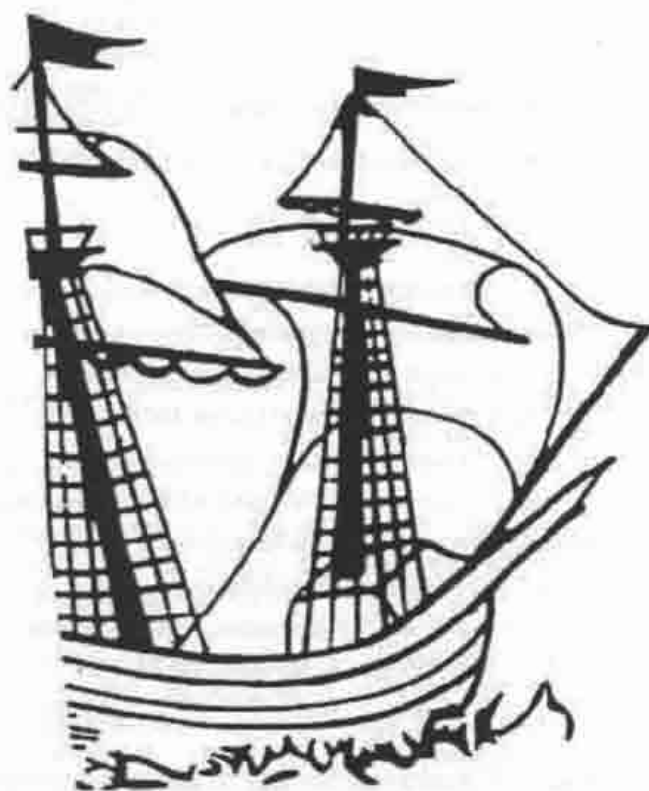


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

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## ***ARGONAUTA***

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**Editorial**

As I write this, I keep glancing out the window at the St Lawrence – it's still mostly frozen over where I am, but it won't be for long (yes, when I picked this room for my office, I make a huge mistake - I'm easily distracted from writing at the best of times, and having a view of the river is a constant temptation!). The ice fishermen have given up for the season, and until the ice is gone and the boats return, the birds have the river pretty much to themselves. The activity on the river rotates through the seasons, and from year to year doesn't change very much. Over the long haul, of course, there have been drastic changes.

Two hundred years ago, the main road to Kingston went right through here, and bateaux ran up and down the river. One hundred years ago, the Soulanges Canal handled the boat traffic (still, an occasional steamer ran the rapids in the river proper) but rafts of timber – the *cageux* – came downstream on a regular basis. Nowadays, this segment of the river is blocked by dams to control the water level; the Soulanges Canal has been closed for almost fifty years; the Seaway

handles all the shipping traffic and swallows most of the water that used to flow by my house.

Periods of little or no change, interspersed with dramatic shifts. Common in nature, and common in maritime affairs. Just think of the Canadian ship building industry: two hundred years ago, it boomed. One hundred years ago, it was still thriving, despite the transition to steam and steel hulls. Today, it barely exists: it will be a major challenge to build the putative Joint Support Ship so desperately needed by the Navy in this county. Meanwhile supposedly third world countries, or at least nations that until recently were part of the third world, build some of the largest ships ever constructed. A sad state of affairs for a nation that is bordered on three sides by ocean, and which depends extensively on shipping for its inter-continental trade.

Will there be a renaissance in ship building in Canada? It's not impossible- perhaps the pendulum will swing back and once again Canadian-built keels will slide into the water on a regular basis. Perhaps those erstwhile third-world countries will find labour-

intensive industries becoming more costly, and Canadians will become competitive once again. Let's hope so: for like it or not, we need the sea and Canadians need to realize that we are, in fact, a maritime nation. Had they, and thus our politicians, come to appreciate it, then perhaps Canada would have had vessels ready to assist after the tragedy of the recent tsunami. Instead, too little, too late yet again: something that also seems to be a constant in Canadian affairs.

WS

### President's Corner

Some of you may have been startled in mid-March when two US warships that have been lying at the bottom of Lake Ontario for nearly two centuries became the subjects of an editorial in the *Toronto Globe and Mail*, one of Canada's national newspapers. Would that our maritime heritage and history aroused such editorial interest more often. The subject was the fate of the USS *Scourge* and the USS *Hamilton* which foundered in a sudden squall in the summer of 1813 and sank in ninety metres about 10 kilometres off Port Dalhousie, Ontario. The ships were long forgotten until thirty-two years ago when they were discovered by Dan Nelson, a St Catharines dentist, diver, and amateur marine archaeologist. Following early investigations, the US Navy, in an extraordinary gesture of goodwill, transferred title to the ships to the Royal Ontario Museum, which passed over the rights to these incredibly well-preserved ships to the city of Hamilton. Sadly and shamefully, nothing has been done in Canada since. The people of Hamilton have been unable to raise 1.3 million dollars needed to obtain a matching grant from the federal government. No doubt there is enough blame to go around for everybody to have a share as to why. Meanwhile, the schooners are at risk of being plundered. Though they lie in ninety metres of water they have been visited by treasure seekers and are in danger of destruction by zebra mussels. The *Globe's* editorial was written in praise of a recent initiative to bring together for the first time both public and private interests from both

Canada and the United States to see if a solution to safeguarding the two vessels can be found. Those who may be unfamiliar with the *Hamilton* and *Scourge* should consult the brief, beautifully illustrated book by Emily Cain, *Ghost Ships, Hamilton and Scourge: Historical Treasures from the War of 1812*, (New York and Toronto: Beaufort Books 1983).

CNRS members should know that your President was invited to attend the meeting of all interested parties, including Parks Canada, the US Navy, and representatives from the city of Hamilton, at the Arts and Letters Club of Toronto. I could not attend, but Dr Chris Madsen, a member of our Executive Council, agreed to represent the Society and attended the meeting. There was a good turnout at the initial meeting, he reports; the diving and underwater archaeology communities were particularly well-represented. While he cautions that the *Hamilton* and *Scourge* project remains very much a work in progress, on behalf of CNRS he accepted a challenge put out at the meeting to continue regular discussions on the subject of safeguarding the wrecks. Chris who is assisting Maurice Smith to organize our forthcoming annual meeting has offered this year's conference at Hamilton as the occasion and the venue to put together a follow-up meeting to the one held in March. The current plan is to devote part of Friday afternoon, June 17 at the conference to the *Hamilton/Scourge* project. It will be a challenge to get all the concerned people together again, so I urge our members to make an effort to attend and provide a good audience. The conclusion to the *Hamilton/Scourge* project is as yet unknown, but one successful vision might well be a binational, bicentennial project to raise and preserve these treasures – perhaps one in each country. In addition to money, any successful conclusion will require some creative imagination. Perhaps CNRS members can contribute.

I hope all members, who can, will attend our annual conference which has become an important event in the Society's calendar. Further details may be found elsewhere in this newsletter. It is up to you as members of the Society to be active and involved in our

activities. I also ask you to help the conference organizers by registering to attend the conference as early as possible. Your co-operation really helps the organizers by providing them with numbers for the food arrangements and the banquet.

James Pritchard  
President, CNRS

## News and Views

### *The New Canadian Naval Review*

[from Peter Haydon] On behalf of the Centre for Foreign Policy Studies I am delighted to announce that we are about to launch a new quarterly naval and maritime security journal.

The new *Canadian Naval Review* will fill a void in professional literature and be both educational and a forum for a much-needed public debate on naval and maritime security policy from a Canadian perspective. Articles will cover the full spectrum of naval issues from naval history, to current operations, to policy, to new technologies, and lessons learned as well as many other important related subjects such as shipbuilding, shipping, ocean use, the security of the Arctic, and so on. We intend to be provocative as well as informative.

The first edition of the Canadian Naval Review will be available in the first week of May 2005. You can find out more about what we are, who we are, what we intend doing and covering, how to submit letters, opinion pieces and articles, and how to subscribe from our website:

[naval.review.cfps.dal.ca](http://naval.review.cfps.dal.ca)

### **Author's Licensing and Collection Society**

In March of this year, a useful tip was posted on MARHST-L regarding this UK authors' society: it collects copying fees from British institutions and distributes them to copyright holders. Their website has more information: [www.alcs.co.uk](http://www.alcs.co.uk)

## **Lunenburg Shipyard Closes**

[CBC News, 31 March 2005] The shipyard that built Nova Scotia's famous schooner is closing. For more than 100 years, the shipyard in Lunenburg built schooners like the *Bluenose* and wooden trawlers that were the backbone of the Atlantic fishery. Today only 16 workers are employed repairing the *Bluenose II*. But when that job is finished in June, the Smith and Rhuland shipyard, now called Scotia Trawlers, will shut down for good.

The shipyard built the *Bluenose II* in the 1960s and the replica of HMS *Bounty* for the movie *Mutiny on the Bounty*. But steel and fibreglass became the favoured building materials. As a result, no new ships have been built at the yard for more than 25 years, only old ones repaired. The yard's owner, Clearwater Fine Foods, is selling its other holdings on the Lunenburg waterfront and decided to shut down the shipyard as well.

## **Belfast Plans to Celebrate *Titanic* with an Iceberg**

[reproduced without comment, the Telegraph Group, 23 Feb 2005] In a macabre move to celebrate the building of the *Titanic*, Belfast plans to tow an iceberg into the shipyard where the ill-fated liner was launched. It involves hauling an iceberg from Norway to put Belfast's redeveloped Titanic Quarter on the tourist map by 2008.

Rita Duffy, an artist who proposed the idea, said: "The iceberg and the wreck of the *Titanic* is the main story of Belfast - the sad, interrupted journey of disbelief and disappointment. The iceberg could become a symbol of hope as it melts."

Mrs Duffy has met oil rig workers in Newfoundland who regularly tow some of the 3,000 icebergs that drift in the area away from rigs. The artist, whose father served as an apprentice in the once formidable Harland and Wolff shipyard, admitted that some might think her a "lunatic." But she said the plan would make the world sit up and take notice of Belfast.

She has already secured backing from the International Fund for Ireland and the Irish consulate in New York and will be looking for funds from the Arts Council in Northern Ireland. Tom Ekin, the Lord Mayor, said: "The iceberg could be an eye-catching image, especially because it is the idea of someone with Rita Duffy's skill and talent." But Una Reilly, co-founder of the Belfast *Titanic* Society, said: "I do not think it is in very good taste. We have to remember that 1,500 people died that night. For 80 years the *Titanic* was a dirty word in Belfast. Only recently have people taken pride in her building and recognised that the disaster was an accident."

#### Following on the *Dresden's* Course

[MERCOPRESS] A German television crew working from Punta Arenas is re-editing the last months of the First World War I German Navy light cruiser *Dresden* which participated in the battle of Coronel, was the only survivor of the Royal Navy victory in Falklands and spent months hiding in south Chile before being discovered.

Jurgen Stumphans and Thomas Bresinsky are working in a documentary for The Discovery Channel which should be aired next December depicting the four months the *Dresden* hid in Southern Chile's fiords while she was being tracked by several vessels from the Royal Navy with the help from other countries until when found in Juan Fernandez Island she was scuttled by her own crew.

The German team together with Punta Arenas British Consul John Rees and Gerardo Pagels, son of a German farmer in south Chile who helped the *Dresden* with vital information, as well as Chilean businessman and professional diver Francisco Ayarza, who has visited the underwater remains of the light cruiser, left this weekend in the yacht *Chonos* for an eight days investigation cruise along the Magallanes channels. Mr. Stumphans has been working for the last two years in the German, British and Chilean navies records to have a clear picture of the 1914/1915 saga of the *Dresden*. Next September/October the German team is scheduled to travel to the island of Juan

Fernandez where the light cruiser was finally captured by three vessels from the Royal Navy, HMS *Glasgow*, *Kent* and *Orama*.

*Dresden* took part in the Battle of Coronel on 1st November 1914 when the Germans inflicted a crushing defeat on the Royal Navy and on the 8th December was the only German ship to survive the Battle of the Falklands. Escaping from the battle, *Dresden* took a wide sweep around Cape Horn to attempt to escape into the vast expanses of the Pacific Ocean. On the 9th December she sailed into Sholl Bay in Cockburn Sound where wood was collected to supplement her dwindling coal supplies. She was moved on by a Chilean destroyer and headed for Punta Arenas where, with some difficulty, she obtained coal. She now hid in the deserted backwaters of Hewett Bay in the Gonzales Channel. Searches by Royal Navy warships failed to find her but two weeks later she was spotted by a passing vessel so she moved north to Wienachts Bay. On 19th December she was replenished by the *Sierra Cordoba*. By now the British warships were searching all the inlets around the southern tip of South America and no further coal replenishments were able to be organised.

On 14th February, *Dresden* set out in a driving rainstorm and, keeping about 200 miles off the Chilean coast, she headed north into the Pacific. She sank only one ship in the next few days and on the 19th February she steamed slowly toward the Juan Fernandez Islands. On March 7th, 1915, while she was coaling, she was discovered by HMS *Kent* but she managed to escape. However she had so little coal left she was forced to anchor close by in Cumberland Bay on Mas a Fuera. However the lighthouse keeper informed the British of the *Dresden's* presence. On the morning of 14th March the *Dresden* was lying quietly in Cumberland Bay when she was sighted by HMS *Glasgow*, *Kent*, and *Orama*. Unable to escape, she surrendered and then scuttled herself with explosive charges at 12.15pm. Remains of her wreck still remain.

The crew of the *Dresden* was interned by the Chilean Navy in Chilean territory, but many of them managed to escape and returned

to Germany taking advantage of the many German settlers in southern Chile and Argentina. Among them was a young officer who would have an outstanding intelligence and military career during the Second World War, Admiral Wilhelm Canaris.

[Editor's Note: the late Vern Howland, a long-time member of the Society, covered the Dresden saga in his article "HMS Kent (1914-1915)" in Warship International, Number 1, 1998.]

### Dana A Story

[New York Times, 25 February 2005] Dana A Story, 85, a shipbuilder and historian, died Sunday in Addison Gilbert Hospital in Gloucester. Mr Story was the sixth generation of his family to build boats in Essex before he began chronicling the moribund industry. He was the author of several histories informed by experience, including *Growing Up in a Shipyard*, *The Shipbuilders of Essex*, and *The Building of a Wooden Ship*. "He was a superb writer who was fascinated with the shipbuilding process and equally as fascinated by the men who did the work," said Gloucester author Joseph Garland. Courtney Ellis-Peckham, archivist at the Essex Maritime Museum, said Mr Story's work was invaluable, because most people don't know how important Essex was to the maritime industry. "Most of the ships of the Gloucester fishing fleet were built in Essex in the 18th and 19th centuries," she said. "But the industry just vanished, leaving behind no large buildings like the mills left behind after the collapse of the textile industry." More than 4,000 wooden vessels were built in Essex from the mid-1600s until the collapse of the industry in the middle of the 20th century.

Mr Story's family was involved in the business since 1813. He grew up playing in the Story Shipyard where his father, AD Story, launched more than 400 vessels, including the schooners *Columbia*, *Henry Ford*, and *Gertrude L. Thebaud*. His father was 65 years old when he was born. Growing up, Mr Story smelled the sawdust and the salt air, heard the buzz of the handsaws, and the thump of the hammers. He became fascinated with the craft of shipbuilding

and the banter of the weathered carpenters, caulkers, and sawyers who framed the boats outdoors on the Essex River, regardless of the weather. Even as a young man, he knew the yard's days were numbered, due to a shortage of large lumber and the advent of more modern steel and fibreglass boats. "He knew just how special it was," said his daughter, Christine Day of Ipswich. He began taking notes and photographs. Mr Story's books tell a tale of human nature, as well as the history of an industry and a town. "He had a great advantage because he knew the lingo and the characters and he could put it together and make it jump out at you," Garland said. His daughter said he had an encyclopaedic memory for colourful speech.

Mr Story spent three years studying naval architecture at Massachusetts Institute of Technology. During World War II he was a draftsman at the W.A. Robinson Shipyard in Ipswich, where wooden landing craft, minesweepers, and tugboats were built. He also worked at the Sun Shipbuilding and Dry Dock Co. in Chester, Pa., before moving back to Essex, where he took over the family yard in 1945, at 26. In the ensuing three years, he built and launched seven wooden draggers. After the 100-foot dragger called the *Felicia* was launched in 1948, the days of the wooden ship were effectively over.

Mr Story turned the shipyard into a yacht yard. A raconteur who rambled endlessly and would break into a chantey at the smallest suggestion, Mr Story was a familiar figure walking around Essex, with his shock of white hair tucked under a blue Essex Volunteer Fire Department baseball cap. "He could spend an hour and a half just walking to the post office, because he stopped to speak to everybody," Day said.

The shipyard that was in Mr Story's family for more than 150 years is now the site of the Essex Shipbuilding Museum. Thousands of photographs and tools he collected are the core of the museum's collection. "I don't know if we would have a museum if it wasn't for him," Ellis-Peckham said.

### **Ryerson to Announce Acquisition of 300,000 Historic Photos**

Ryerson University will announce details of its acquisition of an internationally renowned Collection of close to 300,000 photographs at a media conference Monday, April 11 at 11 am. Vicki Goldberg, one of the leading photography critics in the US whose work has appeared in The New York Times and Vanity Fair, will be at the media conference to speak about the significance of the Collection. The Collection includes iconic images that were published in popular media, largely in the US. A sample of some of the historic prints will be on display.

The Collection covers a wide range of subjects including major international political and cultural figures, the Great Wars, the American Civil Rights Movement, popular culture and early space exploration. Almost every notable political and cultural figure from the 1930s to the 1980s is represented.

World-famous photographers and photojournalists are featured in the Collection, including W. Eugene Smith, Charles Moore, Roman Vishniac, and Bill Burke, to name only a few. The Collection, a gift to Ryerson, is accompanied by a major financial contribution to the University.

### **£3m Rescue Plans for the Towers that Defied Hitler**

[Telegraph Group April 2005] An ambitious attempt is being made to preserve Red Sand Fort, a cluster of seven towers rising on concrete legs from the seabed in the Thames Estuary. It was one of several identical structures erected in haste to defend London from German bombing raids and to help fight off a sea-borne invasion from occupied France.

The forts, built in 1943, were designed by Guy Maunsell, a noted civil engineer of his day. The basic design later became a template for the first North Sea drilling rigs.

Up to 250 personnel were stationed on each of the forts and they saw repeated action

against enemy aircraft. The Ministry of Defence abandoned the forts in 1956. One of them, Nore Fort, was demolished as a hazard to shipping in 1959 and another, Shivering Sand, lost one of its towers after a ship collided with it in 1963.

Red Sand Fort remains intact and a project group, including Frank Turner, an authority on Maunsell, plans to restore it. The fort comprises a control tower, a searchlight tower, Bofors gun tower and four anti-aircraft gun towers. Each was constructed at Red Lion Wharf in Gravesend, towed into position and sunk in place. The towers, which were linked by perilous walkways which have since collapsed, had to withstand the recoil from the 3.7in guns.

"When they were fired for the first time all the radiators and sinks fell off the walls," Mr Turner said. "Red Sand is not just a testament to Maunsell's ingenuity but is a part of our national heritage. The only obstacle that has prevented anyone suggesting this before is that its stands several miles out at sea off the north Kent coast."

Tony Pine, engineer to the project, worked on neighbouring Shivering Sand when it was commandeered by "Screaming" Lord Sutch and became a pirate radio station, Radio City. Red Sand was home to another pirate, Radio 390, and the station names can still be seen on the rust-streaked steel gun towers.

Robin Adcroft, the project manager, said: "We have spoken to English Heritage and it has shown a lot of interest in what we are trying to do." Mr Adcroft, 54, now a freelance broadcast engineer and a former Radio Caroline disc jockey, added: "We asked the Port of London Authority to send divers down to examine the structure below the waterline and it is in remarkably sound condition. We have been in touch with the MoD and the Department of Transport, which is responsible for navigation in coastal waters, and the feed-back has been positive."

The group estimates that it will need to raise £3 million for the project. They have

acquired a tug and hope to have approval to start work on restoring the first tower later this year. "Establishing title to the forts is one of our first objectives," said Mr Adcroft. "If we are to get a Heritage Lottery grant then ownership must be resolved." This will not be easy. An MoD spokesman said the forts belonged to the Department of Transport, which, in turn, insisted they were still MoD property.

Peter Kendall, from English Heritage, said: "There is no question that Red Sand is a nationally significant structure. We would like to see the fort preserved because it is a part of our wartime heritage. But public funding is problematic because the public benefit is an important consideration. This is not something that can be easily visited." The Government is understood to have recently considered demolishing the two surviving forts, but balked at the projected £9 million cost. Mr Adcroft said: "We will have to look at the possibility of finding a commercial use for several of the towers to create revenue."

### **National Maritime Museum's "Collection Reform"**

[This summary of the 23 March 2005 "Collections Reform Seminar" was provided by Janet Owen, Head of the Curatorial Group of the National Maritime Museum]

On Wednesday 23<sup>rd</sup> March 2005, the National Maritime Museum held an open seminar to discuss its Collection Reform Project with interested members of the public and professional stakeholders. It was attended by 53 people and proved to be a very useful open discussion of the Museum's plans for all participants. We are grateful to all participants, who gave up their own time to attend and contribute towards the development of the Project.

The seminar was chaired by Roy Clare, Director National Maritime Museum, and four short presentations were given by museum staff on various aspects. A question and answer session was held after each presentation, and a final general forum at the end of proceedings. A

representative from the Department of Culture, Media and Sport also contributed a few words regarding the general importance of the NMM Collection Reform Project, which they sponsor.

#### Introduction

Roy Clare provided a short introduction to the day and emphasized the central importance of the Collection Reform Project in taking forward the Museum's strategic ambition towards 2015. In particular the work would facilitate the creation of a totally new experience for museum users. The goal is to enhance access to the archive and library collections, develop our education facilities and effectively to transform the Museum by integrating the presentation of our 2D and object collections on site at Greenwich. The reforms will lead to better stewardship of collections held for the nation and would afford much improved research and reading facilities for scholars and recreational users alike.

#### Presentation 1: Collections Reform Project Overview

Dr. Margarette Lincoln, Director Collections and Research, commenced proceedings by providing an overview of the Collection Reform Project. She explained how it consists of several components, all designed to enhance access to and preservation of the collections whilst ensuring effective use of resources:

- ! Comprehensive inventory programme/stocktaking of all collections at NMM, excepting manuscript collections which are the subject of an ongoing cataloguing programme
- ! Development of new archive and library facilities – to improve access to, and preservation of, core archival and library collections on site at Greenwich
- ! Collection review and rationalisation of collection storage – to prioritise collections according to significance, actual and potential demand, conservation and security need to

identify those to remain in storage on-site, off-site but local to Greenwich, off-site and outside London in 'remote' storage

! Closure and decant of one of our stores in accordance with above collection rationalisation

! Dispersal/ disposal of c. 4000 items from the NMM's collections (which total over 2 million), primarily to other organisations better suited to providing access and stewardship

Questions afterwards focussed upon the nature and extent of the inventory programme and the processes/ people involved in rationalising collections storage. For example:

Q: Where more staff employed to man the inventory team?

A: Yes. Highly qualified staff found this a useful entry into museum work.

Q: What is the programme for inventorying historic photographs and ship plans?

A: Aspects of this work are underway: ship plans will be catalogued to box level by end 2006; major photographic collections have been prioritised for cataloguing.

Q: Did the inventory project just focus on one store or the entire NMM collection?

A: Entire NMM collection

Q: Were subject experts involved in the inventory project?

A: Yes, when appropriate, and were heavily involved in the collections review process

#### Presentation 2: UK Maritime Collection Strategy (UKMCS)

Dr. Janet Owen, Head of Curatorial Group, provided a brief summary of the broader museums and cross-domain network within which the Collection Reform Project operates. The UKMCS is a collegiate grouping of over 30 museums across the UK which aims to be a cross-domain maritime cultural community

working together to promote public awareness and enjoyment of the UK's wealth of maritime collections, by facilitating the enhancement of their stewardship and interpretation. Members have agreed collecting areas and remits for development of specialist expertise to avoid unnecessary duplication of work. They work in partnership to identify joint storage solutions and collections access initiatives. Further examples of their work can be found on the UKMCS web-site, [www.ukmcs.ac.uk](http://www.ukmcs.ac.uk). The UKMCS work is disseminated into the broader maritime heritage community through the Maritime Curators Group, an informal group of museum professionals who meet bi-annually. The NMM Collection Reform Project is undertaken within this broader context and the NMM is in discussion with its UKMCS colleagues regarding its dispersal programme. Several items are in the process of being dispersed to UKMCS museums.

#### Questions and Answers included:

Q: Membership of UKMCS: how can local organisations become involved?

A: Any organisation with a genuine maritime heritage remit and collection can submit their information for inclusion on the web-site and can engage with UKMCS activity through the Maritime Curators Group. The UKMCS is also seeking to establish regional representatives ('gateway museums') in each English region, Scotland, Northern Ireland and Wales, that can encourage joined up maritime heritage activity at a regional and local level.

Q: How can an organisation be considered as a possible recipient for items from the NMM dispersal programme?

A: Any organisation with a genuine public maritime heritage remit can express an interest in the programme by writing to Roy Clare, Director. The team will log areas of interest and contact an organisation if/ when relevant material becomes available.

Q: Does UKMCS includes archives and libraries?

A: UKMCS was established in 1998 with cross-domain aspirations in mind, and development of archive membership is identified as an action

point in the UKMCS Forward Plan available for viewing on its web-site.

Q: What arrangements are there for maritime archaeology in the UKMCS?

A: The Mary Rose Trust is the lead museum representing maritime archaeology interests within the UKMCS and provide advice and expertise on methods and procedures for undertaking maritime archaeology. In terms of collecting material, the NMM and UKMCS colleagues, focus on collecting under particular subject themes rather than object types – and this may include material from maritime archaeology contexts. In terms of preservation, NMM advocates where possible, that preservation should be undertaken in-situ, given the considerable ongoing costs of preservation if excavated. English Heritage have formal responsibility for advising government on maritime archaeology issues in relation to territorial waters, and receiving funding specifically to undertake this work.

Q: Can UKMCS assist organisations in finding the right home for maritime collections currently in 'private' hands? E.g. The Thames barge sailing club and trust?

A: Yes. Please write to Roy Clare, Director, with details and we can discuss the collection with our UKMCS colleagues to determine the most appropriate home for such material.

Q: Does the NMM keep track of items it does not want to accept?

A: Not usually, but it will always seek to suggest alternative museums that may be interested in acquiring the material.

### Presentation 3: NMM Dispersal/Disposal Programme

This item was introduced by Angela Doane, Head of Collections Group, who firstly defined the terms 'dispersal' and 'disposal', and 'prop' and 'accessioned object':

**Dispersal** is the formal transfer of an item from the NMM's collection into a new home within the public domain. The item may either be placed on long-term loan to the recipient

institution or legal title may be transferred to the institution.

**Disposal** is the process of removing an object to which the NMM has legal title from its permanent collection to a recipient, such as a UKMCS institution.

**Museum Objects** are historic items of original intrinsic value to the maritime world story, such as weaponry and ordnance or polar exploration diaries.

**Props** are materials that dress a display, or have been made by the museum to illustrate a particular point in an exhibition.

Angela Doane explained in detail the comprehensive workflow that is followed for every single item in terms of deciding whether to disperse/ dispose and to whom. The process begins with a thorough review by curatorial and collections management staff (who consider the significance of an item in relation to NMM's mission and collecting policy, whether it may be more relevant to another public organisation, is a duplicate, or is a health and safety hazard). After checking the legal status of any object proposed for dispersal/ disposal and identifying potential recipients, they provide recommendations that are considered by senior management and Trustees before final approval is sought from the Department of Culture, Media and Sport. No decision is made lightly and the key driver is collection access.

Questions and Answers included:

Q: Will the chart explaining the process of disposal/ dispersal be posted on the web-site?

A: Yes.

Q: Will items that are termed props and not accessioned items in the collections be available for sale to the public if no home can be found in other public bodies?

A: Our experience to date suggests that there will be no problem to disperse props as there is plenty of demand from other public bodies.

Q: What will be done with duplicate items from the library?

A: Library items that are rare and important will be found a new home following the due process of dispersal/disposal process, there will be no short cuts. Duplicates of modern general reference works will be assessed according to normal library stock management procedures.

Q: For those items advertised for dispersal/disposal in the Museum Journal – will there also be a bulletin Board at the National Maritime Museum?

A: Professional museum codes of ethics require the NMM to announce its intention to disperse through the Museums Journal, if an obvious new home in the public museums domain cannot be easily identified. This enables other registered museums and related bodies such as the National Trust to express an interest. Only if this approach is unsuccessful would non-museum public organisations such as relevant heritage societies and trusts be approached.

Q: What percentage of suggested items for dispersal/disposal have failed to remain within the public domain?

A: None yet. The programme is in its early stages.

Q: Will items that have gone through the dispersal/disposal process be able to be traced at a later stage?

A: Yes, all items will be documented with where they went and why.

Q: What percentage of 3D objects are on the dispersal/ disposal list?

A: Approx 9%

Q: How much space will be freed up by the dispersal/ disposal programme?

A: approx 2000 m3

Q: Are larger objects targeted for dispersal/disposal due to the expense of their display/storage?

A: Many factors drive the decision regarding which potential dispersals/ disposals to pursue, and cost benefit is one variable

Q: The *Reliant* was taken off display and was disposed of due to lack of storage space - could this happen again?

A: It is extremely unlikely the Museum would take on a large vessel like *Reliant* again as it does not make financial sense in comparison to its significance and what it prevents us from collecting/ doing with our collections – the *Reliant* cost £200,000 per annum to store. Nothing should be ruled out, but there are no easy answers to this question. Rigour is required when making decisions regarding whether to keep historic ships.

#### Presentation 4: Current Research Facilities

Jill Terrell, Head of Library and Manuscripts, briefly outlined the current research facilities available for archive users at the NMM. She discussed how the work of a range of researchers, from maritime historians to family history researchers, is facilitated at Greenwich, but also summarised the key constraints which impact negatively upon the Museum's ability to provide increased access to a wider group of users with current facilities. The Caird Library was a visionary concept for the early twentieth century but is becoming outdated by the demands and opportunities created by the new millennium.

#### Questions and Answers included:

Q: It is always useful to look through the paper catalogue of manuscripts, will this facility continue?

A: Yes, and these will be complemented by increasingly powerful online search facilities.

Q: Will it be possible to take digital photos of manuscripts that are not under copyright in the future?

A: The NMM holds material other than that in Crown Copyright, and it would not be possible for users of the library to take photos without supervision. Current facilities do not support easy supervision and due to constraints on space other users might be inconvenienced. However, this policy is being considered for review and certainly within the proposed new Archive, opportunities for photography will be designed into the solution.

Q: To help with digitising the Archives, would it be possible for users to provide their own cameras and provide photos which can then be the property of the NMM for use as required?

A: When photographing manuscripts and text, very high quality is required to be useful online, thus this job has to be undertaken by a professional photographer.

Q: Sometimes it takes a long time to access items from off site.

A: This is why the NMM plans to put a new Archive on-site which brings together core collections. It is acknowledged this is an issue.

Q: Cataloguing of the ephemera collections will need to use a different approach to the one currently used; for example, when a search using 'Chandlery catalogues' was made, only one result appeared.

A: Yes, there are short falls with the web on-line catalogue, particularly regarding keywords, and the museum is continuing to develop the search function of its catalogue to enhance access to all collections. A maritime thesaurus is currently under development.

Q: How many qualified Archivists does the Museum employ?

A: Three. The Manuscripts Cataloguers working on the Museum catalogue are supervised by a qualified archivist, and their work adheres to ISADG standards.

Q: Does the museum register its collections with the National Register of Archives?

A: This work has been undertaken in the past, and the Museum is in the process of re-initiating this registration work.

#### General Q and A:

Q: Has the NMM been involved in discussions regarding the development of wharf buildings in Deptford (Convoy Wharf)? Are there opportunities to learn from the Chatham Historic Dockyard concept here?

A: NMM has knowledge of the project and has been involved in discussions regarding the future development of the site.

As a matter of interest, the NMM is involved in very exploratory discussions with colleagues in East Kent regarding whether it is possible to display the Anglo-Saxon Graveney Boat near to its original location of discovery and use. One possible candidate is the Faversham Creek area, a redevelopment priority for local planning in the area.

Q: Has the Museum a cast of the Sutton Hoo boat?

A: The NMM borrowed a fibre glass positive of the Sutton Hoo boat from the British Museum to display in its archaeology galleries. This was returned to the BM when taken off display. The NMM does, however, have a fibre glass positive of the Graveney Boat and a section of the original plaster cast.

Q: The Dolphin Sailing Club Trust in Faversham is having to give up its lease and seeks a new home, like some other small boat yards. Can the NMM give any support to this as part of any discussions re Graveney Boat?

A: The Director asked that a letter be written to him giving details. Stephen Riley (Director of Maritime Heritage) and Dr Janet Owen (Head of Curatorial Group) can give advice, but not money.

Q: Is the Museum monitoring staffing expertise to support a sustainable Collections Policy?

A: The NMM has a very active programme of investing in curatorial succession planning, with key areas of expertise identified and addressed. DCMS actively support this programme.

Question: A vote of thanks was given to the Director and his colleagues for the information given in the seminar.

Answer: The Director said thank you and that this dialogue is not a one off measure. The NMM is keen to consult publicly about its plans. The proceedings of this seminar will be posted on the NMM website, and the NMM will continue to communicate via a further seminar should the demand be there.

## Maritime Provinces Steam Passenger Vessels

by Robin H. Wyllie

### *S. S. Seal*

#### *Specifications:*

Official Number:	129556
Builder:	Napier & Miller, Old Kilpatrick, Scotland
Date Built:	1911
Gross Tonnage:	607.73
Overall Length:	175 feet
Breadth:	22.6 feet
Draught:	12.3 feet
Engines:	85 h.p.
Propulsion:	screw

#### *History:*

In April 1911, the SS *Harlaw* was wrecked in ice near St Paul's Island in the Cabot Strait. This left Captain James A Farquhar, part owner of the vessel in partnership with the well-known Halifax shipping firm of Pickford and Black, free to pursue a plan on which he had been working for some time.

Farquhar, whose father had been in charge of the East Station on Sable Island, had grown up with first hand knowledge of both seamanship and salvage work and, by 1911, had both commanded and owned a number of vessels. Among the former were the Quebec Steamship Company's *Alhambra* and the *Canena*, the only ship he ever lost while in command.

Up until this time, among other vessels, Farquhar had actually owned, or was part owner of, were the full-rigged ship *Cumberland*, built in 1876; the elegant former mail steamer *Newfoundland*, which he purchased in 1893 for the seal fishery, in partnership with AJ Harvey of St John's and, of course, his salvage steamer the *Havana*. Rammed and sunk while at anchor, *Havana* still lies fifteen fathoms down on the bottom of Halifax Harbour.

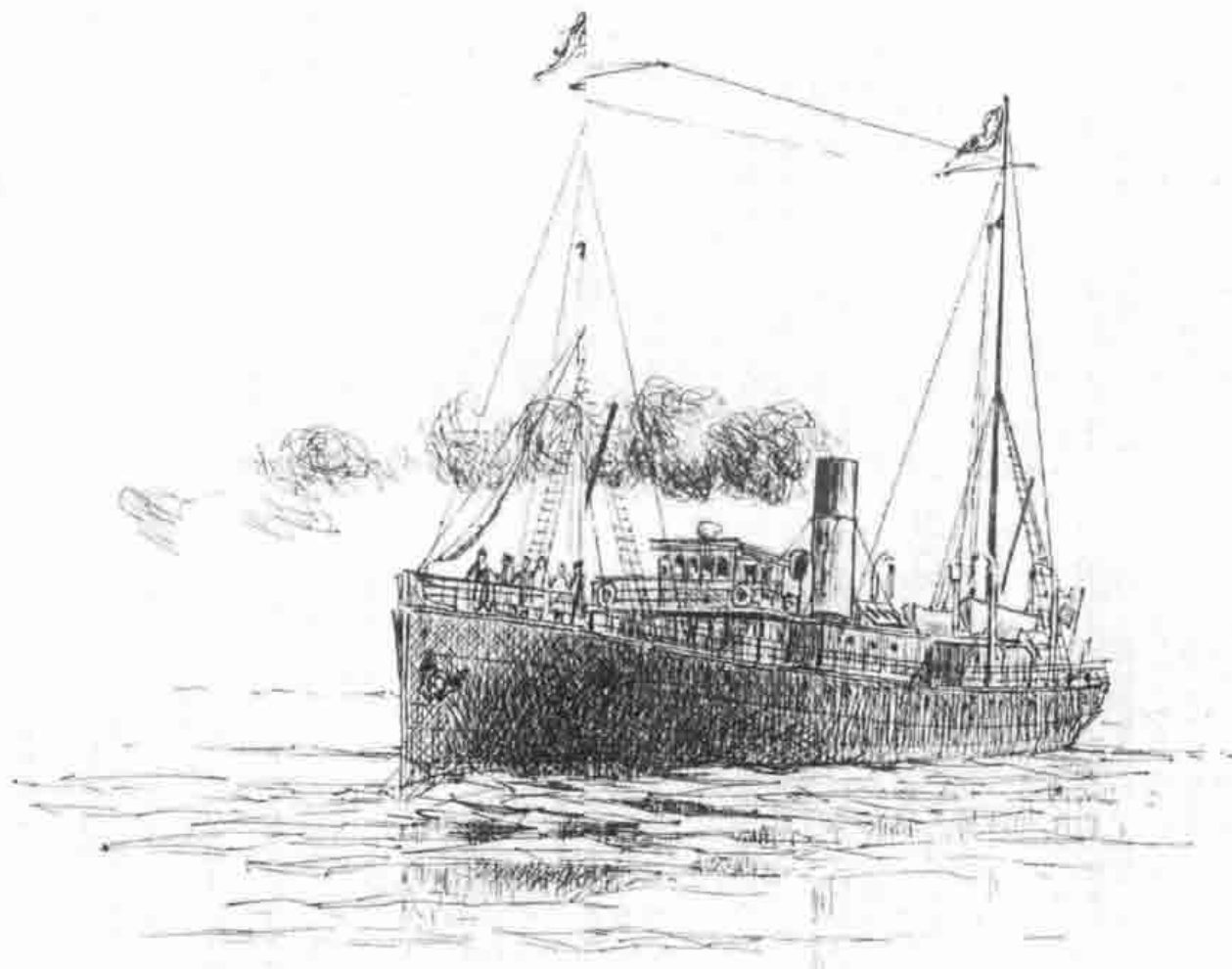
Like many in the salvage business, Farquhar thrived on risk and it was this which led him to start dabbling in commodity margins at what was then the Chicago Board of Trade. He met with considerable success and quickly realised that what applied to one commodity could be applied to another. If one could gamble on the future price of corn, could one not do the same for fish?

With this in view, he organized Farquhar and Co Ltd, Commission and Provision Merchants, and arranged to have a small passenger-cargo steamer built, with which to trade between Halifax and the isolated outports of south and west coast Newfoundland during the open season and engage in the seal fishery over the winter.

The vessel was to be named *Seal* and Napier and Miller of Old Kilpatrick, on the lower reaches of the Clyde, were chosen to build her. Farquhar, with his wife and two of his daughters for company, crossed the Atlantic to supervise her construction. All went well and, after an uneventful delivery voyage to Halifax, the vessel was registered under the name of the newly incorporated Farquhar and Company Ltd. She was subsequently inspected and a permit for the carriage of a maximum of twenty passengers was issued.

*Seal* was placed on a fortnightly run between Halifax and the south and west coast outports of Newfoundland – places with names like Fortune, Belleoram, Curling and Trout River. She ran from May 1<sup>st</sup> to December 1<sup>st</sup>, calling en route at the Cape Breton Island ports of St Peters, Baddeck, North Sydney, St Anne's and Bay St Lawrence.

Farquhar's idea was simple, and it worked. When *Seal* called in at one of the small ports, he would buy any dried or pickled fish which happened to be available and take orders for what the people needed from Halifax, be it dry goods, furniture, stoves, accordions, fishing gear – whatever. In the event that they had insufficient fish or funds to cover the cost of same, which was usually the case, Farquhar would take their notes against all or a portion of their next season's catch. Such notes were



SEAL IN ICE

ROBIN H. WYLLIE 2005

SS *Seal* A composite drawing from views in Canadian Government Railway publications.

always honoured and Farquhar, by trading for next season's fish at this season's prices, appears to have made quite a success of the venture.

By the end of her first season, *Seal* had proven to be a fine coastal boat and, in 1912, Farquhar took her to the seal hunt in the Gulf of St Lawrence. With a reinforced steel hull and every up-to-the-minute innovation, including wireless, *Seal* was, in Farquhar's own words "- as good an ice hound as her namesake."

The trip was not a great success. It began with Farquhar answering a distress signal flown from Bird Rocks lighthouse station, and the subsequent transportation of the keeper's body to the Magdalens for burial. The old seal hands on board looked upon the incident as a bad omen. Their forebodings appear to have been justified as a catch of less than 3,000 seals was landed at North Sydney, where an American company, Marden, Orth and Hastings, of Boston, had established a plant to render seal fat into soap oil.

Whether the volume of trade promised to exceed *Seal*'s capacity, or, as is much more likely, a purchase offer from Baine, Johnston & Co, a Scottish sealing company operating out of St John's, had been too good to turn down, is not known. In any event, in 1913, the vessel was sold to that company and a very similar, but slightly larger vessel was ordered from Bow MacLachlan & Co of Paisley, to replace her.

Named *Sable I* in memory of Farquhar's childhood home, the new vessel arrived in Halifax three days before the Great War began. After a year in Government service, she spent some time on the coastal run before being placed on the "French mail run" between North Sydney and St John's, via St Pierre. In July 1922, with the advent of prohibition, *Sable I* had the distinction of being the first vessel to land a bulk shipment of liquor on St Pierre. It was 12,000 cases of Canadian Club Whisky and was the first of many such lucrative cargoes for Farquhar & Co.

It is difficult to determine if *Seal*'s new owners used her for anything other than the seal fishery. However, it is known that she was under charter to the Colonial Government on January 3<sup>rd</sup>, 1920, when she was used to rescue the marooned lighthouse keepers, radio operators, and their families from ice-bound Belle Island.

*Seal* participated in this somewhat hazardous fishery without incident until 1926, when her luck finally ran out. In those days, in addition to clubs, big old-fashioned muzzle-loading guns were used to kill seals. Careless handling of the latter and the black powder with which they were charged had led to a number of accidents and, as a safety measure, powder magazines were established on a number of the larger vessels including *Seal*.

On April 12<sup>th</sup>, 1926, an explosion in *Seal*'s engine room killed both the engineer and the oiler, others were badly injured, and, fire having broken out, it was decided to abandon the vessel. The crew took to the ice, and, a short time later, the flames having reached her magazine, the vessel blew up and sank.

As to Farquhar & Co, it evolved into Farquhar Steamships and by the late 1920s the company had *Farnorth* running between Boston and St John's via Halifax, North Sydney and St Pierre; *Skipper* was on the south and west coast Newfoundland run and *Sambro* sailed monthly between Boston and Grand Bank, calling at every major port along the way.

With the death of Captain James A Farquhar in 1930, at the age of eighty-three, and the loss of the French Government's mail contract to Newfoundland Canada Steamships Ltd, the heart appears to have gone out of Farquhar Steamships and, by 1933, the company was no longer in business.

Sources:

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Farquhar, James A. *Farquhar's Luck*. Petheric Press, Halifax, Nova Scotia, 1980.

Feltham, John. *Sealing Steamers*. Harry Cuff Publications Ltd. St John's Newfoundland, 1995.

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

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

## Songs of the Sea, Part III

by Jillian Hudson

[continued from the October 2004 issue of *Argonauta*]

### Hauling Songs

Hauling songs were "used for intermittent operations."<sup>1</sup> They were often in 6/8 time, and were "so *salty* that their shore origins have been long forgotten."<sup>2</sup> Short-haul shanties, of the hauling group, are considered the "simplest and probably most primitive in form."<sup>3</sup> These shanties were sung when only a few pulls were needed, but those pulls had to be good and strong. "Such tasks included sweating up halyards to take out any slack, and hauling on sheets, tacks, and braces."<sup>4</sup>

A few short-haul shanties predominated, including one called *Haul on the Bowline*. William Doerflinger claims this was a "favourite at the foresheet"<sup>5</sup> and was also used for "sweating up" and other short pulls. The shanty is considered to be quite antiquated because of the use of the word "bowline." "Its unusual antiquity is shown by the fact that not since the sixteenth or early seventeenth century has the term *bowline* been used for any rope on which a shanty would be sung."<sup>6</sup> The bowline in those vessels is the equivalent of the modern day foresheet.

## HAUL ON THE BOWLINE

(♩ = 92)

*Solo*

1. Haul on the bow - line, the long - tailed bow - line,

*Chorus*

Haul the bow - line, the bow - line haul!

Variation, measure 1.

<sup>1</sup> *The Ethiopian Glee Book*, II, ed. Gumbo Chaff (Elias Howe) (Boston, 1848).

Another song in the hauling category, used as a halyard shanty, is *The Dead Horse*, which was used for ceremonial purposes. The "ceremony known as 'paying off the dead horse' became a rather half-hearted affair in the latter days of sail, whereas in days gone by it was a spectacular effort, particularly in emigrant ships."<sup>7</sup> A stuffed horse would be brought out on deck, and hoisted up the main yardarm. A blue flare would at the same time be fired, and the line holding the horse up would be cut so that the 'horse' would "drop into the drink."<sup>8</sup> The ceremony was performed in order to celebrate the start of the crew earning their wages. The first month's wages were drawn in advance, and usually ended up not in the sailor's pockets but rather in those of the "boarding-masters."<sup>9</sup> The song is also called *Poor Old Horse*, as it may have originated from a shore folk-song ending in those words. It is sometimes also called *Poor Old Man* or *Poor Old Joe*.

Round Cape Horn through frost and snow,  
Round Cape Horn I had to go.<sup>10</sup>

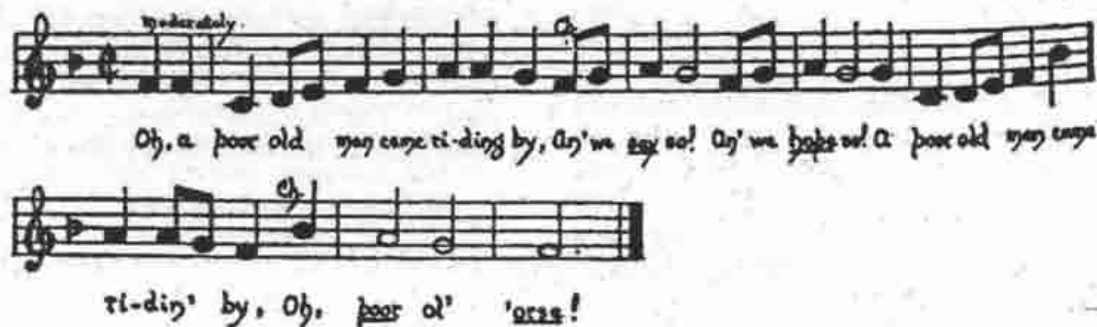
The custom of dropping the "dead horse" into the ocean is no longer practised. It was "shelved in most vessels after about 1890, but lime-juicers and Yankees continued to sing the shanty."<sup>11</sup>

### Heaving Songs

Heaving songs, on the other hand, were used for a "continuous operation"<sup>12</sup> such as pulling in an anchor at the capstan or windlass. They were usually written in 4/4 time, meaning 4 quarter notes per bar. The first go around the capstan with the shanty was usually a march, going at a faster pace in order to gather up the slack chain. Once the slack chain was aboard, the tempo of the shanty would then slow down to make way for the hard work of heaving up the anchor:

## THE DEAD HORSE

Alternative titles, *Poor Old Horse*, *Poor Old Man*, *Poor Old Joe*



2. Sez I [They say], 'Ol' Man, yer 'orse will die,  
Ch. An' we say so, an' we hope so!  
Sez I, 'Ol' Man yer 'orse will die,  
Ch. Oh, poor ol' 'orse [man, Joe]!

The song has about seventeen different verses. One verse in particular, added on later than the first seventeen, shows the usage of the song as a halyard shanty:

"Man th' caps'n!" At the mate's order, the men hurried, to the forecandle head and laid hold of the stout wooden capstan bars resting in

their racks against the combing...The men put their beef against the bars and tramped slowly around the capstan, its pawls clanking as the cable came in. And one of them raised his voice in an irresistible old tune:

Oh, the anchor is weighed an' the sails are set!

Almost before he had finished the verse, the "crowd" chorused:

Away-y, Rio!<sup>13</sup>

Thus begins the well-known shanty, *Rio Grande*. Hugill is very correct in that this name reminds one of Mexico; the place mentioned, however, is actually more than likely the Rio Grande province and city of Brazil; the song speaks of a "river [that] flows down golden sands,"<sup>14</sup> which describes very well the Brazilian river and port, "for both banks of the Brazilian Great River...are

heaped high with sand dunes."<sup>15</sup> The area, which opens up the Lagoa dos Patos to the sea, "was a beautiful place...sailors used to love it—and the song was sung by seamen all over the world."<sup>16</sup>

2. Oh, say wuz ye never down Rio Grande?

Ch. 'Way for Rio!

Them smart señoritas they sure band the band,

Ch. An' we're bound for the Rio Grande,

Full chorus. Then away, bullies, away!

Away for Rio!

Sing fare-ye-well, me Liverpool gels,

An' we're bound for the Rio Grande!

3. We wuz sick o' the beach when our money wuz gone,

So we signed in this packet for to drive er' along.

4. There's some o' us sick, aye, there's some o' us sore,

We've scoffed all our whack an' we're lookin' for more.

## RIO GRANDE (a)

Alternative titles, *Away for Rio*, *Bound for the Rio Grande*

With a swing Ch. *Waaay for Ri-o!* They've

Ch. *Waaay for Ri-o!* Sing fare-ye-well.. me

Full chorus. *Waaay for Ri-o!* Sing fare-ye-well.. me

Liv-er-pool gels, an' we're bound for the Ri-i-o Grande!

These are just some of the verses. Not only are there at least ten more, but there are also variants!

"Capstan shanties, as a class, were rather more elaborate than others, as *Rio Grande* shows."<sup>17</sup> This shanty was most likely composed alongside the discovery of gold and the development of the gold trade in the area of the Rio Grande do Sul. "In the eighteenth century gold was found in southern Brazil and hordes of seekers flocked to this then-new Eldorado...it would be a natural thing for seamen to compose a new shanty about a new trade."<sup>18</sup> *Rio Grande* was always sung at the capstan or windlass, and was also considered to be an outward-bound song, sung on ships as they left their home ports for the riches of far off lands. The song has quite a few versions, ranging from "Leaving Liverpool" to "Leaving New York." By changing the verses, or by compiling several different versions together, new versions could be created to better suit the particular ship on which the shanty was sung. Sometimes the chorus would be "Then away, love, away" rather than "Then away, bullies away,"<sup>19</sup> and the names of the harbours and "gels" (girls) would be changed to suit the crew. Hugill believes the "softer" versions of the song are not consistent with "robust, tarry seamen,"<sup>20</sup> but most likely reflect the origins of the song as a shore ballad. *Rio Grande* was also a great shanty for "warbling,"<sup>21</sup> with a sort of yodelling of fancy trills on each saying of "away," when the crew would give a giant heave on the line.

One capstan shanty that "embodies all [the sailor's] roving and amorous activities"<sup>22</sup> is *A-rovin'*. It was originally sung at the pumps and windlass, "where two long levers were worked up and down by the men: a back-breaking job."<sup>23</sup> During the Age of Sail, continuous improvements and advancements were made on the ships. They began to use capstans with a large windlass below the fo'c'sle, and the ships themselves went from wood to iron. Shanties had to change in order to meet this change in technology. The speed of work would have increased with the advancements, and therefore the slower

shanty tempos of past had to be altered to keep up the pace of the work. According to Hugill, *A-rovin'* was always too fast...it "should be timed to fit the downward movement of a four-foot-diameter pumpwheel."<sup>24</sup> *A-rovin'* seems to be fairly old in comparison to other shanties, as "some collectors state that the words are in, or bear resemblance to lines in, a song given by T. Heywood in his play *The Rape of Lucrece* (1640),"<sup>25</sup> although this is quite debatable. The tune of the shanty could also have Elizabethan roots.

There are several different versions of this shanty as well, with many variants happening due to a lack of proper transcription. Some regular alternatives included substituting "roamin'" for "rovin'" and "false maid" for "fair maid."<sup>26</sup> The story is "a familiar story of love on the waterfront—a story well known to all hands, and [is] here unfolded with a simplicity and restraint like that of old balladry."<sup>27</sup>

2. One night I crept from my abode,  
Ch. Mark well what I do say!

One night I crept from my abode  
To meet this fair maid down the road.

Ch. We'll go no more a-rovin' with you, fair maid.  
Full chorus. A-rovin', a-rovin',  
Since rovin's bin me ru-i-in,  
We'll go no more a-rovin',  
With you, fair maid.

3. I met this fair maid after dark,  
An' took her to her favourite park.

4. I took this fair maid for a walk,  
An' we had such a lovin' talk.

5. I put me arm around her waist,  
Sez she, 'Young man, yer in great haste!'

The sailor is in love, courting the fair maid.  
She, however, has other things in mind, and cleans him out of his pay:

She swore that she'd be true to me,  
But spent me pay-day fast and free.<sup>28</sup>

# A-ROVIN' (a)

Alternative titles, *Amsterdam* or *The Maid of Amsterdam*



He goes away to sea, poor as a beggar,  
and returns only to find her on someone else's  
knee. With that, he decides he'll go no more  
a-rovin'!

One of the most popular capstan and  
windlass shanties ever was *Shenandoah*.  
Hugill believes a better name for this shanty  
would be "Rolling River or Missouri, since  
many versions don't even mention  
*Shenandoah*."<sup>29</sup> The shanty varies as much as  
the shantymen who sang it. Every shantymen  
pronounced the word "*Shenandoah*"  
differently. "*Shenadoar, Shannadore,*  
*Shanandar, and Shanidah* were all used."<sup>30</sup>  
Also, in "the mouths of different shantymen  
the line 'Oh...I love yer daughter...' could  
contain any of the following names:  
*Shenandoah, Sally Brown, Polly Brown,*  
*Darby Doyle, Paddy Doyle, or Dan O'Shea*  
*(Shay)."*<sup>31</sup> In the many different versions,  
*Shenandoah* is known as everything from an  
Indian chief to a location the sailors miss. The  
version I have included "was very popular at  
sea,"<sup>32</sup> and was most likely about a chief  
named *Skenandoah* of the *Oneida* tribe. The  
song was originally "an old stand-by of the  
cavalry, who knew it as 'The Wild  
Mizzourye,'"<sup>33</sup> but may have stemmed also

from American or Canadian *voyageurs* or  
river songs from the "boatmen"<sup>34</sup> of the great  
American Rivers (like the *Ohio*).<sup>35</sup>

2. O *Shenandoah* wuz a redskin maiden,

Ch. Away ye rollin' river!

And a white man loved that redskin maiden,

Ch. An' away we're bound to go,

'Crosst the wide *Missourah*!

3. Oh, the white man loved the Indian maiden,  
With trade-goods [notions] his canoe was  
laiden.

4. The chief refused the trader's dollars [the  
white man's offer],  
My daughter ye shall never follow [And  
vowed the white man should not have her].

5. At last there came a Yankee skipper [One  
day a ship sailed up the river],  
Who winked his eye and flipped his flipper  
[An brought the chief strong fire-water].

6. He sold the chief some fire-water,  
And stole the gal across the water.

7. O *Shenandoah*, I love yer daughter,  
I'll take her sailing cross yon rollin' water.

A great shanty known the world over  
is *Leave Her, Johnny, Leave Her!* It was used  
"traditionally [as the] last shanty of the

## SHENANDOAH (b)

(Use this tune with all my versions)

*Rather slow with emphasis.*

Oh, Mis-sou-ry she's a might-y wa-ter, A-way... ye rol-ling riv-er! The red-skin cap-tan

on her bor-der, A-way we're bound to go. 'Cross the wide Mis-sou-ry!

voyage,<sup>36</sup> and “probably came to life about the time of the Irish potato famine, in the [eighteen] forties,”<sup>37</sup> as *Across the Rockies*. The next version was called *Across the Western Ocean*, which in turn spurred the making of the later song *Leave Her, Johnny*. There is some debate as to whether this is a halyard shanty, or one used at the pumps and capstan. Hugill believes it was most likely a combination of both, with just the two solos and refrains being sung at the halyards, “and when a full chorus was added then it was used

at the pumps and even capstan.”<sup>38</sup>

The later version of the song, *Leave her Johnny* (also *Time for us to Leave Her*, *Leave Her, Johnnies* or *Leave Her, Bullies*) “was sometimes sung during the voyage—at the pumps—but its better known function was that of airing grievances just prior to the completion of the voyage either when warping the vessel in through the locks at the final spell of the pumps (in wooden ships) after the

## LEAVE HER, JOHNNY, LEAVE HER

Alternative titles, *Time for Us to Leave Her*, *Leave Her, Bullies, Leave Her*

*Fairly fast*

Oh, the times was hard, an' the wa-ges.. low, Leave her, John-ny, leave her! But now you got a-

shore we'll go, An' it's time for us to leave her! Leave her Johnny, leave her, Ooh! leave her Johnny.

leave her! For the voyage is done, an' the winds don't blow, An' it's time for us to leave her!

vessel had docked.”<sup>39</sup> The sailors would sing this song as a sort of complaint. “Many unprintable stanzas were sung, directed at the afterguard, the grub, and the owners.”<sup>40</sup> To “sing it before the last day or so was almost tantamount to mutiny.”<sup>41</sup> The following version is a capstan and pump shanty, however by omitting the full chorus it could easily be used for hauling. Hauling marks are placed under certain words (they are underlined or italicized), indicating where a haul would take place.

2. Oh, I thought I heard the Ol’ Man say,  
Ch. Leave her, Johnny, leave her!  
Tomorrow ye will get your pay.  
Ch. An’ it’s time for us to leave her!  
Full Chorus: Leave her, Johnny, leave her,  
Oooh! leave her, Johnny, leave her!  
For the voyage is done and the winds don’t blow

[Ye may go ashore an’ touch yer pay, or  
Come ashore an’ grab yer pay]

For [An’] it’s time for us to leave her!

3. The work wuz hard an’ the voyage wuz long,  
The sea wuz high an’ the gales wuz strong.

4. The wind wuz foul an’ the sea ran high,  
She shipped it green an’ none went by.

5. The grub wuz bad an’ the wages low,  
But now once more ashore we’ll go.

The rest of the twenty-three main

verses air out the bad conditions of the ship (“A rantin’ mate an’ a bully skipper too; Oh, a leakin’ ship an’ a rotten, harping crew”)<sup>42</sup> and the foul weather it encountered (“The winds wuz foul, all work no pay; To Liverpool Docks from ‘Frisco Bay”),<sup>43</sup> until there’s only one more good heave to make and the work is done. To perfectly sum up the sentiments of the crew and the reason behind the song:

Oh, Capen, now ye are gonna lose yer crew,  
We’ve had enough of the ship, the grub an’ you.

Another homeward-bound capstan song, with the much more pleasant subject of ‘gels’ for the sailors, is *Spanish Ladies*. Not many classify it as a shanty, but those that do give two tunes, the “livelier and faster one being preferred by the later generation of sailing-ship men.”<sup>45</sup>

Repeat tune for chorus:

We’ll rant an’ we’ll roar, like true British sailors,

We’ll rant an’ we’ll rave across the salt seas,

‘Till we strike soundings in the Channel of Old England,

From Ushant to Scilly is thirty-four leagues.

2. We hove our ship to, with the wind at

## SPANISH LADIES (a)

Alternative title, *Farewell and Adieu to You*



Fare-well an’ a-dieu to you fair *Spay-ish* la-dies, Fare-well an’ a-dieu to you la-dies of



Spain, For we’ve re-ceived or-ders for to sail for old England, Oh’ hope-ry short-ly to see you a-gain.

sou'west, boys,

We hove our ship to for to take soundings  
clear.

In fifty-five fathoms with a fine sandy bottom,

We filled our maintops'l, up Channel did  
steer.

Ch. We'll rant and we'll roar, etc.

The song is an account of a voyage by British sailors, although it becomes Canadian when "true British sailors" is replaced with "true Newfoundlanders."

This last shanty is one "traditionally sung when heaving up anchor, homeward bound...On the morning of sailing day, the long-awaited order sent the men in cheerful mood to the forecandle head...[where] the shantyman at the capstan led the motley rovers in a song consecrated to the occasion, [as] cheering from other vessels in port rang across the water to wish the homeward-bounders luck."<sup>46</sup> It is generally regarded as a favourite forebitter, used at the capstan or pumps. It "was presumably a naval song originally and may be of great age."<sup>47</sup>

Sailors in the Age of Sail were required to leave their home ports for much longer than ships today. Modern navy ships in Canada leave on deployment for an average of six months at a time. The sail ships of the past could be away for three years! When steam ships began to replace sail ships such as windjammers, it became difficult for the slower vessels to receive contracts for transporting cargo. Ships would "lay idly"<sup>48</sup> in port for weeks at a time until they received a charter. It was, therefore, a big deal when the crew finally got word that they were going home. The cargo would be stored, and the hatches battened down. "The ship was washed down. Sails were bent and the standing and running rigging overhauled."<sup>49</sup> It was a time of great excitement, and in the "nitrate ports on the West Coast of South America, on the last night before sailing, the homeward-bounder's crew would sway a blazing tar barrel aloft and serenade other

vessels in the roadstead with singing and cheering."<sup>50</sup>

It is perhaps difficult at times to imagine what these songs sounded like on board ships. "The ships aboard which they were sung and the men who sang them have gone, never to return."<sup>51</sup> It is difficult to fully comprehend the "genuine saltiness, rhythm, and vigour of the inimitable true song of the sea,"<sup>52</sup> but I do hope that this project has at least presented a slight idea of the amazing shanties, and perhaps an interest that will be nurtured in the future.

### Conclusion

It is my hope that this project will familiarize the reader with not only current navy music, but also the different kinds of music to be found in the navy and the amazing history behind the music as well. The music I have listed here is by no means all there is: Naden Band has a near limitless repertoire of music, and there are many, many more shanties! My goal for this project was to give a small taste, to wet the appetite, which will hopefully spur interest and research on the reader's part. Thank you for taking a look at this project, I hope you enjoyed it!

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## OUTWARD AND HOMEWARD BOUND

Alternative title, *Homeward Bound*



2. Oh, the wind blows hard from the east nor' east,  
The ship will sail ten knots at least,  
The purser will our wants supply,  
An' while we've rum [grog] we'll never say die.  
Ch. Hurrah, we're outward bound,  
Hurrah, we're outward bound! [Oh, say we're outward bound,  
Hurrah, we're outward bound!]
3. An' if we touch at Malabar or any other port as far,  
The purser then will tip the chink,  
An' just like fishes we will drink,  
Ch. Hurrah, etc.
4. An' when our three years they are out,  
'Tis jolly near time we went about,  
An' when we're home an' once more free,  
Oh, won't we have a jolly spree,  
Ch. Hurrah, we're homeward bound,  
Hurrah, we're homeward bound! [Oh, say we're homeward  
bound, Hurrah, we're homeward bound!]
5. At last our cap'n comes on board,  
The sails are bent we're manned an' stored,  
The Peter's hoisted at the fore,  
Goodbye to the girls we'll ne'er see more,  
Ch. Hurrah, we're homeward bound, etc.
6. One day the man on the look-out,  
Proclaims a sail with a joyful shout,  
'Can ye make her out?' 'I think I can,  
She's a Pilot headin' out from the land.'  
Ch. Hurrah, etc.

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#### Footnotes

- 1 Hugill, *Shanties from the Seven Seas*, p. 28.
- 2 *ibid.*
- 3 Doerflinger, *Songs of the Sailor and Lumberman*, p. 1.
- 4 *ibid.*
- 5 *ibid.*, p. 9.
- 6 *ibid.*
- 7 *ibid.*, p. 389.
- 8 *ibid.*
- 9 *ibid.*
- 10 *ibid.*, p. 392.

- 11 Doerflinger, *Songs of the Sailor and Lumberman*, p. 13.
- 12 Hugill, *Shanties from the Seven Seas*, p. 26.
- 13 *ibid.*, p. 52.
- 14 *ibid.*, p. 84.
- 15 *ibid.*, p. 80.
- 16 Doerflinger, *Songs of the Sailor and Lumberman*, p. 64.
- 17 *ibid.*, p. 53.
- 18 Hugill, *Shanties from the Seven Seas*, p. 80.
- 19 *ibid.*
- 20 *ibid.*, p. 81.
- 21 *ibid.*, p. 82.
- 22 *ibid.*, p. 43.
- 23 *ibid.*
- 24 *ibid.*
- 25 *ibid.*, p. 44.
- 26 *ibid.*
- 27 Doerflinger, *Songs of the Sailor and Lumberman*, p. 56.
- 28 Hugill, *Shanties from the Seven Seas*, p. 47.
- 29 *ibid.*, p. 139.
- 30 *ibid.*, p. 140.
- 31 *ibid.*
- 32 *ibid.*
- 33 Doerflinger, *Songs of the Sailor and Lumberman*, p. 77.
- 34 Hugill, *Shanties from the Seven Seas*, p. 140.
- 35 *ibid.*
- 36 Doerflinger, *Songs of the Sailor and Lumberman*, p. 89.

- 37 Hugill, *Shanties from the Seven Seas*, p. 215.
- 38 *ibid.*
- 39 *ibid.*, p. 216.
- 40 *ibid.*
- 41 *ibid.*
- 42 *ibid.*, p. 219.
- 43 *ibid.*
- 44 *ibid.*, p. 220.
- 45 *ibid.*, p. 292.
- 46 Doerflinger, *Songs of the Sailor and Lumberman*, p. 86-87.
- 47 Hugill, *Shanties from the Seven Seas*, p. 386.
- 48 Doerflinger, *Songs of the Sailor and Lumberman*, p. 86.
- 49 *ibid.*
- 50 *ibid.*
- 51 Hugill, *Shanties from the Seven Seas*, p. 409.
- 52 *ibid.*

### West Coast Letter by John Crosse

The Fraser River, which flows into the Strait of Georgia just a few miles south of Vancouver, ends in a delta, which provides a wonderful habitat for old vessels. Historically the river was the main highway for the gold rushes of the 1850s to the Hope Bar and Barkerville, which, to protect ourselves from the hoard of Californian miners streaming north, necessitated Queen Victoria's creation of the colony of British Columbia. Later, when annexed to the adjacent Vancouver Island, the promise of a transcontinental railway brought us reluctantly into confederation.

The river still provides a magnificent highway that can be navigated by fast catamaran when the winter snows melt and the stream is in freshet. During the months of June and July, provided the snowpack has been heavy enough, a visitor can travel from New Westminster the 65 miles up to Harrison Lake. The river was actually one of the earliest parts of BC charted, for in 1827 the Hudson's Bay Company established Fort Langley as their first trading post north of the Columbia River. The settlement necessitated the dispatch of the schooner *Cadbro* commanded by Governor Simpson's nephew, Amelius, to chart the treacherous shoals at the river's mouth for supply vessels to get up. Bank erosion quickly undermined the original fort and a new one was built about two miles further up. It was from here, in 1858, that Sir James Douglas proclaimed the Province of BC. A visit to the old reconstructed fort is well worth a separate side trip.

Further up the heavily dyked Fraser Valley floodplain gives way to a faster flow and the mountains begin to crowd in upon you. At one point it appears that the vessel was heading directly for Mount Baker, the majestically snowcapped peak rising over ten thousand feet, just across the border in United States territory. But then our craft dodges up a side stream, and navigating carefully around sandbars we edge our way up to Harrison Lake, where our journey ends. In the old days the river up to Hope was travelled by paddlewheelers, which like their bigger counterparts on the Mississippi, could walk their way across the shallows. With our more frail craft we have to be more careful, for the depth of water on the bars can change drastically overnight, depending. At Mission our skipper embarked a special pilot, a local fisherman experienced in reading the murky swirls and eddies like a book. At one point, where two currents meet, we are most glad of his presence, for the vessel heels alarmingly, for a moment looking as if we are going to capsize.

But my subject this Spring is really about some of the old vessels and the memories that grace its banks. A few miles

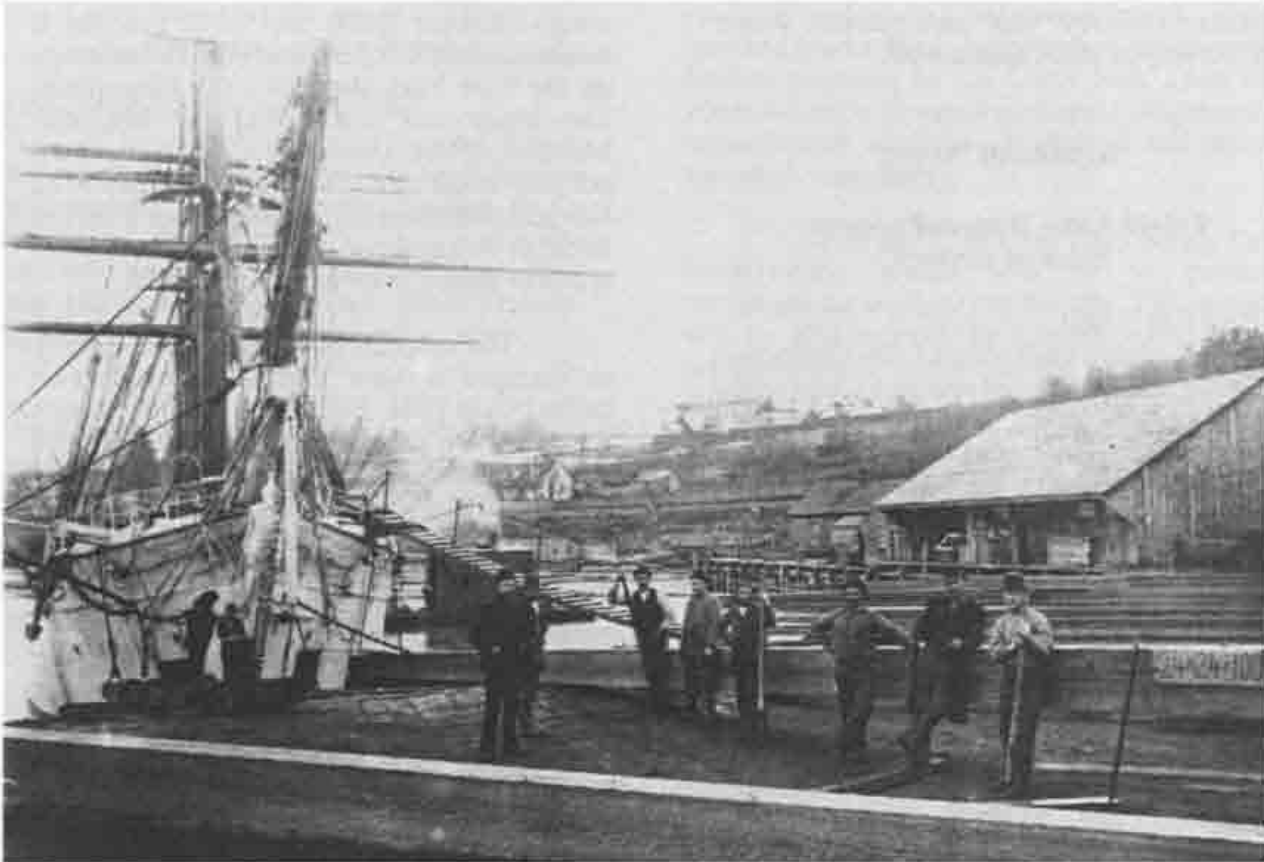
upstream, even before New Westminster is reached, lies Mitchell Island, birthplace of many a multi-millionaire's 200 foot plus summer runabout. But amongst these gleaming hulls, lie many an older craft. One, which could not help but catch my eye was a small green-hulled riveted vessel, with the classical lines of a 1930's destroyer. She bore no name, and a hail to a worker up on her foredeck, elicited but a garbled reply. However consultation with our all-wise curator emeritus, Len McCann, indicated her to be possibly the *Howay*, but having long been *out of register*, even her name made details hard to come by. It was not until the voluminous Ship Reference Files of the Wally Chung Library at the Vancouver Maritime Museum were consulted, that her history emerged once more into the light of day.

Of 201 tons, she was built in a Quebec shipyard in 1936 as the *Macdonald*, one of two ordered by the RCMP. Requisitioned by the RCN at the outbreak of hostilities, she saw service in East Coast waters throughout World War II. However in 1946 she was transferred to Marine & Fisheries and moved out to the West Coast. The name "Macdonald" meant little to us Westerners, so she was re-christened *Howay*, well known to British Columbians as the name of Judge Howay, one of our most distinguished West Coast historians. And thus she remained until 1982, when sold private, she disappeared from our ken. Only this chance encounter on Mitchell Island brought her once more into the light of day. She is believed to now have something to do with the Artificial Reef Society.

Until recently, further down the river, in the Middle Arm near the Vancouver International Airport, there use to be two old World War II ocean-going tugs moored, the *Rivtow Lion* ex *HMS Prudent*, and the *Rivtow Viking* ex *HMS Tenacity*, both *Assurance* class vessels, many of whom participated in the 1944 Normandy Invasion. But the *Rivtow Lion* had other work to do. She must have been one of the last survivors of the Battle of the Atlantic. As *HMS Prudent*, out of St John's, Newfoundland, she acted for a time as a rescue tug escorting ocean convoys. Earlier

this year, more than 60 years later and stripped of all but her dignity, she was sunk at the entrance to Nanaimo Harbour for scuba divers to explore. (*This letter seems to have a lot to do with underwater activities. The website of the Underwater Archaeology Society of British Columbia, the largest such group in North America is at [www.uasbc.com](http://www.uasbc.com)*).

I began this letter with a description of a trip up the Fraser River. Shortly after the cat *Beta Star* leaves her New Westminster dock, you will pass on your port side a red gatehouse, low down, on the water. Thither, as at the Tower of London, condemned prisoners were brought to the federal penitentiary on the hill. The Pen is longer with us, but just past the gatehouse you may make out the entrance to the Brunette Creek, the Sapperton skytrain station lies up on the hill to its left. Thither in 1894 came the great clipper *Thermopylae* to load lumber. Fortunately for posterity a photographer captured the scene and old Major Matthews, the first city archivist, preserved it. This fine photo shows the old warhorse loading massive baulks of 100 foot length by 24 inch squared lumber, into ports cut in her bow. In an earlier letter I gave a brief summary of this old vessel's history, the only clipper to be registered out here on the West Coast. In 1896 she was sold to the Royal Portuguese Navy for use as a cadet training ship. Today back in London, her old rival the *Cutty Sark* is still preserved at Greenwich, undergoing a sixty-five million dollar refit. (complete with artificial plastic waves). In 1907 when *Thermopylae's* days were numbered, in honour of her greater past, she was accorded a viking funeral, and before Amelia of Bourbon, the last Queen of Portugal, was sunk with full military honours. Two years ago, in April of 2003, Augusto Salgado, a commander in today's Portuguese Navy, with another scuba-diver, located the wreck of the old ship in the approaches to Lisbon. He has given his permission for scuba-divers and others, who may wish to know more, to contact him at [augusto.salgado@clix.pt](mailto:augusto.salgado@clix.pt). For



*Thermopylae loading lumber at the Brunette Sawmill in 1894. The old federal penitentiary can be faintly seen, up on the hill. Photo courtesy Vancouver Public Library.*

those interested in the trip up to Harrison Lake, check [www.starlinetours.bc.ca](http://www.starlinetours.bc.ca).

## Members' News

### New Chair for the Council for Canadian Security in the 21st Century

[from Jack Granatstein, 14 February 2005]

After almost four years, the time has come for me to step down as Chair. I took the job because Canadian defence policy and the Canadian Forces were in a shambles; regrettably, nothing has changed. That is not quite fair for perhaps one factor has changed: four years ago, public and parliamentary opinion ignored the CF and cared not a whit for its condition. Today, opinion polls recognize the situation and parliamentary committees and the media call for the

government to repair the ruination it has forced upon our servicemen and women. Many organizations and individuals have helped to create this new reality, and CCS21 can claim its share of credit for the transformation. I have greatly enjoyed my time with CCS21, and I thank all of you for making it so interesting.

I am very pleased to announce that my successor as Chair will be Dr **Roger Sarty**, Professor of History at Wilfrid Laurier University. Roger was the senior historian at National Defence Headquarters, and we worked together closely at the Canadian War Museum. The new CWM, to open on May 8, will bear his ineradicable stamp of knowledge and understanding in every gallery. He is Canada's leading naval historian and an incomparable resource on all aspects of

Canada's military, past and present. Roger will serve you and Canada well.

## **Museum News**

### **Frigid Lake Waters Preserve Piece of History**

[AP 27 Feb 2005]

A bridge built across Lake Champlain by about 2,500 underfed and sick Continental Army soldiers in the late winter and early spring of 1777 was considered a marvel of 18th-century engineering. Historians figure thousands of huge pine logs were skidded onto the ice in March and April, notched together like Lincoln Logs, and then sunk with rocks through holes the soldiers cut in the ice. By spring 22 caissons, some up to 50 feet tall, reached the surface of the lake where they were joined by a deck that allowed people to walk between Fort Ticonderoga in New York and Mount Independence in Orwell.

Now a piece of one of those caissons sits in the preservation laboratory at the Lake Champlain Maritime Museum being made ready to give museum visitors a glimpse of the 228-year-old bridge.

"When you look at what they wanted to do, it connects you right to the American Revolution," said Maritime Museum Executive Director Art Cohn. About 2,500 American troops used the 16-foot-wide bridge built on top of the caissons to flee the British Army that was bearing down on Fort Ticonderoga in July 1777. The British occupied the fort and later destroyed the bridge. But many of those same colonial troops who fled Ticonderoga played a role in defeating the British in the Battle of Saratoga, one of the pivotal battles of the Revolutionary War, three months later.

The caissons the bridge rested on remain under water. They are all deep enough so they don't interfere with boats on the lake, Cohn said. The 26-foot beam is estimated to

weigh between 1,500 and 1,800 pounds. It washed ashore last year near Fort Ticonderoga on the New York shore of Lake Champlain. The beam was trucked to the Maritime Museum in December where it is being dried out and made ready for public display. The size and condition of the beam mean it isn't as difficult to preserve as some other wooden artifacts pulled from Lake Champlain.

The original tree that was cut nearby in Vermont or New York is believed to be dense, white pine. Eighteenth-century forests were full of such trees. "It's certainly old growth," said Chris Sabic, the museum's director of conservation. The cold lake water helped preserve the timber. "The wood was never completely waterlogged," Sabic said. "The conservation is going to be very passive," he said. "We're not trying to impregnate it with chemicals. We are really just letting it dry out as slowly as possible in a controlled environment." That control comes from simply wrapping a plastic tarp around the beam for part of the day.

The simple conservation technique is a marked contrast from some other wooden Lake Champlain artifacts that have required months or years of expensive preservation. For example, it took years to preserve an anchor from a British warship from the War of 1812 that was pulled from the lake near Plattsburgh, NY. In that case the anchor was dried by soaking it in alcohol. Then the anchor was soaked in a solution that contained pine rosin. The entire process took several years. The anchor is now on display at the Plattsburgh City Hall. Cohn said divers discovered the bridge caissons in 1983. They were still largely intact, laid out in an arc between the two shores. The discovery came before the museum opened. So Cohn and the other divers moved on to other projects. Cohn and the others returned to the bridge in 1992.

### ***Cutty Sark* gets the go-ahead from Heritage Lottery Fund**

[Press Release, 26 January 2005]

*Cutty Sark*, the most famous ship in the world, is set for a secure future following a successful application for funding to the Heritage Lottery Fund. The *Cutty Sark* today received a massive vote of confidence from the Heritage Lottery Fund when Trustees agreed to support its conservation project.

The two stage grant (£1.2m development grant and £11.75m Stage 1 pass) represents half the £25m needed to conserve and regenerate the ship, which is the last remaining fast clipper, and the epitome of the Age of Sail. The day of the decision - Burns Night, was most auspicious for *Cutty Sark*, as the ship's name comes from the poet's *Tam O' Shanter*. With the HLF funding pledged in principle the *Cutty Sark* Trust is now tasked to find a further £12m. Richard Doughty, Chief Executive of the *Cutty Sark* Trust said: "The Heritage Lottery Fund has effectively saved the ship. Without this funding we would be looking at the closure of the ship in 2007 and perhaps even her demolition."

This groundbreaking project, developed in partnership with architects, Grimshaw, will not only conserve the fabric of the ship, but will also ensure she retains her status as a world class visitor attraction. A revolutionary new support system will see the ship raised and suspended in a Kevlar web. This will not only preserve the shape of the ship, but for the first time will allow visitors to walk underneath *Cutty Sark* and appreciate her beautiful lines.

#### **Notes:**

The 1,500 page application to HLF covered essential conservation work on *Cutty Sark*, a new interpretation scheme and the regeneration of the site, encompassing vital improvements to access and the creation of new performance spaces to allow her stories to be conveyed in new and exciting ways.

This is the second major application to the Heritage Lottery Fund that the Trust has

made. The first in 1999 was deferred. This new bid marks the culmination of three years intense planning by the *Cutty Sark* Trust in consultation with naval architects, engineers, conservators, scientists, historians and other essential consultants.

One of the Trust's key aims during the conservation works will be to ensure maximum accessibility to the site. The public will be able to visit the site and experience conservation in action during the three year conservation project. Tours and interpretation will focus not only on the history of the ship, but also the science of saving her.

Ian Brown, Chairman of Docklands Light Railways said: "I cannot emphasize how important this is both for the *Cutty Sark* itself but also for our joint efforts to regenerate Greenwich. Greenwich would be lost without *Cutty Sark*".

Roy Clare, Director of the National Maritime Museum: '*Cutty Sark* is the epitome of our maritime history and indelibly associated in the public mind with the seafaring dimension of Britain's former empire. She is one of London's most internationally famous icons and a landmark on the London Marathon circuit. The plea for funding is not to be nostalgic for 'empire' itself but to recognize that it is an inescapable part of our own and the world's history. The museum warmly welcomes this announcement and will continue to offer all the professional assistance it can throughout the *Cutty Sark* conservation programme."

To date funding has been received from a range of corporate and individual donors and Trusts and Foundations. Most recently the Corporation of Trinity House gave their second consecutive award of £30,000. The Deputy Master of Trinity House, Rear Admiral Jeremy de Halpert said: "*Cutty Sark* occupies a unique place in the nation's maritime heritage". To send a secure on-line donation to *Cutty Sark* Trust, go to (Registered Charity No 1080462) [www.cuttysark.org.uk](http://www.cuttysark.org.uk) and click 'donate@Give Now' or send a cheque made

payable to The Cutty Sark Trust at 2 Greenwich Church Street, London SE10 9BG.

### News of Trafalgar

*[Peter Hore's note in the January 2005 issue of Argonauta caught the eye of a few loyal readers – here is further information, and a list of Americans who served in the battle. First, Pongo Blanchford relays a note from John Orr of Halifax, with regards to how news of Trafalgar reached North America]*

On Thursday, 19 December 1805, the brig *Good Intent*, Captain Davis, arrived in Halifax carrying "European accounts" to 10 November 1805 after a passage of 34 days from Liverpool. (Also reported as 35 days.)

The *Nova Scotia Royal Gazette* [Halifax] published the Collingwood despatch on Thursday, 26 December 1805. The *Saint John* [New Brunswick] *Royal Gazette* published the same account in a *Gazette Extraordinary* on Monday, 30 December 1805. The *Quebec Gazette* [Quebec City] published the same news on Thursday, 2 January 1806 based on a letter received on 31 December 1805 from Montreal relaying the news from American newspapers which arrived there on 30 December 1805.

This is entirely logical given that the S. Lawrence River would have been closed to navigation due to ice.

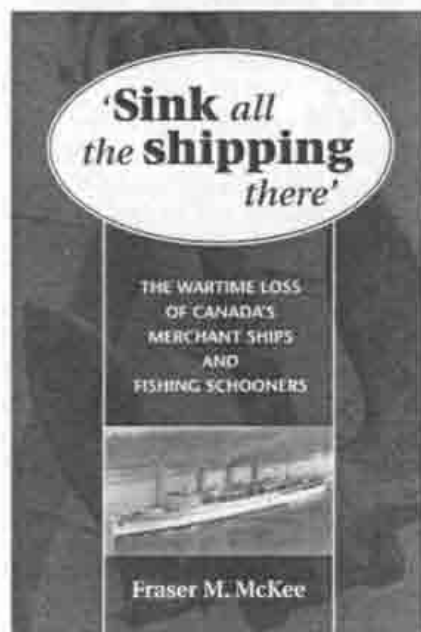
Unfortunately, the National Archives of Canada do not hold any copies of contemporary newspapers from St John's Newfoundland so I guess that the honours for "first to know" in North America go to the US of A. There is an off chance that Newfoundland newspapers of the period may be held in UK archives.

*[and from Susan Lucas in Calgary]*

I am working with and loaning the Alberta Naval Museum my Nelson/Royal Navy collection for their Trafalgar exhibit beginning in May. There is also one key person missing in the Ayshford Trafalgar role. The reason is no one did their home work on this famous lad, and realized he was Canadian in the first place, so the British have claimed him. His records remain inaccurate to this day. For your information here is the Alberta Naval Website and a Website I have been one of the moderators of for a few years:

[www.trafalgar2005.ca/](http://www.trafalgar2005.ca/)

[www.aboutnelson.co.uk/index.php](http://www.aboutnelson.co.uk/index.php)



#### Sink All Shipping There

Canada's Wartime Merchant Ship and Fishing Schooner Sinkings  
Fraser M. McKee  
\$39.95 HC 192pp 6 x 9" b/w photos ISBN 1-55125-055-1

The author's previous book, *The Canadian Naval Chronicle*, contains a chapter, which gives brief details of Canadian merchant ship sinkings. While the authors were researching those often-tragic stories it became apparent they deserved a fuller treatment in a book of their own. Here as a result are sixty accounts of ship losses, compiled from primary sources and, wherever available, first-hand interviews with survivors. Some are complete, with details of ship movements and attacking U-boats. In other instances there were no survivors and almost no record of what happened in those last hours. The stories are grouped according to owners or other elements they had in common. Each includes a list of crew lost as well as sources used. Summary tables give details of ownership, convoy group, and means of destruction in a quick reference format.



Belleisle	0624	CLAY	John	Landsman	New York, America37Y
Conqueror	0594	CLEAR	William	Ordinary Seaman	New Providence29Y
Prince	0709	CLEMENT	John	Able Bodied Seaman	New York21Y
Phoebe	0731	CLEMENTS	William	Able Bodied Seaman	America31Y
Prince	0246	CLOW	Andrew	Landsman	New York, America27Y
Temeraire	0747	COAKLEY	Thomas	Acting Lieutenant	Providence, America24Y
Neptune	1073	CODMAN	Peter	Ordinary Seaman	Charleston23
Belleisle	0543	CODY	James	Ordinary Seaman	Halifax, America22Y
Phoebe	0617	COFFIN	Benjamin	Able Bodied Seaman	New York38Y
Tonnant	0461	COGDON	Joseph	Ordinary Seaman	New York22Y
Tonnant	0699	COLE	William	Landsman	Philadelphia27Y
Victory	0151	COLLINS	Richard	Able Bodied Seaman	Philadelphia23Y
Polyphemus	0547	CONNOR	William Brown	Landsman	America18Y
Phoebe	0727	COOK	John	Able Bodied Seaman	America37
Conqueror	0412	COOP	John	Able Bodied Seaman	America46
Conqueror	0585	COOP	John	Able Bodied Seaman	America46
Dreadnought	0819	COOPER	Thomas	Ordinary Seaman	Lt.Creek, Pennsylvania27
Royal Sovereign	0516	COOPER	William	Landsman	New York24Y
Phoebe	0748	CORBETT	John	Ordinary Seaman	America32
Mars	0277	CORBYN	Hugh	Clerk	America28
Orion	0134	CORNELIUS	Joseph	Able Bodied Seaman	New Jersey20Y
Temeraire	0562	CORNEY	James	Sailmaker	America40Y
Britannia	0041	COTTRELL	Henry	Able Bodied Seaman	America31Y
Spartiate	0591	CRAIG	John	Able Bodied Seaman	Rhode Island, Amer.36Y
Neptune	0145	CRETENDON	Daniel	Ropemaker	America42
Tonnant	0690	CROMWELL	Glasco	Landsman	Baltimore, America23Y
Neptune	1054	CROSBIE	Robert	Able Bodied Seaman	Norfolk, Virginia27Y
Royal Sovereign	0168	CUNNINGHAM	Samuel	Sailmaker	Portsmouth, Virginia48Y
Ajax	0446	CURRY	Thomas	Landsman	Mouse Island, North America22Y
Mars	0687	CURTIS	Thomas	Able Bodied Seaman	Marblehead29Y
Leviathan	1144	DAMOND	Joseph	Able Bodied Seaman	Boston37Y
Africa	0361	DAVIS	Charles	Able Bodied Seaman	New Jersey, America22Y
Victory	0304	DAVIS	Charles	Able Bodied Seaman	New York26Y
Achilles	0250	DAVIS	John	Bosun's Mate	America25Y
Temeraire	0240	DAVIS	John	Ordinary Seaman	America22Y
Leviathan	0894	DAVIS	John	Ordinary Seaman	Boston, America23Y
Leviathan	1469	DAVIS	John	Able Bodied Seaman	Harlem, America22Y
Thunderer	0046	DAVIS	Richard	Ordinary Seaman	Connecticut, N.A.20Y
Orion	0130	DAWSON	Matthew	Able Bodied Seaman	New York28
Neptune	0466	DAYS	Ephraim	Ordinary Seaman	America31Y
Achilles	0497	DEMPSEY	Robert	Able Bodied Seaman	Philadelphia25Y
Colossus	0484	DENNIS	John	Ordinary Seaman	Boston, America35Y
Belleisle	0238	DENNY	John	Ordinary Seaman	America26Y
Leviathan	1231	DENNY	John	Able Bodied Seaman	New York43Y
Thunderer	0211	DERRICK	William	Ordinary Seaman	Philadelphia23Y
Orion	0357	DEWEY	William	Ordinary Seaman	America26Y
Dreadnought	0379	DILLON	Jesse	Able Bodied Seaman	Connecticut24
Defence	0214	DIXON	Charles	Able Bodied Seaman	America24Y
Orion	0363	DIXON	John	Ordinary Seaman	America23Y
Mars	0227	DIXON	Joseph	Able Bodied Seaman	New York42Y
Royal Sovereign	0713	DOGHERTY	William	Able Bodied Seaman	New York23Y
Prince	0670	DONALDSON	John	Quarter Master	New Ratchel, America58Y
Agamemnon	0030	DOUGLASS	James	Landsman	Pennsylvania33
Britannia	0473	DUNHAM	Emery	Yeoman of the Sheets	Marthas Vine Yd, Am28Y
Revenge	0513	EBENEZER	John	Able Bodied Seaman	New York23Y
Neptune	0882	EBING	Jacob	Bosun's Mate	Philadelphia41Y
Africa	0155	EMLIN	William	Ordinary Seaman	Philadelphia32Y
Thunderer	0124	EMMERTON	John	Ship's Corporal	Boston N.A.22
Phoebe	0828	ERWIN	Robert	Ordinary Seaman	America25Y
Temeraire	0226	ESSEX	London	Ordinary Seaman	Philadelphia29Y
Sirius	0245	EVANS	James	Carpenter's Crew	New Providence, Am.25Y
Belleisle	0383	FANCY	David	Landsman	Halifax, America38Y
Britannia	0256	FERRIS	Martin	Able Bodied Seaman	New York26Y
Phoebe	0583	FIELD	William	Ordinary Seaman	Boston, America23
Dreadnought	0130	FINLEY	James	Able Bodied Seaman	North Carolina21Y
Mars	0379	FINWACK	John	Able Bodied Seaman	America28Y
Orion	0185	FIRMAN	George	Able Bodied Seaman	America32Y
Temeraire	0063	FISHER	William	Landsman	Boston, America32Y
Neptune	1194	FLOWERS	William	Gunner's Mate	Massechussets45Y
Bellerophon	0516	FORDAY	William	Able Bodied Seaman	Charleston26Y
Britannia	0564	FOY	William	Carpenter's Crew	Boston, America31Y
Ajax	0522	FRANCIS	David	Landsman	New York23Y
Agamemnon	0484	FRANZICE	David	Ordinary Seaman	New York20Y
Agamemnon	0484	FRAZIER	Thomas	Ordinary Seaman	New York20Y
Agamemnon	0324	FREEMAN	Thomas	Able Bodied Seaman	Boston, America42Y
Achilles	0400	FRY	James	Able Bodied Seaman	Rhode Is. Ireland31Y
Phoebe	0793	FULLER	Joseph	Ordinary Seaman	Beaufort, N. Carolina, America21
Royal Sovereign	0379	GARDNER		Able Bodied Seaman	Rhode Island22Y

Ajax	0263	GARDNER	Peter	Sailmaker's Crew	Rhode Island41Y
Temeraire	0401	GARDNER	Peter	Ordinary Seaman	America30Y
Phoebe	0787	GARNER	Francis	Able Bodied Seaman	Pensilvanai, America38Y
Spartiate	0623	GEMISOR	Robert	Able Bodied Seaman	N.Carollina20Y
Defence	0287	GIBBS	Absohm	Able Bodied Seaman	Philadelphia23Y
Orion	0179	GILES	Clement	Ordinary Seaman	Philadelphia, America40Y
Conqueror	0479	GILL	John	Carpenter's Crew	Rhode Island30Y
Mars	0247	GODFREY	Joseph	Able Bodied Seaman	Boston, America27Y
Neptune	1073	GOODMAN	Peter	Ordinary Seaman	Charleston23Y
Ajax	0497	GOSWICK	William	Able Bodied Seaman	New York29Y
Defence	0174	GOULDING	John	Quarter Gunner	America27Y
Dreadnought	0835	GRAHAM	John	Able Bodied Seaman	Conecticut23Y
Victory	0787	GRAHAM	John	Able Bodied Seaman	N. America33Y
Bellerophon	0315	GRANT	Richard	Able Bodied Seaman	America30Y
Polyphemus	0554	GREEN	Thomas R.	Able Bodied Seaman	Rhode Island22
Neptune	0931	GREEN	Timothy	Ordinary Seaman	Philadelphia38Y
Mars	0680	GREEN	William	Able Bodied Seaman	Newcastle, Pennsylvania21Y
Thunderer	0359	GREENFIELD	Edward	Able Bodied Seaman	Wilmington, N.A.48
Spartiate	0665	GREY	Peter	Landsman	Shelburn, N.America20Y
Neptune	1268	GRIFFITHS	Joseph	Quarter Gunner	Philadelphia48Y
Orion	0128	GRIFFITHS	Thomas	Able Bodied Seaman	Philadelphia24
Bellerophon	0266	GROUT	James	Ordinary Seaman	America24Y
Orion	0096	GUINN	James	Ordinary Seaman	America28Y
Bellerophon	0753	HACKETT	Jonh	Ordinary Seaman	Pensylvania23Y
Tonnant	0738	HAGGERSON	John	Ordinary Seaman	Watertown, America29Y
Britannia	0233	HALL	John	Able Bodied Seaman	New York, Durham25Y
Ajax	0110	HAMMOND	Thomas	Sailmaker	Philadelphia37Y
Temeraire	0320	HANDERSON	Hans	Quarter Master	America31Y
Britannia	0407	HANDS	Shedk	Quarter Gunner	Maryland26Y
Mars	0248	HARCOMBE	John	Able Bodied Seaman	Alexandria, America24Y
Bellerophon	0517	HARDY	Thomas	Ordinary Seaman	New York23Y
Thunderer	0256	HARE	Joseph	Ordinary Seaman	Charlestown, N.A.25Y
Dreadnought	0319	HARRIS	Peter	Able Bodied Seaman	Philadelphia35Y
Orion	0129	HART	James	Able Bodied Seaman	Norfolk, America26Y
Victory	0817	HARVEY	William	Able Bodied Seaman	America29Y
Britannia	0462	HASLETT	William	Ordinary Seaman	Philadelphia25
Polyphemus	0553	HATCH	Benjamin	Able Bodied Seaman	Rhode Island24
Polyphemus	0206	HATHAWAY	John	Able Bodied Seaman	Boston, America23Y
Agamemnon	0255	HAWES	John	Ordinary Seaman	Philadelphia22Y
Royal Sovereign	0167	HENRY	James	Able Bodied Seaman	New Town, America39Y
Orion	0400	HENRY	Ralph	Ordinary Seaman	America59Y
Neptune	0126	HERLIN	Samuel	Ordinary Seaman	America28Y
Euryalus	0276	HOITE	Eastman	Ordinary Seaman	Co.Grafton, America22
Orion	B314	HOLBROOKE	Robert	Boy 3rd Class	America11Y
Dreadnought	0225	HOLLIS	Charles	Ordinary Seaman	New London, America27Y
Temeraire	0352	HOOPER	George	Quarter Gunner	America25Y
Britannia	0612	HOSE	Robert	Ordinary Seaman	Philadelphia, Am.26Y
Achilles	0178	HUGHES	George	Landsman	New York20Y
Leviathan	1305	HUGHES	Henry	Ordinary Seaman	New York32Y
Phoebe	0539	HUNTER	William	Ordinary Seaman	Newport, Rhode Island28
Leviathan	0756	HUTCHINSON	Prymus	Landsman	New York44Y
Euryalus	0212	ILSLEY	John	Quarter Gunner	Boston, America33
Prince	0825	INGRAM	John	Ordinary Seaman	New Providence27Y
Victory	0730	INWOOD	William	Able Bodied Seaman	New York29Y
Agamemnon	0196	JACKSON	Abraham	Ordinary Seaman	Long Island32Y
Phoebe	0527	JACKSON	George	Able Bodied Seaman	Providence, N. America26Y
Ajax	0291	JACKSON	John	Quarter Gunner	Boston, America32Y
Belleisle	0232	JACKSON	John	Able Bodied Seaman	Philadelphia,Amer.45Y
Victory	0850	JACKSON	John	Able Bodied Seaman	Philadelphia28Y
Colossus	0135	JAMES	Abraham	Ordinary Seaman	New York34Y
Achilles	0507	JAMES	John	Able Bodied Seaman	America38Y
Bellerophon	0480	JENKINS	John	Ordinary Seaman	America24Y
Prince	0347	JOHNSON	Daniel	Able Bodied Seaman	Boston, America32Y
Agamemnon	0119	JOHNSON	John	Ordinary Seaman	America28Y
Prince	0447	JOHNSON	John	Ordinary Seaman	New York39Y
Defiance	0329	JOHNSON	John	Able Bodied Seaman	New York23Y
Victory	0110	JOHNSON	John	Ordinary Seaman	Newport,Rhode Isl.24Y
Thunderer	0446	JOHNSON	Peter	Ordinary Seaman	New Jersey20Y
Africa	0231	JOHNSON	Samuel	Ordinary Seaman	New York20Y
Orion	0324	JOHNSON	Simon	Able Bodied Seaman	America30Y
Agamemnon	0332	JOHNSON	William	Able Bodied Seaman	Virginia27Y
Phoebe	0628	JOHNSON	William	Able Bodied Seaman	America49Y
Ajax	0199	JOHNSTON	William	Able Bodied Seaman	New York28Y
Ajax	0356	JOHNSTON	William	Able Bodied Seaman	Virginia25Y
Tonnant	0372	JONES	Charles	Ordinary Seaman	Baltimore,America24Y
Royal Sovereign	0286	JONES	Ebenezer	Able Bodied Seaman	Boston,America23Y
Defence	0380	JONES	George	Quarter Gunner	Philadelphia27Y
Colossus	0328	JONES	John	Able Bodied Seaman	Philadelphia38Y

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Dreadnought	0321	JONES	John	Able Bodied Seaman	Philadelphia23Y
Phoebe	0491	JONES	John William	Ordinary Seaman	Charlestown, S. Carolina25
Victory	0841	JONES	Peter	Able Bodied Seaman	Philadelphia30Y
Leviathan	0699	JONES	Richard	Able Bodied Seaman	Philadelphia38
Royal Sovereign	0601	JONES	Thomas	Carpenter's Crew	Newbury Port,Amer.27Y
Britannia	0431	JONES	William	Able Bodied Seaman	Virginia38Y
Dreadnought	0832	KELLY	John	Able Bodied Seaman	Norfolk, Virginia20Y
Leviathan	1582	KELLY	Peter	Landsman	Mourne, Ireland23Y
Defiance	0325	KELSO	John	Able Bodied Seaman	America22Y
Phoebe	0812	KENNEDY	John	Able Bodied Seaman	New York, America32Y
Achilles	0478	KEYS	Alexander	Able Bodied Seaman	Philidelphia28Y
Tonnant	0487	KILMAIR	William	Able Bodied Seaman	Philadelphia39Y
Agamemnon	0310	KING	Charles	Able Bodied Seaman	America29Y
Africa	0136	KING	Edward	Ordinary Seaman	Norfolk, Virginia30Y
Bellerophon	0662	KING	Samuel	Able Bodied Seaman	Philadelphia37Y
Mars	0407	KNAPP	James	Quarter Gunner	Virginia30Y
Prince	0450	KNIGHT	Peter	Ordinary Seaman	North Caroline34
Spartiate	0544	LAFOREY	Francis	Captain	V i r g i n i a
Bellerophon	0359	LAMBLEY	William	Ordinary Seaman	Norfolk,Virginia43Y
Britannia	0155	LANE	John	Able Bodied Seaman	Hampton, Virginia38Y
Dreadnought	0329	LANE	John	Carpenter's Crew	Merlinstate, America38Y
Achilles	0538	LANGLEY	James	Quarter Gunner	New York53Y
Minotaur	0499	LASCOMB	John	Yeoman of the Sheets	Philadelphia31Y
Neptune	1186	LAURENCE	William	Able Bodied Seaman	Massechussets34Y
Phoebe	0718	LAURENCE	William	Landsman	America27
Royal Sovereign	0406	LAW	James	Able Bodied Seaman	Newbury Port,Amer.26Y
Temeraire	0378	Le COMPT	William	Able Bodied Seaman	America28Y
Leviathan	1697	LEE	Thomas	Ordinary Seaman	America29Y
Royal Sovereign	0914	LINDSEY	Eliab	Landsman	America28Y
Agamemnon	0365	LINDSEY	John	Able Bodied Seaman	New York34Y
Phoebe	0728	LLOYD	John	Able Bodied Seaman	New Jersey, America37Y
Polyphemus	0456	LODSLEY	William	Ordinary Seaman	New York21
Euryalus	0222	LORD	John	Yeoman of the Sheets	N.York42
Conqueror	0576	LORING	Jacob	Able Bodied Seaman	New York26Y
Bellerophon	0471	LORING	John	Captain	Massachusetts
Mars	0681	LOWE	Charles	Able Bodied Seaman	Baltimore21Y
Swiftsure	0216	LUFKINS	Richard	Able Bodied Seaman	Salum, America33Y
Revenge	0353	MAJOR	James	Ordinary Seaman	N.York, America21Y
Phoebe	0649	MANNING	Francis	Ordinary Seaman	Salim, America24Y
Britannia	0474	MARSHALL	John	Quarter Gunner	New York32Y
Royal Sovereign	0555	MARTIN	Cato	Able Bodied Seaman	New York26Y
Defiance	0289	MARTIN	Ralph	Able Bodied Seaman	Philadelphia30Y
Belleisle	0622	MARTIN	Robert	Able Bodied Seaman	Philadelphia, America52Y
Entreprenante	0082	MARTIN	Samuel	Able Bodied Seaman	America26
Temeraire	0524	MASTERSAM	Robert	Able Bodied Seaman	America28
Bellerophon	0736	MATHEWS	John	Able Bodied Seaman	Pensylvania37Y
Victory	0905	MATHEWS	John	Able Bodied Seaman	New York, America25Y
Neptune	0444	MATTHEWS	Thomas	Ordinary Seaman	Philadelphia27Y
Colossus	0317	MATTHEWS	William	Able Bodied Seaman	Norfolk, America24Y
Leviathan	1115	MATTHEWSON	George	Landsman	America33Y
Leviathan	1115	MATTISON	George	Landsman	America33Y
Orion	0108	McCLOUD	Thomas	Able Bodied Seaman	Halifax, America24Y
Thunderer	0309	McCOY	Thomas	Landsman	New York23Y
Mars	0451	McDONALD	Alexander	Ordinary Seaman	New York24Y
Royal Sovereign	0216	McFARLING	William	Quarter Gunner	Elizabeth Town NJ48
Prince	0296	McGEE	John	Landsman	Philadelphia32Y
Phoebe	0619	McGILL	Thomas	Midshipman	Virginia42Y
Dreadnought	0140	McKEFEIGH	Robert	Able Bodied Seaman	North America23Y
Achilles	0336	McKENZIE	Ruben	Able Bodied Seaman	Philidelphia42Y
Britannia	0388	McPHERSON	James	Able Bodied Seaman	Boston, America24Y
Phoebe	0507	MELLON	Callop	Ordinary Seaman	Philadelphia28
Neptune	1196	MELVILLE	Alexander	Quarter Master's Mate	Nantucket30Y
Polyphemus	0070	MERCHANT	Jabez	Quarter Gunner	Boston, America31
Leviathan	0492	MIDDLETON	John	Able Bodied Seaman	Philadelphia33Y
Revenge	0440	MILLER	Henry	Able Bodied Seaman	America22Y
Defiance	0226	MILLER	John	Carpenter's Crew	Philadelphia38Y
Polyphemus	0453	MOODY	Edward	Ordinary Seaman	America21Y
Leviathan	1428	MOORE	Francis	Able Bodied Seaman	America25Y
Victory	0767	MORRICE	Robert	Ordinary Seaman	New York44
Neptune	1082	MORRIS	Josh	Ordinary Seaman	Pennsylvania31Y
Victory	0448	MORRISON	James	Armourer	New York41
Temeraire	0588	MOSELY	Benjamin	Ordinary Seaman	America28
Temeraire	0732	MOSELY	Benjamin	Carpenter's Crew	America23Y
Phoebe	0715	MUIRE	Pars	Landsman	New York42Y
Belleisle	0572	MULIG	William	Able Bodied Seaman	Boston, America28Y
Agamemnon	0476	MUMFORD	Cato	Ordinary Seaman	Rhode Island38Y
Victory	0818	MURRAY	Alexander	Able Bodied Seaman	America25Y

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Orion	0080	MURRAY	Edward	Carpenter's Crew	Virginia53Y
Mars	0447	NAISMITH	William	Quarter Gunner	New York34Y
Phoebe	0800	NESBITT	James	Able Bodied Seaman	Norfolk, Virginia23
Britannia	0660	NEVETT	John	Ordinary Seaman	Philadelphia23Y
Conqueror	0603	NEWTON	Benjamin	Ordinary Seaman	Virginia25Y
Defiance	0173	NEWTON	John	Able Bodied Seaman	Wilmington, America29Y
Leviathan	1759	NICHOLAS	Lucas	Able Bodied Seaman	Radspear, America25
Sirius	0039	NICHOLLS	Ebenezer	Yeoman of Powder Room	Farefield, America35Y
Agamemnon	0489	NICHOLSON	James	Ordinary Seaman	New York36Y
Victory	0680	NIPPER	James	Able Bodied Seaman	Rhode Island23Y
Ajax	0563	NORRIS	Fitzd	Able Bodied Seaman	Savannah N.Amer.44Y
Achilles	0259	NOWLAN	Patrick	Ordinary Seaman	Charleston26Y
Britannia	0786	NUGENT	William	Landsman	Stonnington, Amer.32Y
Bellerophon	0730	OAKMAN	William	Quarter Gunner	Savanagh32Y
Prince	0355	O'CALLAHAN	Charles	Bosun's Mate	Maryland, America24Y
Pickle	0099	OXFORD	John	Able Bodied Seaman	Newport, America24Y
Leviathan	1052	PARKER	George	Able Bodied Seaman	N. Carolina35
Africa	0226	PARROTT	William	Able Bodied Seaman	New York23Y
Tonnant	0518	PAUL	Thomas	Landsman	America24Y
Neptune	1287	PEARL	James	Midshipman	America23Y
Leviathan	0654	PETERS	James	Ordinary Seaman	America34
Polyphemus	0473	PETERS	John	Able Bodied Seaman	America28Y
Phoebe	0767	PETERSON	James/John	Able Bodied Seaman	Yarmostown, Pennsylvania39Y
Spartiate	0631	PHILLIPS	John	Ordinary Seaman	New York21Y
Orion	0183	POLAND	John	Able Bodied Seaman	America26
Britannia	0541	POLLARD	John	Ordinary Seaman	New York, America33Y
Defiance	0633	POLLOCK	Thomas	Landsman	York, America21Y
Neptune	1223	POTTER	John	Ordinary Seaman	America23Y
Defence	0557	PRIN	John	Able Bodied Seaman	New York25Y
Tonnant	0457	PULLEN	Edward	Ordinary Seaman	Charlestown, Amer.21Y
Leviathan	1228	PURLOM	Amos	Ordinary Seaman	New York31Y
Bellerophon	0851	RALPH	William	Ordinary Seaman	Philadelphia44Y
Mars	0250	RANDLE	Robert	Able Bodied Seaman	Boston, America30Y
Defiance	0155	READ	George	Able Bodied Seaman	Newport, America31Y
Belleisle	0248	REED	Robert	Able Bodied Seaman	Masachuset, America24Y
Phoebe	0526	REILY	George	Able Bodied Seaman	Providence, N. America26Y
Orion	0420	REMINGTON	Jabin	Ordinary Seaman	America44Y
Mars	0599	REYMOND	George	Quarter Gunner	America40Y
Euryalus	0193	REYNARD	George	Ordinary Seaman	Pensilvania47
Euryalus	0378	REYNARD	George	Ordinary Seaman	Pensylvania47Y
Prince	0581	REYNOLDS	John	Able Bodied Seaman	Norfolk, Virginia26Y
Naiad	0360	RIBBLE	George		
Conqueror	0589	RICE	John	Ordinary Seaman	Philadelphia21Y
Mars	0351	RICHARDS	James	Ordinary Seaman	New York28Y
Africa	0108	RIDLER	Isaac	Able Bodied Seaman	Boston, America38Y
Achilles	0460	RILEY	Luke	Landsman	Charlestown, Amer.26Y
Tonnant	0395	RILEY	Philip	Quarter Master's Mate	Philadelphia38
Dreadnought	0712	ROBERTS	James	Landsman	Wilmington, America25Y
Revenge	0048	ROBERTS	Robert	Ordinary Seaman	America24Y
Royal Sovereign	0114	ROBERTSON	James	Quarter Gunner	Hardwick, America39Y
Euryalus	0344	ROBERTSON	William	Landsman	New York29
Royal Sovereign	0840	ROBINSON	Edward	Ordinary Seaman	America19Y
Temeraire	0331	ROBINSON	John	Able Bodied Seaman	America25Y
Phoebe	0789	ROBINSON	John	Able Bodied Seaman	Rhode Island, America31Y
Dreadnought	0833	ROBINSON	Joseph	Able Bodied Seaman	Norfolk, Virginia23Y
Africa	0317	ROBINSON	Thomas	Quarter Master's Mate	New York31Y
Mars	0672	ROGERS	Henry	Able Bodied Seaman	Virginia25
Belleisle	0715	ROGUE	Onore	Landsman	New Orleans19Y
Leviathan	1033	ROLLAND	Mathew	Able Bodied Seaman	N. Carolina37Y
Achilles	0482	ROSE	William	Able Bodied Seaman	Philidelphia25Y
Belleisle	0606	ROWLEY	James	Ordinary Seaman	Savannah, Georgia28
Naiad	0159	RUSSELL	William	Able Bodied Seaman	Barnstable, America28
Swiftsure	0540	RUTHERFORD	William	Captain	N o r t h C a r o l i n a
Conqueror	0135	SCOTT	Gordon		
Victory	0780	SCOTT	Alexander	Able Bodied Seaman	Philadelphia23Y
Dreadnought	0818	SCOTT	John	Ordinary Seaman	Philadelphia55
Africa	0045	SEYMOUR	Peter	Ordinary Seaman	New York31Y
Thunderer	0373	SHARP	Benjamin	Ordinary Seaman	Boston, America23Y
Temeraire	0405	SHAW	Thomas	Able Bodied Seaman	Virginia33Y
Phoebe	0558	SINCLAIR	William	Able Bodied Seaman	America37Y
Orion	0244	SMITH	John	Surgeon's 2nd Mate	New York, America36Y
Victory	0464	SMITH	James	Yeoman of the Sheets	New York29Y
Swiftsure	0307	SMITH	James	Able Bodied Seaman	Cambridge, Virginia31Y
Leviathan	0919	SMITH	John	Ordinary Seaman	New Providence24Y
Victory	0656	SMITH	John	Quarter Gunner	Charleston35Y
			Thomas	Yeoman of the Sheets	Philadelphia33

Africa	0244	SMITH	William	Able Bodied Seaman	New York25Y
Thunderer	0391	SMITHEN	James	Ordinary Seaman	New York19
Royal Sovereign	0268	SMITHERS	John	Able Bodied Seaman	Salam, America35Y
Leviathan	1729	SNOW	John	Able Bodied Seaman	Newbury Port, America23Y
Belleisle	0333	SPENCE	William	Ordinary Seaman	Maryland, America29Y
Spartiate	0078	SPICER	John	Able Bodied Seaman	Plymouth, America24Y
Victory	0815	STAIR	John	Able Bodied Seaman	America27Y
Orion	0142	STARKINS	Gabriel	Able Bodied Seaman	New Bedford, America21
Thunderer	0389	STEID	James	Ordinary Seaman	Philadelphia23Y
Leviathan	0716	STEPHENSON	John	Quarter Gunner	New York28Y
Achilles	0322	STEWART	Charles	Able Bodied Seaman	Virginia25Y
Tonnant	0210	STEWART	William	Quarter Gunner	Rhode Island24
Bellerophon	0534	STEWART	James	Able Bodied Seaman	New York28Y
Tonnant	0520	STICKNEY	John	Able Bodied Seaman	America23Y
Britannia	0102	STUART	William	Sailmaker's Mate	America39Y
Belleisle	0215	SULLIVAN	George	Captain's Cook	America31Y
Royal Sovereign	0292	SUTER	William	Able Bodied Seaman	New York27Y
Phoebe	0508	SUTTON	Prince	Ordinary Seaman	Rhode Island28
Victory	0890	SWEET	William	Ordinary Seaman	New York, America21Y
Temeraire	0595	TALBOT	Waltr	Ordinary Seaman	America51
Tonnant	0736	TALLMAN	Samuel	Ordinary Seaman	Rhode Island43Y
Belleisle	0182	TAYLOR	William	Ordinary Seaman	Baltimore, America24Y
Britannia	0415	THOMAS	James	Able Bodied Seaman	Philadelphia24Y
Achilles	0363	THOMAS	Luke	Sailmaker's Crew	New London39Y
Polyphemus	0489	THOMAS	William	Ordinary Seaman	Alexandria, America25
Phoebe	0660	THOMAS	William	Landsman	New York44Y
Colossus	0559	THOMPSON	Alexander	Able Bodied Seaman	America26Y
Dreadnought	0601	THOMPSON	John	Able Bodied Seaman	State le Jersey, America28Y
Defiance	0250	THOMPSON	Samuel	Able Bodied Seaman	Virginia42Y
Victory	0141	THOMPSON	William	Ordinary Seaman	Philadelphia30Y
Spartiate	0525	TILMAN	Thomas	Ordinary Seaman	New York24
Temeraire	0368	TOMKINS	Edward	Ordinary Seaman	America21Y
Colossus	0555	TOMPKINS	Augustus	Able Bodied Seaman	Rhode Is, America24Y
Defiance	0469	TRICKETT	William	Able Bodied Seaman	New York29Y
Mars	0582	TUCKER	Andrew	Ordinary Seaman	America28
Mars	0254	TUCKER	John	Ordinary Seaman	Norfolk, America32Y
Spartiate	0472	TURNBULL	William	Quarter Gunner	N.Carolina40Y
Colossus	0144	TURNER	Benjamin	Able Bodied Seaman	Philadelphia23Y
Polyphemus	0447	TURNER	Ebenezer	Ordinary Seaman	Boston, America23Y
Achilles	0260	TURNER	Thomas	Landsman	America23Y
Dreadnought	0336	TURNER	William	Able Bodied Seaman	Long Island30Y
Conqueror	0136	VINCENT	John	Able Bodied Seaman	Philadelphia23Y
Neptune	1212	VIOL	James	Ordinary Seaman	Providence, America25Y
Phoebe	0730	WALKER	Thomas	Able Bodied Seaman	America33
Temeraire	0384	WALLACE	James	Able Bodied Seaman	New York25Y
Prince	0344	WALTERS	Henry	Quarter Master's Mate	Salem, America29Y
Thunderer	0173	WARNER	Thomas	Quarter Gunner	New York41Y
Britannia	0522	WARREN	Josh	Ordinary Seaman	New York26Y
Royal Sovereign	0195	WEBBER	James	Sailmaker's Crew	Philadelphia41Y
Prince	0597	WELCH	William	Able Bodied Seaman	Baltimore, America36
Belleisle	0242	WELLS	Andrew	Quarter Master's Mate	Boston, America45Y
Temeraire	0560	WELSH	John	Able Bodied Seaman	America20
Achilles	0172	WHITE	Charles	Able Bodied Seaman	America23Y
Temeraire	0328	WHITE	Michl	Yeoman of the Sheets	Virginia29
Temeraire	0264	WHITE	Robert	Ordinary Seaman	America41Y
Entrepreneur	0068	WHITE	Thomas	Able Bodied Seaman	America46Y
Temeraire	0466	WHITNEY	Oliver	Landsman	America31Y
Achilles	0233	WIGGINS	Bartholomew	Landsman	New York30Y
Phoebe	0729	WILLANDS	Atkinson	Landsman	America27
Polyphemus	0455	WILLIAMS	Abraham	Ordinary Seaman	Virginia, America36
Dreadnought	0444	WILLIAMS	Francis	Able Bodied Seaman	New York26Y
Swiftsure	0370	WILLIAMS	James	Able Bodied Seaman	Rhode Island33Y
Minotaur	0634	WILLIAMS	John	Able Bodied Seaman	New York, America36Y
Revenge	0390	WILLIAMS	John	Landsman	America25Y
Dreadnought	0831	WILLIAMS	John	Able Bodied Seaman	Boston, America24Y
Temeraire	0637	WILLIAMS	John	Able Bodied Seaman	America, Philadelphia24Y
Royal Sovereign	0735	WILLIAMS	Joseph	Able Bodied Seaman	New York21Y
Phoebe	0700	WILLIAMS	Richard	Ordinary Seaman	Boston, America23
Revenge	0255	WILLIAMS	Thomas	Able Bodied Seaman	Norfolk, S.America26Y
Neptune	1282	WILLIAMS	William	Able Bodied Seaman	Philadelphia27
Dreadnought	0509	WILSON	Robert	Quarter Master's Mate	New York36Y
Minotaur	0559	WILSON	Thomas	Landsman	Alexandria, Virginia, America28
Mars	0705	WOLFE	Andrew	Landsman	Virginia22Y
Orion	0144	WOLFE	Martin	Able Bodied Seaman	Baltimore22
Polyphemus	0551	WOOD	Thomas	Able Bodied Seaman	America22
Neptune	1259	WOOD	Thomas	Ordinary Seaman	Maryland23Y
Neptune	0107	WRIGHT	Francis	Landsman	America39Y
Achilles	0493	WRIGHT	William	Able Bodied Seaman	Charlestown43Y

Revenge	0020	YATES	Richard	Midshipman	America18
			Augustus		
Revenge	0021	YATES	Robert	Midshipman	America16
			Winthrop		
Dreadnought	0720	YEATS	Jerry	Landsman	Maryland26Y
Leviathan	0541	YOUNG	George	Yeoman of the Sheets	Boston43Y

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## CANADIAN NAUTICAL RESEARCH SOCIETY

### NOMINATIONS FOR 2005 ELECTION OF COUNCIL

The following positions need to be filled by election at our annual general meeting in Hamilton on Saturday, 18 June 2005.

President  
1<sup>st</sup> Vice President  
2<sup>nd</sup> Vice President

Secretary  
Treasurer  
Membership Secretary

and four members of council

Any two members in good standing may nominate any other member in good standing for any of these positions. Nominations, or suggestions for nomination, should be sent not later than 30 April to:

William Glover  
CNRS Nominating Committee  
163 Churchill Crescent  
Kingston, Ontario, K7L 4N3.

Or by fax to: (613) 546-8428

or by e-mail to: [williamglover@sympatico.ca](mailto:williamglover@sympatico.ca)

Yours sincerely  
Chair, Nominating Committee

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I, \_\_\_\_\_, nominate \_\_\_\_\_ for the office of

\_\_\_\_\_. This nomination is seconded by \_\_\_\_\_.

The nominee has agreed to serve if elected.

## Conferences and Symposia

*The Canadian Nautical Research Society*  
**Annual Conference and Annual General Meeting**  
**Thursday 16 June - Saturday 18 June 2005 - Hamilton Ontario**  
*Rivers, Lakes, Canals & the Sea*

**Conference Update and Report - A full Schedule - Not to be Missed**

### Schedule

Wednesday, 15 June: Admiral Inn 7:00 pm Registration and informal get-together; Thursday, 16 June: Dundurn Castle 8:30 am Registration; Panels 9:00 am - noon, lunch; movement down to the new Parks Canada Discovery Centre; Reception in the Wardroom of HMCS *Star* 2:00 pm to 6:00 pm Tours of the WWII Canadian Navy destroyer HMCS *Haida* (docked at HMCS *Star*); Friday, 17 June: Dundurn Castle Panels 9:00 am - noon; lunch; Panel 1:00pm - 2:00 pm; 2:15 pm to 5:00 pm Public Session with City of Hamilton and Save Ontario Shipwrecks "Managing the *Hamilton* and *Scourge*"; Dundurn Castle evening Banquet dinner; Saturday, 18 June: Admiral Inn Annual General Meeting 9 am to noon

### Confirmed Speakers Include

Greg Hannah "The Royal Canadian Navy and Dreadnoughts: The Research Sources"; Roger Sarty "Quebec City and the Defence of Canada, 1890-1943"; Christopher McKee "Greenwich USA: A Virtual Walk through the U.S. Naval Home, Philadelphia"; Walter Lewis "The Lighthouses of Upper Canada: 1803-1840"; Chinedum Onyemечи "Strategies for Maximizing Benefits from the Nigerian Coastal and Inland Shipping Cabotage Policy (Merger Options for Canadian Shipping Firms)"; Meryln Jackson "The Way They Were: The Regeneration of the British Canal System"; Stephan Vanfraechem "The River Scheldt: The Continuous Bone of Contention between Flanders and the Netherlands? The Deepening of the Scheldt as a Case Study"; Chris Madsen "Industrial Hamilton's Contribution to the Naval War"; Richard Goette "Canada, the United States, and the Air Defence of Sault St Marie Canal during the Second World War"; Julie Redstone-Lewis "The Formation of the Women's Royal Canadian Naval Service: An Exercise in Institutional Modification"; Keith Calow "The Court Martial of Lieutenant (N) Legate"; William Glover "The Black River Canal"

The Conference Hotel – the **Admiral Inn Hamilton** (not Burlington) - is located directly across the street from the Dundurn Castle. They are offering a special conference rate. Call 905 529 9100 or see their web-site <http://www.admiralinn.com/>

Directions: From 403 West, exit at Main St. and turn left on Dundurn Street. From 403 East, exit at York Blvd. and follow to Admiral Inn.

Questions please Contact

Maurice D. Smith at [barque2@cogeco.ca](mailto:barque2@cogeco.ca), 613 542 6151 or

Chris Madsen at [madsen@cfc.dnd.ca](mailto:madsen@cfc.dnd.ca), Phone: (416) 482-6800 ext. 6987

**North American Society for Oceanic History (NASOH)  
Conference in Savannah May 19-21, 2005**

Information for the 2005 North American Society for Oceanic History (NASOH) conference in Savannah, Georgia is now posted at:

[www.ecu.edu/nasoh/index.htm](http://www.ecu.edu/nasoh/index.htm)

To be held: May 19-21, 2005 Savannah, Georgia University of Georgia's Continuing Education Centre located in the historic district next to the Visitors' Centre and the Savannah History Museum

Sponsored by: The Coastal Heritage Society; The Georgia Department of Natural Resources Underwater Archaeology; The Georgia Ports Authority

The Conference Programme will be finalized shortly.

Information and contacts are at <http://www.ecu.edu/nasoh/index.htm>

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**CALL FOR PAPERS**

**9TH CONFERENCE OF THE NORTH ATLANTIC FISHERIES HISTORY  
ASSOCIATION (NAFHA)  
5-8 DECEMBER 2005 – AVEIRO/ÍLHAVO, PORTUGAL**

The North Atlantic Fisheries History Association (NAFHA) is pleased to issue a call for papers for its ninth conference, the first to be held in Portugal, a country with a long and proud fishing tradition. The conference theme is: **Behaviour in Social Dilemmas: Toward Sustainable Fishery Systems – an Historical Perspective.**

The conference will seek to provide historical perspectives on key issues arising from changing and declining fisheries and fishery industries in many countries of the North Atlantic, including our host country of Portugal. It has become standard to assert that solutions to these issues will require a multi-disciplinary conflation of biology, ecology and social sciences, notably economics and anthropology. However, history and historians also have a role to play in clarifying human and environmental factors in the evolution of the various fisheries and fishery industries, and in examining the behaviours of the different players, especially fishermen and scientists. We welcome papers that recognize the challenges of reconciling commercial exploitation of the seas and the sustainability of marine biodiversity. Other possible topics include:

1. Fisheries science (origins, nature, structure and practitioners)
2. Indices of sustainability (ecological, socio-economic and institutional)
3. Fishery conflicts and the co-management approach (use rights and management rights)
4. Consumer preference and the impact of developmental and management policies

Proposals of approximately five hundred words in length should be sent by e-mail to the organising team of Inês Amorim and Alvaro Garrido at [rdd39453@mail.telepac.pt](mailto:rdd39453@mail.telepac.pt) The deadline for proposals is 31 May 2005.

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(follow the research links)

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e-mail: [secretary@hmcssackville-cnmt.ns.ca](mailto:secretary@hmcssackville-cnmt.ns.ca)  
<http://www.hmcssackville-cnmt.ns.ca>

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