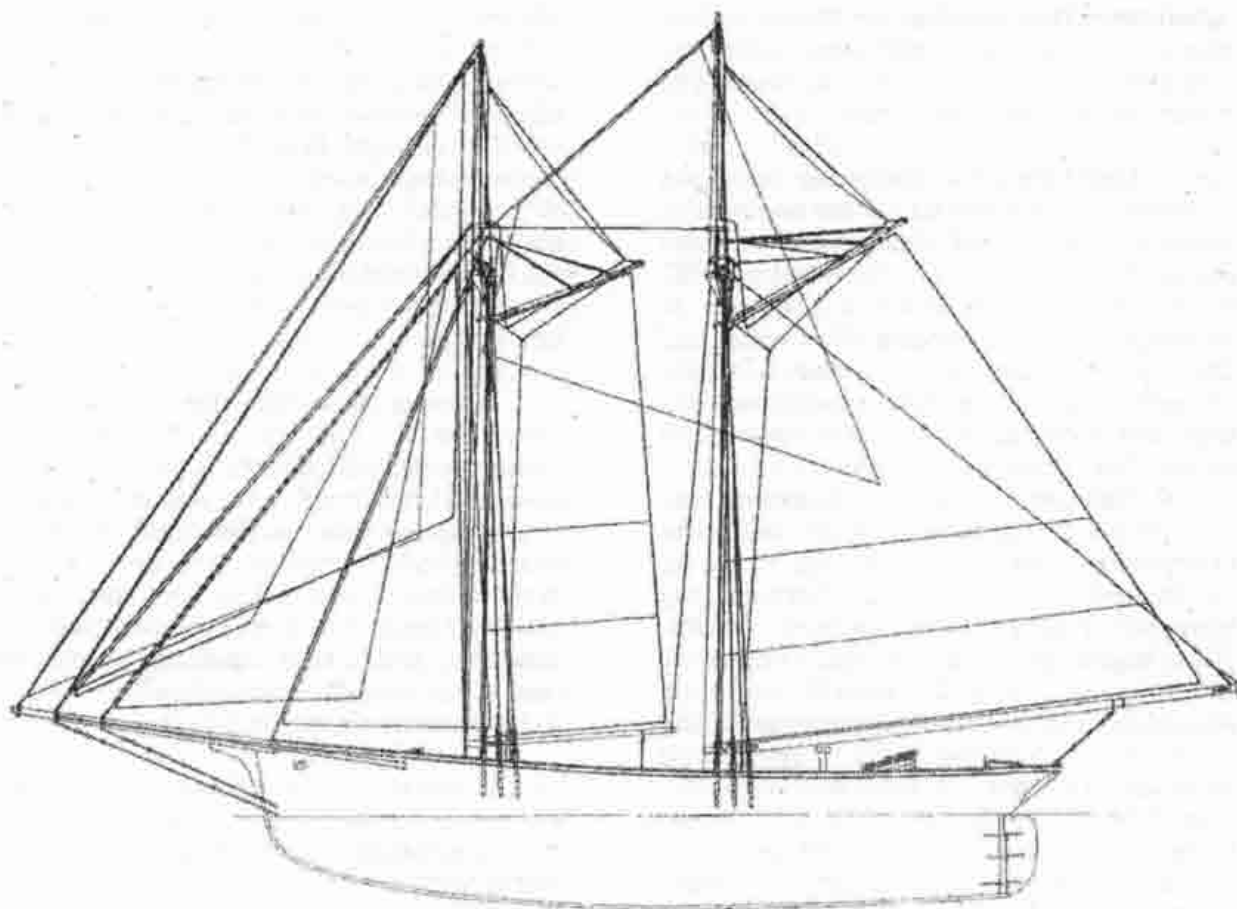
About that time, our Department of Marine & Fisheries was looking for a replacement for the *Mermaid*, their first light vessel at the mouth of the Fraser River. Lying idle in Victoria were the remains of the Canadian pelagic fleet. *Bayard's* hull was in the best shape, so they reequipped her in New Westminster. She lost her bowsprit and sails and was converted her into *Sand Heads No. 16*, where she remained until 1957, when a permanent steel tower was built to replace her.

From here on her existence is sometimes shrouded in mystery. Incongruously fitted with a palapa thatched roof, she acted briefly as a tropical island for a US religious group in Princess Louisa Inlet, but by 1965 she had washed up in English Bay, where a young Len McCann, then a neophyte curator at the Vancouver Maritime Museum, remembers crawling around her, beached among the industrial grime of what is today's trendy Granville Island.

She next appeared in a slightly dolled-up version as a chicken farm in Mosquito Creek, across the harbour from the Seabus, in North Vancouver.

There the Vancouver Maritime Museum bought her and towed her over to Sterling's Shipyard, the last wooden boatyard in the harbour. She was pretty far gone, the rot had to be cut away and new bulwarks fitted. But the provincial government chipped in, and Senator Ray Perrault presented us with a new harbour to put her in. When all was ready she was towed round to Heritage Harbour and the task of restoring her began.

But Vancouver, despite its port, is really not a maritime city. It was created to provide an ocean outlet for the Canadian Pacific's dream of an Imperial Route to



### The Thomas F. Bayard Restoration Society

China. Few immigrants, other than the illegal ones, arrive by sea, most come in by plane, landing on Sea Island, the site of Vancouver International Airport. In earlier days they came by train, taking the long trek across the continent after landing by sea from Europe. Vancouver used to be referred to as the end of the railroad tracks.

Be that as it may, the Museum and the *Thomas F. Bayard* Restoration Society, formed to put her back in commission, failed singularly to achieve their purpose. She was in such bad shape that she would have needed virtually a total reconstruction to make her seaworthy and nobody in Vancouver was prepared to lay out that sort of money. Heritage Harbour became needed for other purposes. She was towed back to Sterling's,

but finally found a billet hard by the Chromedome at the head of False Creek. There in September 2002 she sank on us. With her back broken, she was only fit for breaking up. But not before International Yacht Restoration School, a Newport, Rhode Island organization currently restoring *Coronet*, built in the same Brooklyn yard as *Bayard*, examined the wreckage with a microscope to learn what they could of her methods of construction. Thus in *Coronet* she will sail again. Meanwhile, through her presence among us, we have learnt a great deal about our maritime heritage, and her anatomy has been so carefully detailed that when the time is ripe, if ever we need to, we could easily build a replica of one of our most historic vessels on the coast. After all Nova Scotia did it with *Bluenose II*.

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Reverting briefly to my mention of Operation Apollo in the last issue, DND in their wisdom decided that they needed a war artist in the Gulf, so west coast's John Horton was flown out for a week to record his impressions. From these he has produced six beautiful oil paintings, now available as quality prints. Click onto [www.johnhorton.ca](http://www.johnhorton.ca) for details, or if you are more interested in cruising our west coast this summer, try [www.mapleleafadventures.com](http://www.mapleleafadventures.com) for a week on another of our historic old schooners.

### **A View from the Engine Room**

*by Commander Alan Zimm, USN (ret'd)*

*Editors' Note: this anecdote, extracted from a larger e-mail list thread, gives us a quick peek into real-life machinery spaces. Alan is, of course, an Engineering Officer.*

Maintaining line of bearing is a pain, for two reasons: first, the guide is the lead ship, and (unless you have radar) guide is often obscured by the ships between you and guide. So, as an expedient, most often you are forced to guide on the adjacent ship. So, when he makes a little adjustment, you make an adjustment, and the next guy down the line, until you get a "crack the whip" effect where small course and speed adjustment get amplified in a ripple effect up and down the line.

Then, there are also the deck officers who don't understand the plant, and try to micro-manage their speed and stay within impossible tolerances in formation keeping. One Officer-of-the-Deck used to call for bell changes in one-RPM increments. We had one guy who was infamous for this – up one RPM, down one, up one, down one, about every minute or so. So, after one evolution, we secured the special sea detail and I came up to the wardroom to hear this fine fellow boasting to all and sundry how fine-tuned he was with the ship, and the exactness of his manoeuvre control. He was considerably deflated when

I told him that there was no way my throttlemen could go from 175 RPM to 176 RPM with any consistency, that the helmsman was making the RPM oscillate back and forth by two RPM just by moving the rudder in response to his dam'fool constant course changes (by one degree), and besides it was a royal pain in the posterior that tended to wear out my throttle linkages and so the throttlemen had standing order from me to set the throttles at his mean RPM and then not to touch them again unless he asked for four RPM or more difference off base speed, and I was pleased to hear that we maintained stations so well for him by that method. So he complained to the Captain, who smiled and told me that I really shouldn't do that again, and in response to that the 'A'gang guys cut off the water and power to the bozo's stateroom ("snipes stick together!").

And so, the morale of this story is: the engineers really **do** rule the world!

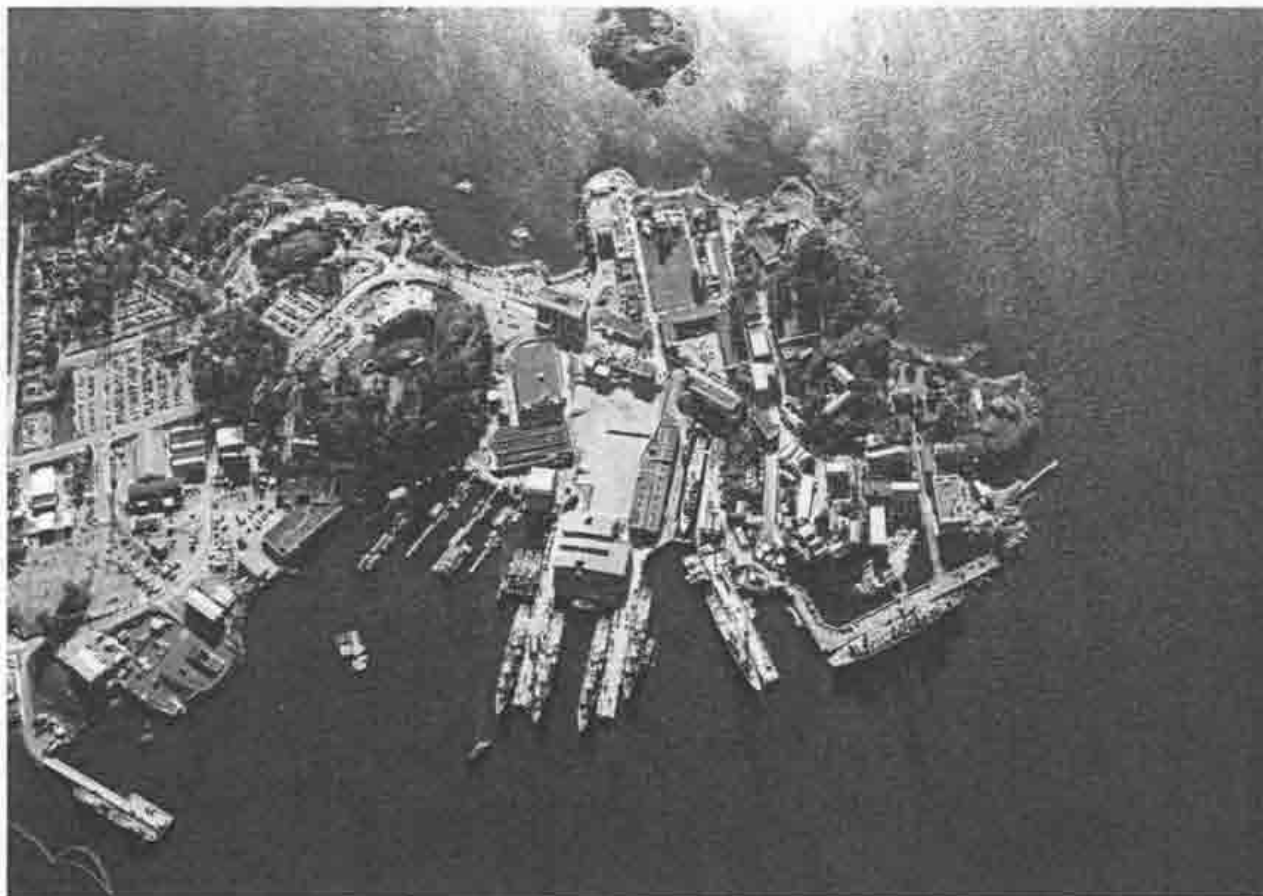
### **Songs of the Sea**

*by Jillian Hudson*

#### **Introduction**

This project was created for two main reasons: first, to satisfy the requirements of my University of Victoria Arts & Writing Co-op work term, which required from me a work term report. Second, to satisfy my unquenchable curiosity!

For the summer of 2003, I was employed at CFB Esquimalt in Victoria, BC, as a tour guide. As soon as I started my work term, I was engulfed in endless historical facts and tidbits. When was CFB Esquimalt founded? Who founded it? These questions, and many more, were slowly researched and answered, with the final result being a head full of Canadian naval history and an in-depth knowledge of CFB Esquimalt and its dockyard.



### CFB Esquimalt

I'd like to start first by explaining what CFB Esquimalt is and what it is all about. CFB, or Canadian Forces Base, Esquimalt started in the 1850's with some wooden huts built as hospitals during the Crimean War. Great Britain then increased its naval presence in the area to help defend its interests in the valuable resources available all over Vancouver Island. The actual base was established in 1865 to provide supply and maintenance facilities for the fleet ashore. In 1905, Great Britain handed over control of the Dockyard at CFB Esquimalt to Canada, and in 1910 the Royal Canadian Navy was created so that Canada could begin to defend itself.

Currently, CFB Esquimalt employs approximately 5,100 employees, 3500 of which are military, and 1,600 civilian. It is comprised of more than 10,000 acres across 15 different sites, the two main sites being

*Naden* (the administrative centre for the base) and the dockyard (the centre for ship repair and maintenance).

There are over 40 heritage buildings on the base, the oldest of which is Residence No. 1 (pictured below), built in 1879. Compared to European history, these buildings are babies. For Canada's West Coast, however, these are valuable parts of history. The tours I conducted throughout the summer were a way of letting the public know what goes on in the dockyard, as well as what goes on in general in the Canadian Forces today.

### My Job

My job began with a month long (or summer long!) session of intense training on CFB Esquimalt and the tour programme. There was so much to learn! The more I learned, the more my desire for knowledge





grew. After firmly cementing the *Naden* and Dockyard tour into my mind and understanding it, I started to dig deeper. Who is the Royal Navy? Who is the Royal Canadian Navy? I was delving into the history behind the base, which is vitally important to understanding the base now. I then started to research navy trivia. So many everyday terms and items come from navy history. Bell bottom pants originated in the navy: they were easy to roll up past the knees so they wouldn't get wet while the sailors were swabbing the decks. The word bloody, used by sailors and non-sailors alike, is a corruption of the pious oath "By Our Lady."

When it came to deciding on a project for the summer, my supervisor, Acting Sub-Lieutenant Melanie Graham, suggested that I work on a navy and merchant navy music project for my work term report. I am, after all, a music student. It is hard to find pre-fabricated work term placements suitable for music students, so we must make our own opportunities. A music project was a perfect way of tying my job into my career prospects in music.

The only music ever mentioned on the tours of the base is that of *Naden* Band, a military band, which works out of *Naden*. I decided to dig deeper for the sake of the tour, and for my own knowledge. I am particularly interested in choral music, since I am studying to become a choral educator, and was therefore fascinated to find out that navy music started with singing. My insatiable desire to learn resulted in a research project

that outlines music in the navy, past and present. My hope is to give the reader an idea of what navy music is all about, including also the history behind the music, so that the reader will then create his or her own interest in the subject and carry on the tradition of navy music.



### The Music of the Seas

The crowd waits eagerly for the music to begin. It is the middle of July, and the whole town has come out, daring the midday heat to hear the band play. Rows of immaculate uniforms stand motionless in the middle of the street, the brass of their instruments glinting in the sun. Finally, the conductor raises his arms, the crowd hushes in anticipation, and the band begins to play.

I remember that energetic atmosphere, with the fanfare of the trumpets and the rolls of the snare drums echoing through the streets, the bass drum shaking the ground beneath me. That is what I think of when I think of West Coast Canadian naval and military music. I was always so impressed with the perfection of the band's look. The members' uniforms were always crisply ironed and their hats placed just so on their heads. As a child, I always enjoyed the bells and whistles of their marches. As an adult and music student, however, I have also learned to appreciate it. There is an enviable amount of tightness in a military band, an ability to work together as one instrument; I always wished my high school band could sound like that.



Military music on the West Coast of Canada started in the 1920's with naval bands. Several of these bands were created to provide musical support for HMCS *Naden* during the pre-World War II era. They performed for parades on the base, for monthly church parades, and even in parades through the streets of Esquimalt, Victoria, and Vancouver. During World War II, the number of military bands in Canada grew to 18, three of which were assigned to serve aboard ships. One of these was Naden Band.

### Naden Band



Naden Band was formed in August, 1940, and soon became known as one of the best of navy bands. "The actual band history dates from 1940. However, it has been possible to research a pre-Naden volunteer band back to 1932 and this is presented as its history is every bit as important as the official band to the musical climate in Esquimalt."<sup>1</sup> During the Second World War, Naden Band kept up civilian and military morale with concerts, dances and hundreds of radio broadcasts. It also helped the government raise money for the war effort through War Bond Drives. While the end of the war brought demobilisation and disbanding of navy bands, the Naden Band continued to operate.

The members of Naden Band are multi-talented and able to perform in a variety of venues, including concert, stage, and parade. There are at least nine different groups within the band that members can belong to, specializing in anything from Dixieland music to symphonic masterpieces.

The Naden Band itself is a 35-piece symphonic concert band. The group plays a



variety of great musical styles, from classical to jazz and contemporary. The band works incredibly well and tightly together as a whole, but also as accompaniment for soloists. The concert band gives a large number of performances every year, attending military, civilian and charity functions. The band is also a great way to get kids excited about music and the military, and it frequently visits elementary and secondary schools as well as universities for educational concerts. This year, I managed to get the Naden Band to come out and play for the Dockyard Tours Inaugural Bus Tour Celebration. They added a huge amount of excitement to the day, and were inspiring in their collective musical knowledge and ability!

A group that many people will correlate with military is the parade and marching band. This group has the quintessential military sound and look: crisp, invigorating marches with choreographed marching displays. Not only are they talented musicians, they are also very coordinated, and able to play extremely well despite the turbulence of marching around!

A much more laid back ensemble is the Dinner Group, which is a 10-piece ensemble that provides background music for military and civilian functions. After playing a variety of music throughout dinner, the ensemble plays regimental marches appropriate for the occasion.

The Naden Band also has a woodwind quintet, called "Naden Winds." It consists of five musicians, who play a variety of

<sup>1</sup> CP02 Jack Mirtle, *The Naden Band: A History* (Victoria, B.C.: Jackstays Publishing, 1990), p. vii.

traditional and contemporary woodwind pieces. The group is suited for smaller venues, however often participates in concerts and receptions of various sizes and holds master classes for high school and university-level students.

"Naden Brass is another quintet, and has a very broad repertoire of brass music from the renaissance, baroque, classical and romantic eras. The quintet is able also to cross-over into jazz, swing and popular music, making it very versatile and easy to appreciate by an audience full of diverse musical tastes.

For those who like to dance, "Pacific Sound" is the common choice for entertainment. This 16-piece band is known for playing all the great big band charts from the 1940's, as well as other great styles of music appropriate for dancing, such as cha-cha, samba, tango and of course, the waltz. "Pacific Sound" enjoys delving into the modern side of jazz as well, playing swing, funk, latin and blues charts for audiences at special events, festivals, and concerts.

The Naden Band Jazz Quintet is a smaller jazz ensemble that caters to receptions and cocktail parties. They specialize in light jazz and pop appropriate for intimate atmospheres and small concerts.

One of the most high-energy groups in the Naden Band would be "Salty Soaks." This eight-instrument ensemble is made up of a variety of instruments that give it a unique sound: sultry, like the clarinet, but bright and jovial at the same time, like the brass. They play everyone from Fats Waller to Louis Armstrong, all in the exciting flavour of Dixieland Jazz.

The final ensemble is the septet combo, called the "Seven C's." This group brightens up dinners, dances, festivals and concerts with mainstream jazz, swing, rock and pop.

This is the modern Naden Band. It is a versatile band, with musicians who have not only high levels of skill, training, and talent,

but also a huge passion for the music they play. Two popular and very important pieces for the Naden Band and Canadian Navy itself are *Heart of Oak*, and the navy hymn, *Eternal Father, Strong to Save*.

*To Be Continued*

## Members' News

You may recall that the October *Argonauta* mentioned **Jim Delgado's** trip to Greenland and expedition to the wreck of the *Fox*. The April 2004 issue of the US Naval Institute's *Naval History* carries Jim's excellent summary – "Toward No Earthly Pole."

Society members might like to know that in March 2004, **Rich Gimblett** was presented the Robert I. Hendy Distinguished Achievement Award by Vice-Admiral (Ret'd) Gary Garnett, Maritime Affairs Chair of The Navy League of Canada. The award recognizes Rich's achievement in increasing public awareness of maritime affairs. In addition to his many publications, Rich was a contributor to the Navy League paper, *Canada, An Incomplete Maritime Nation* released in 2003. (The Navy League was invited to appear before the Senate Standing Committee on National Security and Defence on the strength of this paper.) Rich's book on Operation Apollo *The Canadian Navy and the War Against Terrorism, 2001-2003* will be published by Magic Light Books of Ottawa in June 2004.

Bill Wilson has provided some background information on Commodore Hendy and the Award:

Bob Hendy was a pre-war Volunteer Reservist in Toronto. When the balloon went up, Bob immediately went on active service, and remained so until the fall of 1945. He became the Commanding Officer in York shortly after, and got the Division started on the peacetime course.

Due to the amount of warship traffic in the Great Lakes, HMCS *York* was overburdened with requests for support. Bob was promoted to Commodore and appointed SNOT (Senior Naval Officer Toronto) to take up some of the slack. He was the first peacetime Reserve Commodore in the history of the Commonwealth fleets, and the second Reserve Commodore in the history of the RCN. (Commodore Brock RCNVR was appointed during the war as head of the Reserves.)

When the three distinguished Admirals decided to create the "Admirals Award" for service to the Navy, the first recipient was Commodore R.I. Hendy, VRD, the only Reserve Officer ever to receive the award.

Maurice D. Smith adds that Bob Hendy was among the early supporters of youth leadership training in sail and served on the board of the non-profit charity, Toronto Brigantine Incorporated, owner of the brigantines *Pathfinder* and *Playfair*.

**John Harland's** capstan monograph has just been published: *Capstans and Windlasses: An Illustrated History of their use at Sea*, Pier Books, Piermont, NY and Dupont Communications, Florence, Oregon (pier.bks@icu.com and bobcat@presys.com). Pages vii +130. Heavily illustrated. Cardback. ISBN 0-9657205-4-3. US\$20. Chapters are devoted to the following topics: the difference between Reel- and Traction-winch; the early Steering Wheel; Cunningham and Jarvis Brace-Winch; the anatomy of capstans and windlasses, and the underlying mathematical underpinnings of their working; weighing anchor; geared and non-surging capstans; the Norwegian whaling winch; the origin and development of the modern self-tailing sheet-winch.

**Dan Harris** at his own admitted age of eighty-eight continues to be a powerhouse of writing and publishing. Keenly awaited is his own wartime memoir as a naval attache in Sweden, while just completed is his research about the Sheldon Families ship construction

in Sweden during the 17<sup>th</sup> and 18<sup>th</sup> centuries. A paper about the Sheldon Special Purpose vessels appeared in the February 2004 issue of *Mariners' Mirror*. In the Conway 2004 *Age of Sail* he contributed one section about the English shipwrights in Denmark and Sweden while in the upcoming 2003/2004 annual *Warship* Dan has a chapter about an early gas turbine ship. Dan of course, continues as the ever prolific book reviewer for *The Northern Mariner* and the *Mariners' Mirror*. Dan's next port of call: the Maritime Heritage Congress at Karlskrona at the end of July 2004.

**Jonathan Moore** has been kind enough to send a copy of his paper "Another Look at the Fate of Kingston's Warships" (*Historic Kingston*, Volume 51, 2003) to the Marine Museum of the Great Lakes at Kingston.

## Museums and Ships

### Ghost Detectives Seek Battleship Spirits

In February, the Associated Press reported that ghost-hunters have been combing through the battleship *North Carolina* with recording devices to try to document the night watchman's reports of "haunts."

For 27 years, Danny Bradshaw has been the only person onboard after the retired warship closed to tourists. He said he has had periodic run-ins with former crew members who seem to have never left, described in his self-published *Ghosts on the Battleship North Carolina*.

Ghost-hunting sleuths of the group Seven Paranormal Research brought aboard electromagnetic and temperature detection devices, and stationed motion detectors in several parts of the ship.

The group, following Bradshaw's advice, decided to focus their initial investigation on the battleship's port bow, where five of the ten members of the crew

killed in action died on Sept. 15, 1942, when a Japanese torpedo struck the front of the ship.

Bradshaw said the spirits are normally involved in harmless haunting. "But a few times I've felt a cold and evil feeling," he said.  
[www.battleshipnc.com](http://www.battleshipnc.com)

### **Battleship USS *New Jersey* Needs More Tourists, Funds to Stay Afloat**

Also in February, AP reported that the USS *New Jersey*, now retired to Camden NJ, has been drawing only a little more than half her target of 300,000 visitors per year. Troy Collins, the ship's Chief Executive Officer, says that if she can get a state operating subsidy of \$1.5 million, roughly the size of the ship's deficit for each of its first two complete years, she can become a far better museum.

Last fall, less than a year after a corporate reorganization the ship, laid off thirteen employees. More cuts will be made later this year to the museum's staff of 85 if state help doesn't arrive, Collins said.  
[www.battleshipnewjersey.org](http://www.battleshipnewjersey.org)

### **Submarine *Olympus* On Her Way Home**

The O-class submarine *Olympus*, acquired by the Canadian Navy in 1989 for training (but never commissioned) is being returned to the UK for preservation as a museum ship. She was built for the Royal Navy in the early 1960s by Vickers-Armstrong in Barrow-in-Furness, and is therefore an excellent selection by the Submarine Heritage Centre, who will be setting up a visitor centre in Barrow-in-Furness centred on submarines.  
[www.submarineheritage.com](http://www.submarineheritage.com)

### **Museum in Docklands**

(Courtesy of David Pollock) The Port of London Library & Archive contains an outstanding collection of material relating to the conservation of the river, the operation of the enclosed docks, port management, employment and social history, together with

material specifically collected to chart the wider-ranging changes which have taken place in Docklands since 1979. Around seventy per cent of the collection is formed by the archive of the PLA and its predecessor dock companies and river conservancy bodies. Until its formal transfer to the Museum of London, in 1986, this material formed the largest single collection of business records in private hands in the United Kingdom. The Library & Archive is the intellectual platform which supports the whole development of the Museum in Docklands. It is an outstanding resource which will enrich the Museum's displays and educational programmes, publications and curatorial activities.

Already London's single most important source for those wanting to study Docklands past and present, and will continue to be so once operational at the new Museum's location at West India Quay, where more space and better facilities have increased both physical and intellectual access.  
[www.museumindocklands.org.uk/](http://www.museumindocklands.org.uk/)

### **Maritime Museum of British Columbia**

Michael Harrison sent the following to MARHST-L this past March:

Many thanks to those of you who responded to my plea for moral support in the effort to preserve the Maritime Museum of British Columbia. You will be pleased to hear that the Provincial government has at least granted us a stay of execution with a contribution of a portion of the rental fees, which together with a rent reduction offered by the Museums landlord – a different branch of the same government – will allow the museum to remain open for at least the next three years. At the end of this time however the Provincial contribution will cease and the Museum must be on a firmer financial footing and in effect be self-supporting.

### ***U505* Being Restored**

The German submarine, captured by the United States Navy on the 4<sup>th</sup> of June, 1944, is currently closed to visitors: she's



being moved to a new enclosed gallery, and currently under restoration. The website of Chicago's Museum of Science and Industry has more information:

[www.msichicago.org/exhibit/U505/](http://www.msichicago.org/exhibit/U505/)

### **Paddle Steamer Tattershall Castle**

Previous issues of *Argonauta* have described the plight of this vessel, previously moored in the Thames in London (UK). After her "refurbishment," she is scheduled to return to the Embankment in June of this year. There is a little more information at:

[www.thetattershallcastle.co.uk](http://www.thetattershallcastle.co.uk)

### **Improvements at the RN Submarine Museum, Gosport**

Work has started on the £3.1 million project to expand the Royal Navy Submarine Museum in Gosport. The linchpin of the project is the futuristic-looking John Fieldhouse Building, named in honour of the late Admiral of the Fleet Lord John Fieldhouse of Gosport, the most senior submariner in history.

Resembling a submarine, the Fieldhouse Building will house the museum's educational collection, the historic X-craft mini-submarine HMS X24, a science gallery, additional space for exhibitions, and a lecture/corporate entertainment area. The Heritage Lottery Fund gave a £2 million grant towards the cost of the building, which should open early next year.

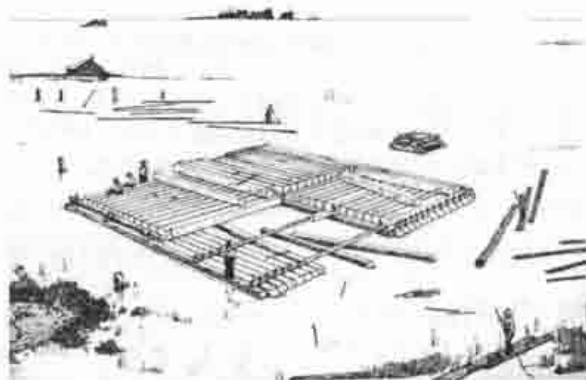
### **The Mighty Calvins of Garden Island: Shipbuilding and Timber Rafting 1836 to 1913**

*By Maurice D. Smith*

**A Special Exhibition to Open June 6, 2004 at the Maritime Museum of the Great Lakes at Kingston, Ontario:  
April, May, June of Confederation Year -  
11,000 Sticks of Timber**

The mighty Calvins of Garden Island near Kingston Ontario were mostly in the

forwarding trade. Their chief concern was moving the sticks of timber delivered to the Back Bay of Garden Island to the timber coves of Quebec City. From there the timber was loaded into ocean going ships for transport across the Atlantic Ocean to ports such as Liverpool in England. These "sticks" were far from what that word suggests today. A typical piece was often over two feet square and over forty feet long. The Calvins' could not depend on other owners to supply enough timber to sustain their forwarding business so they were active in purchasing timber leases and buying land. The patriarch, D.D. Calvin started in land speculation at a very young age during the early part of the 19<sup>th</sup> century. His skill and contacts in both the United States and Canada ensured a steady source of timber supply well past his death in 1884.



The Calvins operated a shipyard, primarily for the construction of their own ships. Their fleet, numbering in the end, almost a hundred vessels was active throughout the 19<sup>th</sup> and early 20<sup>th</sup> century. In the early days, a fleet of schooners collected timber from the coves and bays of Lake Ontario and Lake Erie. As the source of timber supply moved west into Lake Michigan and other Upper Lakes the use of sailing vessels became more difficult. The Calvins' responded by building steamships, better suited to overcome navigational challenges and to ensure a steady source of supply. They retained sailing vessels until the end of the 19<sup>th</sup> century, but these were mostly barges with sails, intended to be towed as



much as possible. Eighteen sixty-seven was a pivotal year in the history of Canada. Their friend and a regular visitor to Garden Island, John A Macdonald had succeeded in establishing a New Dominion. In the first few months of the 67 season leading up to July 1<sup>st</sup> there were fifty-eight shiploads of timber delivered to the Back Bay of Garden Island by sailing vessels. This was mostly oak and pine with some hickory. Every stick of timber, from the forest where the trees were cut down, to the Back Bay, thence to Quebec City was accounted for in leather or canvas bound journals with a flowing script. They were mostly schooners that delivered the cargo with fetching names; *Theresa*, *Cecelia*, *Ayr*, *Louise*, *China*, *Oriental* and *Plymouth*.

Each vessel averaged 13,000 cubic feet of timber and the total from April 28th to Dominion Day was 742,982 cubic feet all carried in barques, brigs and schooners of modest size. At the end of the 19th century the average steam "timber drouther" carried in excess of 60,000 cubic feet. By then a great swath of land stretching from Nova Scotia through to the upper reaches of Ontario had been timbered out. In the end, the Calvin's had to reach down into Kentucky to get the oak they needed.

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