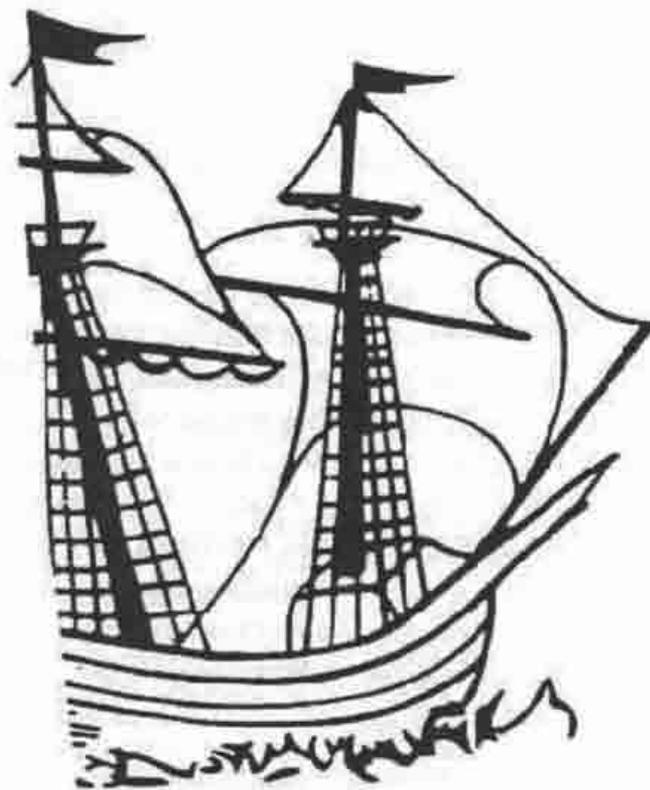


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

Volume XXIII Number Three  
July 2006

## **ARGONAUTA**

Founded 1984 by Kenneth MacKenzie  
ISSN No. 0843-8544

### **Editors**

William Schleihauf  
Maurice D. Smith

### **Argonauta Editorial Office**

Marine Museum of the Great Lakes at Kingston  
55 Ontario Street, Kingston, Ontario K7K 2Y2  
e-mail for submission is [barque2@cogeco.ca](mailto:barque2@cogeco.ca)  
Telephone: (613) 542-6151 FAX: (613) 542-4362

*ARGONAUTA* is published four times a year—January, April, July and October

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### **Canadian Nautical Research Society Mailing Addresses:**

#### **Official Address:**

PO Box 511, Kingston, Ontario K7L 4W5

#### **Membership Business:**

200 Fifth Avenue, Ottawa, Ontario, K1S 2N2, Canada  
e-mail: [fkert@sympatico.ca](mailto:fkert@sympatico.ca)

Annual Membership including four issues of *ARGONAUTA*  
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Within Canada: Individuals, \$55.00; Institutions, \$80.00; Students, \$35.00  
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**Editorial**

The editorial staff of *Argonauta* apologise for the long delay with this issue. Between the behind-the-scenes Society work that Rich Gimblett describes, a busy summer by all concerned meant a certain slowdown on the launch of this issue. However, there is a wealth of interesting material, and I hope you won't be disappointed. There will be plenty more in the October issue to look forward to as well.

On that note, never forget that this is *your* publication. Feel free to let Maurice Smith and I know what you find most useful and most interesting (not to mention the converse). In particular, *Argonauta* is read by people with a wide range of interests and immense wealth of knowledge, on all sorts of esoteric topics. Use the "Research Queries" section to look for answers to those knotty, hard-to-figure out questions.

*Argo* is a two-way communications channel (though, as you can see, far from being real-time). The Executive use it to keep the membership informed of the latest news, and of course it's the perfect place to promulgate

Society business, such as the minutes of our Annual General Meeting, which you'll find further down in this issue. But it can also be used by you to make us aware of your concerns and to let the wider community of maritime historians know about what is going on in your corner of the world.

Your contributions are what makes this publication possible. We welcome opinion pieces, short bits of news, research notes, and especially first-person accounts: anything that pertains to the maritime world. Those of you who have students and/or who work with avocational historians and archaeologists are encouraged to make them aware of our existence, for our more informal arrangements are ideal for their first ventures into published writing.

In a future edition, we plan on producing a **Directory of Canadian Archival Sources** – Maurice Smith leading this effort. We all know of document collections tucked away in small little-known archives: so consult your notebooks and let us know what you know!

WRS

## President's Corner

Well, as predicted in my last column, the conference season indeed was a busy one – and most enjoyable and productive at that.

The highlight, of course, was our annual conference, for which our good friends in the North American Society for Oceanic History (NASOH) hosted us in Manitowoc, Wisconsin, on the shores of that great inland sea of Lake Michigan. The marine museum there is a thriving institution, the conference organization was superb, and the sessions and camaraderie truly enlightening. The only damper from my view was the rather low proportion of Canadian attendees – even if it was a fairly robust contingent, there were not many of our members beyond the core of the executive council. Recognizing that conference travel is not to everyone's taste, I would appreciate any advice as to what we might do to make our annual gatherings more attractive to a wider audience. Conversely, if you are happy with the present arrangement and just not inclined to the social gathering aspects of nautical research, that too is useful information. Please send me your thoughts.

As it transpired, the Manitowoc location was a wonderful occasion to conclude discussions with our NASOH colleagues on an exciting proposal put to me by their President, John Hattendorf, just a few weeks in advance – that NASOH adopt *The Northern Mariner / Le Marin du nord* as their professional journal. For a variety of reasons, they have had to do without one for several years, while the commonality of our interests is quite apparent. Indeed, I am informed that we had originally started as one “North American” organization (no I am not that young – just a relative latecomer), but had parted ways only so as to assure separate Canadian representation on the International Commission of Maritime History. The existing fairly catholic approach to the journal made the discussions somewhat pro forma – CNRS members will notice no changes to content or presentation, other than the entirely rational inclusion of the NASOH logo on the back cover and an admission on the

inside front that it is published “by [CNRS] in association with [NASOH]”; for NASOH, it will amount to the addition of the actual cost of the journal's production to their existing subscription rate. We shall realize some modest efficiencies from the larger printing run (effectively doubling the present 250), but we are not making any money on their backs! Because of the significant increase to NASOH dues, John must take it to his society for ratification, whereas it is only an administrative measure for us; when finalized, I shall ensure it is published in the soonest edition of *Argonauta*.

Speaking of money.... Those potential efficiencies notwithstanding, the cost of living continues to climb even in these low inflation years, and you will see from the AGM minutes produced elsewhere in this issue that the basic subscription fee has been increased by a modest \$10 across the board (except for the fulltime Student rate, which remains at the exceptional value of \$20). As I will describe in the next paragraph, there are some exciting initiatives that will require a heavier financial investment, but Council opted to hold the subscription increases down mostly on the strength of my commitment to re-institute the President's Appeal – watch for separate correspondence from me on that, but basically I am offering you the chance to maximize the return on your charitable donations. Please be generous!

The most immediate of these initiatives is the process of making the journal available on-line to subscriber members. Rest assured – there will always (or at least for the long foreseeable future) be a hard copy publication for those who desire it, but the fact of the matter is that most large research institutions are switching to the electronic format desired by a younger generation of academics (and which format even many of us old die-hards will admit has its benefits, for example in keyword searching ability). I am in the process of negotiating an arrangement with CLIO Journals, the holdup being only a couple of technical issues that could require a substantial change to our present way of doing business. Fortunately, we are blessed by the presence on Council of a pair of gents who actually

understand the digitized world, in the form of Secretary (and Argo co-editor) Bill Schleihauf and Councillor Paul Adamthwaite. In the end, the cost should only amount to about \$1,000 a year, but I must remain sensitive to the demands that electronic "efficiencies" place on our volunteer labourers.

One aspect in this respect to which I need to sensitize you, the broader membership, is the need to build a database of your e-mail addresses that the on-line access list must be built upon. I assure you that such a database will be used in complete confidence and strictly in accordance with the Privacy laws of Canada and the United States. But when Membership Secretary Faye Kert sends you your renewal notices, please fill in the space for your electronic address (you will find it just a couple of lines below the donation box!).

Before signing off, I want to bid a fond farewell to Chris Madsen who has resigned from Council (hopefully only temporarily) to maximize his sabbatical from the Canadian Forces College in Toronto. Chris has been a great support in his several years on the executive, and indeed was a main protagonist of the process of getting us on-line. In his place, we welcome Dr Isabel Campbell, who is working on the Canadian Department of National Defence's naval history team, her area of specialty being NATO and the Cold War. An archivist by professional training, and a good personal friend, she is a most welcome asset to our Council.

Finally, a brief word on my own change of circumstances. One of the many innovations Alec Douglas instituted when he was Director-General History for the Canadian Forces was to recommend each of the services establish the position of a Command Historian. I am honoured to have been selected to fill that position on the Canadian naval staff commencing in mid-September. Obviously there will be a close liaison with the official naval history team, but my responsibilities will lie more in capturing the sense of events as they unfold – quite literally "living history" – for analysis by the naval staff as well as future generations of official historians. I look

forward to your support in my endeavours, just as I look forward to being perhaps better placed with institutional support to tend to our general interest in nautical research.

*Rich Gimblett*  
President, CNRS

## Research Queries

### Canadian Powerboat Company

*[Editor's Note- although this query was answered via e-mail, the information may be of interest and anyone with further information is encouraged to contact the British Military Powerboat Trust.]*

We are the British Military Powerboat Trust based in Southampton England:  
[www.bmpt.org.uk](http://www.bmpt.org.uk)

We are always looking for more information on the history of powerboats used for military purposes, and also we are building a collection of the boatyards which built them.

At Hythe where I live we have the British Powerboat Company original slipway, the sheds etc long gone. We understand you have in Canada the remains of a factory built to construct (12?) Motor Torpedo boats, the name Canadian Powerboat Company built by Scott-Paine in 1940. The gentleman was of course involved in the BPCo here in the UK.

Could we ask for any article/information photographic evidence etc of this company, and its history of production etc, to incorporate in our historic site collection? Thank you for considering this request.

Richard Hellyer  
BMPT  
Southampton  
England.

*[Paul Adamthwaite replied directly with the following information]*

See *The Northern Mariner* volume II Number 3 for a piece by Don Graves "Hell Boats of the RCN: The Canadian Navy and the Motor Torpedo Boat, 1936-1941."

A very quick glance shows that this concerns, inter alia, Hubert Scott-Paine's move to Canada after falling out with the powers that be in the UK, then finishing the 12 MTBs (boat numbers V-25x, 26?) in Greenwich CT after further tribulations. Perhaps the best bio of Scott-Paine is Rance's *Fast Boats and Flying Boats*, Southampton, 1990.

### **Amateur Divers Stumble on Relic of 17th Century British Warship**

Three amateur divers trying to free snagged lobster pots have discovered the well-preserved remains of what is thought to be 17th century warship *Resolution*.

The 70-gun vessel was abandoned by its crew off Sussex in the Great Storm of 1703, when a 120mph hurricane hit southern England.

Although *Resolution's* approximate location was known, no trace of her had been found until the divers, from Eastbourne, who were asked by fishermen to retrieve the pots, suddenly found a large anchor, and then some cannon, in 30ft of water in Pevensy Bay.

Their find, made last April but kept secret until now so as not to alert treasure hunters, has led to the government giving the wreck protected status to allow archaeologists the chance to establish beyond doubt that it is *Resolution*.

At least 45 cannon have been found and there are high hopes that the hull, preserved in silt, remains substantially intact. "This is a hugely significant find," said Adrian Barak of the Nautical Heritage Association. "We can't say that it is definitely *Resolution* but it is almost the exact right place. It is remarkable that this wreck hadn't been discovered before. It may be that the seabed was moved by winter storms which uncovered it."

## **News and Views**

### **David Bright**

David Bright, a leading researcher into underwater exploration and shipwrecks, died Saturday July 8 after diving to the site of the *Andrea Doria* off Nantucket, where he was working in preparation for the wreck's 50th anniversary. He was 49.

Bright resurfaced from a dive with decompression sickness and went into cardiac arrest, according to the Coast Guard. He was pronounced dead at Cape Cod Hospital a short time later.

His wife of 23 years, Elaine Bright, said the circumstances that led to his death were not immediately clear and the family was awaiting an autopsy report. Bright was an experienced historian and technical diver who had explored the *Titanic*, *Andrea Doria* and other shipwrecks many times: 120 times for the *Andrea Doria* alone.

Bright's research into the *Titanic*, *Andrea Doria* and other sites has been part of dozens of documentaries, and he lectured often on ship exploration. He had an extensive personal collection of artifacts, and established the *Andrea Doria* Museum Project, based at the Nantucket Lifesaving Museum, which loans artifacts to museums.

### **J David Perkins**

J David Perkins, 69, of Riverport NS, passed away suddenly in Riverport on Sunday, August 13, 2006. Born in Oshawa, Ont., he was a son of the late John and Eva Perkins. In 1954, at the age of 17 and a half he joined the Royal Canadian Navy as an Ordinary Seaman in the old Torpedo Detector branch. While serving in the destroyer HMCS *Haida* he went for a day trip aboard the British submarine HMS *Alderney* off Bermuda and got hooked on submarines. He then went to England where he served aboard HM Submarines *Solent*, *Scythian*

and *Alliance*. While serving in England he met and married his wife, Patsy, in 1958. Then in the spring of 1961, they journeyed to Canada.

He joined the Canadian O-class submarine HMCS *Ojibwa* in 1966 where he remained in the First Canadian Submarine Squadron until retiring from the navy in 1979. At that time he was a Chief Petty Officer 2nd Class, Weapons Underwater Technician. While working as a Project Manager for Industrial Services in the Naval Dockyard at Halifax, he started researching Allied submarines in Halifax during the Second World War. This led to five years of research that culminated in his first book, *Canada's Submariners, 1914-1923*. Then he self-published two of his own titles, *The Canadian Wartime Submariners* and *Submarine Sailor*. In 2000, his second trade book, *The Canadian Submarine Service in Review*, was published.

After working for an engineering consultancy firm as an engineering technician for over 12 years, Dave quit his office job in the summer of 2002, and he and his wife moved to Riverport and set up the Backman House Bed and Breakfast. His free time was divided between answering naval history questions on the internet and constructing a model railway layout and rolling stock. He loved all aspects of nature, especially birds, and enjoyed many happy times watching them on his walks with his dog, Amber.

*Editors' note: David Perkins was a frequent and valued contributor to MARHST-L, and he will be sorely missed.*

### **Journals of the Royal Society- Online!**

The esteemed Royal Society have put nearly 60,000 articles from both *Philosophical Transactions* and *Proceedings* online:

[www.pubs.royalsoc.ac.uk/index.cfm?page=1373](http://www.pubs.royalsoc.ac.uk/index.cfm?page=1373)

Access is entirely **gratis**, until December 2006.

### **Sunken Warship on DVD**

Beneath the clear waters of Lake George lie secrets, known intimately only to divers brave enough to plumb the cold depths. Shipwrecks litter the lake floor, time capsules preserved by cold and largely untouched by the march of history.

Because not everyone can see the shipwrecks on the lake's floor firsthand, archaeologist Joe Zarzynski from Wilton helped produce a DVD this year, *The Lost Radeau*, which tells the story of the *Land Tortoise*, a warship that was sunk in 1758 during the French and Indian War. In French, a *radeau* is a type of timber raft.

"First we got permits and collected data, then we analyzed, and the last phase is the interpretation and the DVD is part of that," said Zarzynski in an interview aboard the *Tuff Boat*, the no-frills aluminum boat Zarzynski's nonprofit Bateaux Below uses as a diving platform.

The *Land Tortoise* story is an introduction to the more than 200 shipwrecks identified so far in Lake George. Zarzynski, 56, is a retired Saratoga Springs teacher called Zar by his friends. His career in underwater archaeology began with a search for Champ, the mythical Lake Champlain water creature. He is also working with state officials to establish a statewide underwater Blueway Trail. The idea is to promote diving and the state's submerged historical artifacts.

For Zarzynski, the work is a labour of love, done on a volunteer basis. In 2004, Governor George Pataki promised \$200,000 to kick off the Blueway Trail, but the money hasn't yet come through. Zarzynski and Dave Decker, director of the Lake George Watershed Conference and the trail's local coordinator, are pushing ahead anyway.

In 1990, Zarzynski and a team of divers found the warship intact in 107 feet of water. The radeau was named to the National Register of Historic Places in 1995 and to the list of National Historic Landmarks in 1998. Seven

other sunken boats from the same era, known as the Wiawaka Bateaux Cluster, are also on the historic places list. *The Land Tortoise* is now marked as a diving park and the third site in Lake George's Submerged Heritage Preserves.

This week, Zarzynski and Steve Resler, the deputy bureau chief of the Coastal Management Program for the state Department of State and a Bateaux Below volunteer, dove the *Forward*, a 1906 gasoline-powered launch that Bateaux Below uses as one part of an underwater classroom. The men replaced signs to make the site more accessible to divers and caution them not to touch the artifacts because even air bubbles can cause damage.

Twenty years of diving has stoked Zarzynski's enthusiasm and turned him into a lake steward as well as an archaeologist. In addition to studying artifacts, he picks up trash and monitors the zebra mussel population.

But making the sites public carries risks. "If we found the *Land Tortoise* out in middle of the Atlantic somewhere, we probably wouldn't tell anyone about it," Resler said.

Three of the boat's seven cannon ports have been dislodged. Bateaux Below removed one because it had been knocked over by fishing tackle. It was conserved by staff at East Carolina University in North Carolina and turned over to the State Museum collection. The other two were likely victims of pushy divers, Zarzynski said.

Still, the men lean toward telling the secrets of the shipwrecks rather than confining them to the diving community. A clip of *The Lost Radeau* plays as part of an exhibit in the new Lake George Visitor Center, taking the viewer more than 250 years back in history, when the popular vacation spot was still uncharted wilderness.

### Governor General Named Honorary Chief Commissioner of the Canadian Coast Guard

On the 8<sup>th</sup> of July, Her Excellency the Right Honourable Michaëlle Jean, Governor General of Canada, was invested as Honorary Chief Commissioner of the Canadian Coast Guard at a ceremony in St. John's, Newfoundland. The investiture was the seventh since the title was established in 1976.

"Your Excellency, today you join a team of which all Canadians can be proud," said the Honourable Loyola Hearn, Minister of Fisheries and Oceans. "Canadians hold the red and white colours of the Coast Guard close to their hearts. It is a privilege for the Coast Guard to have Governor General Michaëlle Jean, Commander in Chief of the Canadian Forces, as its patron."

The Coast Guard has a long and remarkable history of patrolling Canada's coastline, the longest of any country in the world. It plays an instrumental role in saving lives, facilitating maritime commerce, protecting aquatic environments and supporting maritime security. It is vital to the delivery of federal science programmes, including marine science and fisheries management.

"Fishing vessels, pleasure craft and commercial vessels alike can depend on the brave men and women of the Canadian Coast Guard and the members of its Auxiliary, in times of trouble," said George Da Pont, Acting Commissioner of the Canadian Coast Guard. "In good weather and bad, night or day, those who work or play on our waters know the Coast Guard will be there if danger arises."

The role of Honorary Chief Commissioner was first established at Government House in 1976 with the investment of the Right Honourable Jules Leger. Every subsequent Governor General has carried the title. The last investiture was that of the Right Honourable Adrienne Clarkson in 2002, which also took place in St. John's.

## Maritime Provinces Steam Passenger Vessels

by Robin H. Wyllie

### *S. S. Margaret*

#### *Specifications:*

Official Number:	122123
Builder:	Robert Routledge, Sheet Harbour, Nova Scotia
Date Built:	1907
Gross Tonnage:	195
Overall Length:	92.8 feet
Breadth:	19.6 feet
Draught:	8.6 feet
Engine:	Compound 2 cyl. 14" & 25" - 16" 50 h.p.
Builder:	Yarrow & Co, 1887,
Propulsion:	screw

#### *History:*

Like the Atlantic coast of Newfoundland, the rugged south and east coasts of mainland Nova Scotia and Cape Breton Island are dotted with small fishery-based communities. They vary in size from tiny hamlets containing but a handful of houses to larger almost self-sufficient communities and even a number of small to medium sized towns.

Apart from the fishery, and in some instances until the mid twentieth-century, they all had one thing in common – isolation from the major population centres and the major shipping routes and railroads which connected them.

By the late 19<sup>th</sup> century, two such centres had been established in the Maritime Provinces. The first, Saint John, had become the manufacturing centre of the region and the other, Halifax, in addition to being a major year-round Atlantic port with all of the attendant industries, was home to the Royal Navy's West Indies Squadron and a large naval dockyard.

Steamship travel had been established between the two cities at an early date and, by the turn of the century, it had ben expanded to

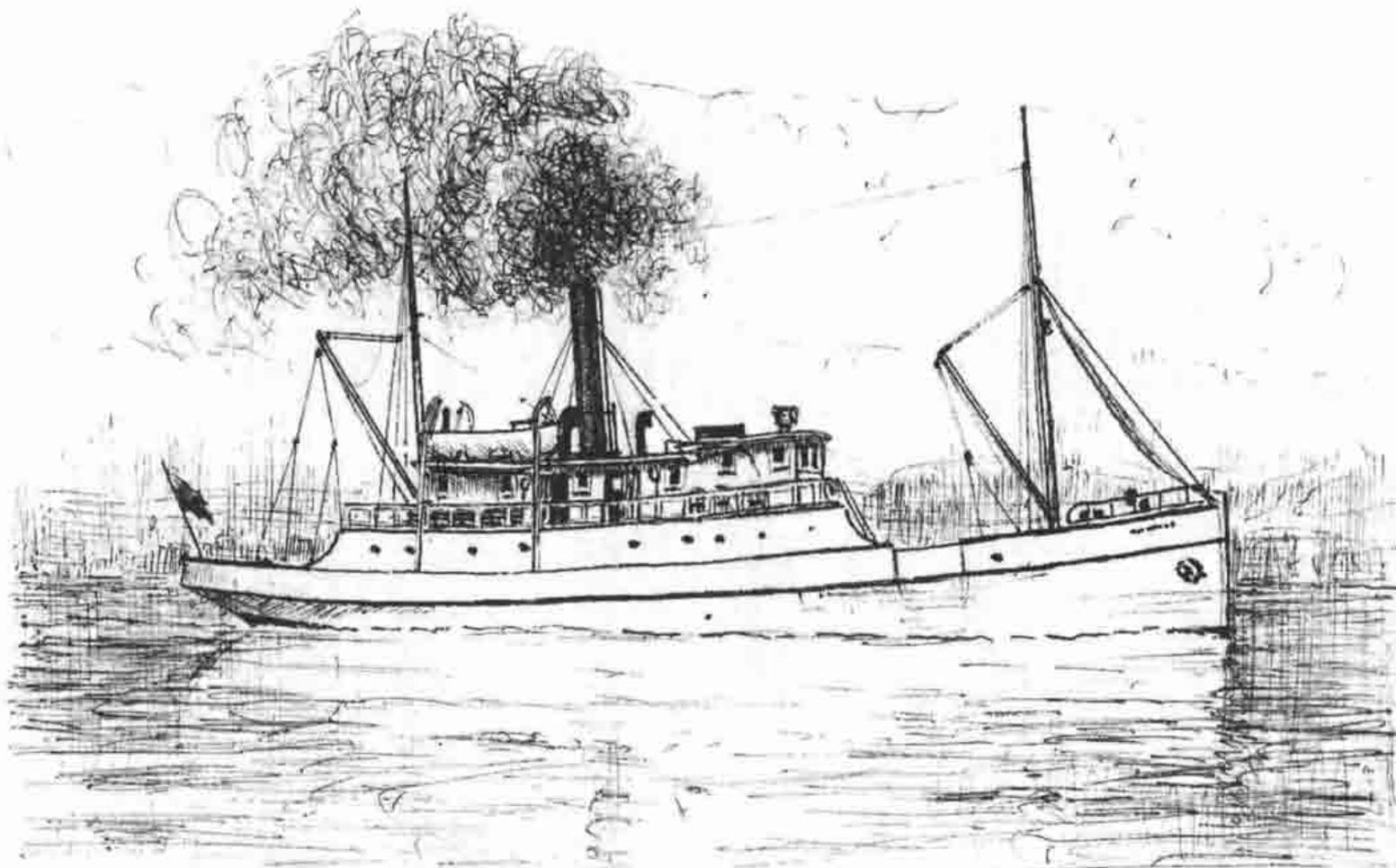
include scheduled stops at most of the larger South Shore communities, from which ferry and coastal steamer connections provided access to many of the smaller ports.

It was a different matter as far as the Eastern Shore and Cape Breton Island were concerned. Apart from the town of Canso, there were no communities which generated sufficient commerce to attract the larger shipping companies, and, until the Canadian Maritime Commission introduced domestic shipping subsidies in 1901, the people were entirely dependent upon local fishing vessels and the random calls of small coastal boats to ship their fishery products and maintain their lines of communication.

As laid out in their "Articles of Agreement," the Canadian Maritime Commission Subsidies Branch appears to have had quite definite ideas as to the best types of vessel to be used on subsidized services. This no doubt explains the similarities between many of the vessels operating on the Eastern Shore and in Cape Breton waters. Based roughly upon the design of a large European steam drifter, the ships were all of around two hundred tons, with a one thousand barrel cargo capacity and accommodation for one hundred passengers. Just such a vessel was the *Margaret*.

In 1907, having been granted a subsidy to operate a steamship service between Halifax, Spry Bay and Cape Breton ports, a group of local businessmen formed The Halifax and Sheet Harbour Steamship Company Limited and commissioned the 195-ton wooden screw steamer *Margaret* to be built in Sheet Harbour by Robert Routledge. The vessel was fitted with a reconditioned Yarrow's compound engine which had been built twenty years earlier and, no doubt, had previously been fitted in one of the early Royal Navy torpedo boats upon which the company had built its reputation.

Certified to carry eighty-five passengers, *Margaret*, with her broad beam and shallow draught was, like most of her contemporaries, ideally suited for her run



S.S. MARGARET

ROBIN H. WYLLIE 2006

SS Margaret, c 1920. From a photograph in the collection of Douglas Jamieson.

between Halifax and L'Ardoise in Cape Breton's Richmond County. She left Hendry's Wharf in Halifax every Thursday evening at 10:00 pm and made her way up along the coast calling at Jeddore, Owls Head, Ship Harbour, Tangier, Spry Bay, Sheet Harbour, Petit de Grat, Poulamon, St Peters and D'Escousse, arriving in L'Ardoise sometime on the Saturday. The vessel remained over the weekend in L'Ardoise, and returned to Halifax, via the same route, leaving on Monday morning.

By 1917, under the command of Captain Peters, her schedule had been switched around so that instead of leaving Halifax on Thursday and returning from L'Ardoise on Monday, she departed Halifax on Monday and returned from L'Ardoise on the Thursday. Her route had also undergone a few changes. While she no longer called at Petit de Grat, Poulamon and D'Escousse, six new stops had been added at Popes Harbour, Sober Island, Port Felix, Whitehead, Arichat and West Arichat. In addition, every second trip took her to St Peters and through the canal into the Bras d'Or Lakes, where she called at West Bay and Marble Mountain.

On the latter run, the eighteen calls between Halifax and L'Ardoise must surely have established some sort of record for a coastal boat and one cannot help but sympathize with her hard-working crew.

Margaret remained on this run until the 16<sup>th</sup> of August, 1924 when, like many another wooden steamer, she was destroyed by fire and sank at Port Bickerton.

Although little effort appears to have been made to replace the *Margaret*, a series of motorized vessels, old cargo schooners for the most part, appeared on the run and the subsidy continued to be granted up until 1937, by which time Nova Scotia's No. 7 Highway was usable from Dartmouth to Guysborough County and Canadian National Railways had leased and were operating regular freight and passenger services on the old Inverness and Richmond line, between Port Hawkesbury and St Peters.

#### Sources:

MacBean, Allister W. D. *The Inverness and Richmond Railway*. Published by the author, Inverness, NS, 1987.

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

Records in the Collection of Dalhousie University Library, Business Archives.

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

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

Contemporary timetables, newspaper articles and almanacs in the collection of the author.

### Review of *Curse of the Narrows*

*A new book on the Halifax Explosion of December 1917 has been published and we have asked CNRS member John Griffith Armstrong to give us his take on it. As most members will know, John is the author of The Halifax Explosion and the Royal Canadian Navy: Inquiry and Intrigue (UBC Press 200), which received a Keith Matthews honourable mention in 2002, and NASOH's John Lyman Award.*

Laura M. Mac Donald. *Curse of the Narrows*. New York and Toronto; Walker and Harper Collins, [www.walkerbooks.com](http://www.walkerbooks.com) and [www.harpercollins.ca](http://www.harpercollins.ca). 2005. 356 pp., maps, photographs, notes, bibliography, index. CDN \$36.95, cloth; ISBN 13: 978-0-00-200787-0.

Some 2,000 Haligonians died when an ammunition-laden freighter blew up in the narrows of the Nova Scotia city's harbour after a collision on 6 December 1917. It was the world's greatest explosion to that time and until the dawn of the nuclear age. Hardly a house in the entire city of some 50,000 souls escaped damage; that part within 800 metres

was virtually destroyed and some 9,000 were injured - many mercilessly sliced by flying glass. They clogged medical facilities and hastily improvised aid stations, while the living struggled to survive and to help their neighbours. It was a crisis of epic proportions and the memory is a permanent scar on the city. Today, Canadians have largely forgotten the tragedy and more attention is directed to commemoration of another more recent 6 December incident. Still, Halifaxians have continued to mourn their loss and they attend the annual gathering on Fort Needham Hill in the company of a dwindling handful of explosion survivors. And over these same years a few dedicated researchers have sought to understand the disaster and there is now a respectable literature on the subject. Most noteworthy has been the singular drive of the city's Janet Kitz, who has made the explosion her vocation since 1983, producing the most comprehensive and carefully considered account, *Shattered City* (1989). She tirelessly continues to carry the beacon to this day, researching, writing and lecturing in schools and elsewhere. We owe her a great deal and she is a tough act for the rest of us who follow. Nonetheless, a new heir-apparent may be in the wings.

The calamitous attack on New York, 11 September 2001, reawakened the world to the spectre of terrorism and the prospect of catastrophe in the centre of any city, not only by accident but cruel design. Despite the withering horror there were also remarkable responses in terms of the revealed strength and capacity of the human spirit, steadfastness and triumph over adversity. This, and incidents such as the major hurricanes which have struck at New Orleans and elsewhere, have also struck new comparisons with what took place in Halifax on 6 December 1917 and have kindled public and scholarly interest much farther afield than Nova Scotia or even Canada. A first proclaimed "major account" has now appeared from a US publisher (Walker) and, in Canada (Harper Collins). *Curse of the Narrows* by Laura M. Mac Donald, is being marketed throughout North America with some success and attracting favourable comment in various newspapers,

including the *Boston Globe*, the *Toronto Globe and Mail* and the prestigious *New York Times Book Review*.

Ms Mac Donald is a former television producer, radio commentator, magazine editor and co-author of a novel, *Kay Darling*. Born and bred in Halifax, she now lives in New York. She was on First Avenue in East Harlem after the terrorist attack of 11 September 2001 and personally experienced parallel sights and sounds to what must have been in 1917, particularly in terms of insight, empathy, response, behaviour and the unfolding of events. Thus inspired by what she saw and felt in New York, she broadened research she had done previously on Halifax to produce an account which would focus on the experiences of various individuals in the disaster, the aftermath and sometimes into the long term. Thus we encounter across the class spectrum doctors and nurses, officials, soldiers, labourers, firemen, seamen, ferry men, wives and children among others. Three individuals, whose situations were particularly significant and well documented received more detailed attention: Charles Duggan, who lived in Richmond and his extended family, Dr. George Cox, an eye surgeon and Dr. William E. Ladd, who headed the American Red Cross relief effort from Boston. The human perspective is perhaps the work's greatest strength, although the author's research has also contributed significantly to our knowledge of the explosion.

Although much of the ground has been previously travelled, Mac Donald has found new personal accounts which are accompanied by strong readable narrative. Her description of medical aspects of the disaster response is particularly interesting, despite remarks which follow. She also seems to have randomly stumbled upon the collection of documents originally assembled by Archibald MacMechan, who had been appointed head of the Halifax Disaster Record Office, as the basis of a commission to produce an official history. After it was written it languished in obscurity until printed in 1978. The fate of the source documents, as Mac Donald tells it, was seemingly unknown

until an archivist happened to "come across" some ostensibly by chance, on the author's last planned day of research - and asked if she would like to see them . (P.283) Needless to say Mac Donald stayed on in Halifax. One would want to ask, however, how it could be that this extremely important material, cited in her notes as "Halifax Disaster Records Office," was "a eureka moment." The documents have been available and consulted since the 1980's, when the Halifax Relief Commission files were turned over to the Public Archives of Nova Scotia. In the event, Ms Mac Donald made extensive use of the material but she might have better looked to the original contributing sources of some, particularly the federal government, the military and other organizations. Those who contributed documents to the disaster record office would not have been inclined to be self-critical or controversial, nor to make themselves look bad nor hurt any feelings. Organizations and governments do find ways of not sharing these sorts of things and there was much controversy about after the explosion.

A more substantial Mac Donald initiative is new sources in United States archives which shed additional light upon the remarkable response to the disaster by government and institutional authorities, particularly Boston and the State of Massachusetts and the American Red Cross. The Boston chapter of the latter was one of the first to analyse and publish principles for disaster relief and to promote training programmes across the country. Thus we are given an interesting account of how these principles were brought into play as the relief effort was mounted and trains were despatched, filled with medical personnel and supplies from Boston, New York and elsewhere. There is a detailed account of the epic journey of the first train, which was not able to reach the city until 48 hours after the disaster, due to the harsh winter weather which followed the explosion. Nonetheless, much of the media coverage and documentation of this most generous mission of mercy was also suggestive of self-promotion and hyperbole. There is no

question that the assistance was welcome and needed but, as Frederick McKelvey Bell, the Canadian director of the medical relief effort on the scene implied in his report at the time, that attention may have been disproportionate. So might that be the case with Ms Mac Donald. Only a cohesive study of all aspects of the disaster relief effort, with particular added attention to the part played by the Federal Government and other Canadian organizations, will provide the conclusive answer.

As this writer has argued, much material key to understanding the Halifax Explosion is to be found in Ottawa. Mac Donald has used a few items but there is no convincing evidence of rigorous pursuit of crucial material which exists in federal archives only. No account can be considered truly definitive which does not thoroughly explore the personal papers of the sitting prime minister (Sir Robert Borden, who was also a Halifax MP) and other government officials, and the files of the departments of government most directly concerned. These include the office of the Governor-General, the Post Office (the Halifax posties made gargantuan efforts to get the mail through), Public Works, Railways and Canals, Marine and Fisheries, the Naval Service, the Militia (particularly national and regional subject files concerning medical response to the disaster) and the Chief Press Censor. These were all involved and most had people on the ground or water in Halifax. They are an essential part of the story.

The Halifax disaster presents unusual research and context challenges. There is a crucial event where one must establish a clear sense of the ambient conditions, ie, the daunting task of understanding and delineating things as they were on all related levels and strata, and then drawing upon them to bring the reader effectively through the crucial point and the aftermath. As well, as Malcolm MacLeod has written, "there are still important features of this catastrophe that need probing and quantification. But the demographer/historian/bibliographer/political scientist/sociologist/scientist/town

planner/legal scholar/literary critic, who could digest and synthesize everything that is necessary for attaining a full understanding, may be difficult to recruit.”(*Books in Canada*, Vol. 31, No. 8 [Nov 2002], p.32). Couched in such terms, Ms Mac Donald has done this fittingly enough in the sense of placing the characters she has chosen and delineating their individual experiences into the aftermath. She demonstrates an excellent sensitivity to personal traits and reactions and makes every effort to be fair in her judgments. She is less certain, however, in terms of the government and the military and the overall management of the port. In the case of the former, for example, when discussing the conscription crisis, she speaks of an election in the offing without noting that it was called by a Union - not a Conservative - government, including most of the English speaking Liberal MP's and several prominent Liberal ministers in key positions such as Public Works, the marine services and the navy.

Ms Mac Donald does devote more attention to the important role of the military both in managing the disaster and as fellow citizens than other writers. Nonetheless, she does not acknowledge that the roughly five thousand uniformed Canadian soldiers in Halifax (and not counting over 2,000 naval personnel from Canada, the USA and Great Britain) constituted almost ten percent of the entire population, and therefore a very significant factor, unlikely to have been immediately present in terms of other disasters. Nor does she always confidently navigate the admittedly formidable jungle of military roles, ranks and responsibilities. General Thomas Benson, who is mentioned three times in the text, (pp. 99;107;183) is not a bystander but bears responsibility of command for all troops in Nova Scotia and New Brunswick. Rear-Admiral Bertram Chambers' presence is noted on page 107 but we are not told who the senior British naval officer in the port is or why he was involved. And his name does not appear in the index. Indeed, turning to the index, it may not have received due care in its preparation. For example, it does not record all of the instances where the name of Acting Commander

Frederick Evan (misspelled as Evans) Wyatt appears (examples 264;265;266). A paragraph describing the well known incident involving a diving party near *Niobe* (p. 67) neither acknowledges that the personnel were members of the RCN, nor their ranks - some might not find the omission that important but others may well. In the event, one of the names is also wrong, Acting Gunner John T. Gannon, is named as “Frank” Gannon (RCN records of the incident and the RCN 1917 Navy List)

Ms Mac Donald's research does provide a convincing recognition of the role played by the army medical corps and the critical medical team building which included Lieutenant-Colonel Frederick McElvey Bell of the Canadian Militia. She makes some errors in local military demographics, however. She rightly describes the brief integration away from the city's normally rigid class structure, as people came together as such to deal with the tragedy and that this coming together included “soldiers and sailors, who created so much moral apprehension in the middle classes, were transformed into heroes” (p.89). Rightly so, and Mac Donald also rightly says they were “important not only because they were organized and prepared,” but wrongly perhaps that “they did not have the responsibility of their own families. The very thing that created so much anxiety - their single status - meant that they were available to work long hours without distraction.” While a social/demographic study of the disaster is one of the great remaining scholarly challenges, this writer believes that one would show that Ms Mac Donald's claim would only apply in part and mostly to troops of the Canadian Expeditionary Force(CEF) and British Expeditionary Force (BEF) awaiting shipment overseas. The militia soldiers, a service called out for home defence, distinct from the CEF, were the majority of Halifax military personnel. Serving members were almost certainly older for the most part, married with families, or suffering from minor disabilities, which made them less eligible for service overseas with the CEF and by inference the BEF. Indeed, by this time,

suitable people eligible for overseas service had mostly been weeded out of Canadian Militia garrisons. Thus the remainder were not fit people in their prime and many were either rooted in the community within local regiments or had brought their families to Halifax.

It is particularly difficult to comprehend why Ms Mac Donald frequently refers to members of different navies as "soldiers," a significant lapse which confounds. The beloved term "bluejackets" or "jackies," used traditionally by the United States Navy (USN), as a nickname for their sailors is wrongly linked to soldiers of the Continental Army who wore blue jackets as opposed to British red, in the American Revolution(p.210). Britain's Royal Navy has also worn blue jackets and has also used the term, however, not as extensively. The US Coast Guard Cutter *Morrill* is inaccurately named as USS (United States Ship) rather than the correct USCGC for vessels of this distinct military service(p.36). His Majesty's Ship *Highflyer*, the British light cruiser anchored at an angle across from the naval dockyard, is wrongly called a destroyer(p.27), a much lesser ship, which we are told had nonetheless engaged and sunk a German armed merchant cruiser (32-3). There is confusion over the naming and numbering of piers and wharves in the harbour, there being piers numbered one through four below the naval dockyard and another set of piers within. What she describes as "Naval Hospital Pier 2" was correctly the Pier 2 Casualty Depot (located incidently outside the naval dockyard in the Canadian Government Railways deepwater terminals and operated by the Canadian Militia and the Ministry of the Soldiers Sailors Civilian Re-establishment).

The BEF is astonishingly identified as the 'British Empire Force,' "British men living in America who volunteered to serve"(p.35), when in fact many American citizens enrolled in both the Canadian and British military services, particularly before the US entered the war in 1917.

Most of the information about problems in the management of Halifax Harbour is derived from testimony first given at the Wreck Commissioner's Inquiry following the explosion. Mac Donald is certainly successful in establishing that there were dysfunctional dynamics, at least in human terms, the frustrations of a 15 year old clerk in the pilotage office and wrangling between pilots and local naval people. This is a nice narrative device but not a very thorough exploration of the extent and gravity of the problem and that officials in the federal Department of Marine had for many months considered harbour management in Halifax a serious issue but were prevented from acting for political reasons.

In the aftermath of 6 December 1917, "there were no newspapers that night. No radio" (p.127), thus implying that the population could not listen to radio broadcasts. That is true only because radio-telegraphy was in use for communications purposes. The first radio broadcast as such did not occur until May 1920 and experimental voice transmissions did not occur until late 1919. This is not to belabour a few mistakes; this writer has his own red face in that respect. Nonetheless I report them because I checked so few items in detail, confining my search to issues of particular interest to me or within my imperfect knowledge.

Ms Mac Donald provides source notes where others have not. Nonetheless there were significant problems with the few that I did want to verify. A most perplexing omission is Ms Mac Donald's blanket decision, recorded in notes for p.15, that "unless otherwise noted, all observations, thoughts, and quotes regarding the ships' navigation, the actions of participants, and the observations of witnesses" are found in trial testimony, which includes the inquiry of the Dominion Wreck Commissioner, various writs of habeas corpus and the appeals which follow. Unfortunately, she specifies the titles of the documents but does not clearly reveal where all of them are held. The source citation for the wreck commissioners inquiry is given several times as "NAC, RG 42, vol. 5, g6/7", which is not

correct. (It is NAC, RG42, vols.. 596/7). Mac Donald's notes for p.252 and Chapter 19 present similar problems. The wreck commissioner's inquiry alone fills most of archive boxes (vols) 596 and 597 in the Marine Department files at the federal archives and there are more than 2,100 pages in this source alone. It is disappointing that Ms Mac Donald does not provide the specific source document, name of witness, date and page numbers of the information provided, making it extremely difficult if not impossible to verify or follow-up. Further, much of the testimony appears again in subsequent appeals but with different pagination. For example, this writer sought to confirm information that pilot Francis Mackey, aboard *Mont Blanc* creeping slowly up the harbour, had remarked as *Imo* strode downward that "he did not like the looks of the foam at her bow. 'Quite a ripple.'" In contrast, Mate John Makiny (similar surname) of the navy, aboard the armed tug *Nereid* anchored off the dockyard, testified "there was quite a foam at her bow....quite a little fuss at her bow; quite a little ruffle." (Appeal book p. 13). Perhaps some future researcher will have the industry to resolve this. Unfortunately, the author compounds by continual use of improvised dialogue, a device which perhaps enhances dramatic interest and readability but at the sacrifice of accuracy and clarity. Mixed use of quotation marks around dialogue is also mixed with use of actual quotes (sometimes even long ones imbedded in her own paragraphs [p.145]) from the work of other writers. And, while she meets the legal niceties with respect to the former in her endnotes, she does not much engage the existing literature in her narrative. This detracts.

Despite the foregoing, *Curse of the Narrows* is of value as general history and it will please the general reader. It is well written and interesting and, indeed, would have provided the sound truthful basis for a screenplay so lacking in the appalling 2003 television movie on the explosion. Devotees of marine/military history, however, will experience misgiving because of the too obvious gaffs, the gaps in context and known

research sources which seem to have been ignored. Stronger editorial guidance and perhaps an expert pre-publication reader or two as referee(s) might have helped. In the event this work approaches the achievement of Janet Kitz but does not surpass it in terms of the years of care, reflection and study, as well as the sure-footed *gravitas* that went into the writing of *Shattered City*.

John Griffith Armstrong  
*John would like to thank Dan Conlin, David Flemming and Roger Sarty for reading this manuscript, and particularly for their most encouraging comments and suggestions.*

### **The Way They Were: The Regeneration of the British Canal System**

*by Merlyn H. Jackson*

The last half century, and more especially the last decade, have seen a revolution in regard to British canals. But it has been a revolution in attitudes, official and individual, not in the canals themselves. In 1955, for example, the official view of the recently-nationalized system was that only about 540 km of the 3380 km of inland waterways, about 16 percent, had sufficient commercial prospects to justify any investment in maintenance or improvement. Among the canals that could be abandoned was the branch of the Shropshire Union Canal that ran to Llangollen in North Wales. In April 2005 it was reported that the Llangollen Canal was carrying 13,000 boats a year over most of its length and was close to capacity limits in summer.<sup>1</sup> Meanwhile British Waterways has published a 20-year plan of canal restorations and extensions that would bring the network close to the maximum

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<sup>1</sup> Inland Waterways Association News, April 2005. Available online at [www.waterways.org.uk/news/bulletin/2005/Apr05.htm](http://www.waterways.org.uk/news/bulletin/2005/Apr05.htm).

achieved before the railway era began in the 1830s.<sup>2</sup>

The Llangollen Canal has not changed, however. Apart from some long-overdue dredging, bank repair and similar maintenance, it is the same canal that it was in 1955, and much the same as it was in 1825. Unlike the Rideau or Trent-Severn Waterways in Ontario, the locks and other features of most British canals have not been expanded and modernized to cope with the size of modern pleasure craft. Apart from any other considerations, the network is too extensive for this to be feasible. Instead, the 20,000 privately-owned and 1,000 hire boats that are currently licenced have been built to fit the fit the system. Although some canals have broader lock dimensions, this essentially means a boat with a maximum width of 208 cm and a length of about 16.7 m, capable of fitting into a lock like that in Fig. 1. If such 'narrow boats' sound impossibly narrow to North Americans, note that *Dorset*, our hire boat in 2001, had two double bedrooms, two bathrooms, galley and dining area within these dimensions.

As with dimensions, so also with technology. The towpath horse has been replaced by the diesel engine, but otherwise the objective has been to reopen and restore canals "the way they were" 200 years ago. A lockkeeper of 1805 could come back today and do the same job with the same tools. The lockkeepers are long gone, except at a few very difficult sites. You do the work yourself, and those who cruise British canals would not have it any other way.

There is no mystery why canals in Britain declined in the face of competition from railways in the 19th century and trucks in the 20th. It is the recent revival that is surprising, and five principal factors seem to

me to be the key to understanding why it happened.



Fig 1. Lock on the Worcester & Birmingham Canal (photo courtesy of the author).

### I Volunteers with a Vision

The creation of the **Inland Waterways Association**, in January 1946, developed into an influential membership organization, fighting closures and promoting maintenance and restoration.

One of the founders of the IWA was Robert Aickman, and his main thesis was '**Save every mile.**' This seemed unrealistic to many at the time; even among IWA supporters, but 'Save every mile' was justified for two reasons:

- (a) If IWA yielded on any canal, the government could use it as a reason to say many other stretches of waterway were no different, so close them also;
- (b) Because IWA was organizing working groups on restoration all over the country, how could it tell one group that its project was unimportant compared to others?

<sup>2</sup> British Waterways, *Waterways 2025, Our Vision for the Shape of the Waterway Network*, 2004. Available online at [/www.britishwaterways.co.uk/images/web\\_version\\_tcm6-84848.pdf](http://www.britishwaterways.co.uk/images/web_version_tcm6-84848.pdf).

The IWA's main achievement in the early years was restoration of the 13 miles of the Stratford Canal. This showed that restoration could be done, despite many unbelievers. If there, why not elsewhere? Aickman also had a flair for publicity. He arranged that the reopening would take place in Stratford-on-Avon, in 1964, when the town and England were celebrating the 400<sup>th</sup> anniversary of Shakespeare's birth. And he got the Queen Mother to do the opening, where the canal reaches the River Avon right in front of the Festival Theatre. Talk about a reopening photo opportunity!

Public attitudes were changing. But there was still a lot of opposition. It was easy to see canals, especially in urban areas, as unused, dirty, and smelly ditches into which children occasionally fell and drowned. There were plenty of people who said, 'Fill them in!'

As a Vice President of the Inland Waterways Association, said later: 'Put simply, the primary role of the volunteers was to move a restoration project from the lunatic fringe to the realms of sober reality.'

## II Prosperity

The second factor in regeneration was the gradual improvement in disposable income, transport, and leisure time. Today it is easy to forget how difficult Britain's situation was for a long time after World War II. For example, food rationing was not finally ended until 1954. It was a time of shortages of raw materials and basic services, when people waited years for housing, or for services such as telephones. Asking that public money should be put into canal restoration at that time would have seemed unrealistic or even crazy.

One could argue that it took 25 years (1945-1970) for Britain to recover from WWII. But it gradually did. Disposable income, transport, leisure time all worked together to make such things as canal restoration, if not a priority, at least 'sober reality'. Canal restoration, of course, was no

different from many other activities that benefitted from this increased prosperity, resulting in more leisure and hobbies, such as gardening, restoring steam railways, or golf. But benefit it did.

## III Heritage and Environment

In one sense, these concerns are merely further examples of the influence of the previous factor, Britain's increasing prosperity. However, heritage and environment are particularly important in the context of British canals.

**Heritage.** For a while after World War II, many people in Britain worried that obsession with Britain's past was hindering necessary modernization and change. But as prosperity increased, this worry diminished, and was replaced by a real concern for heritage preservation.

Canals fitted right into this, in two distinct ways. First, remaining largely unchanged except in motive power from the 18<sup>th</sup> and early 19<sup>th</sup> century, they are 'industrial archaeology in action': a working system that anyone can see, understand, and use. Secondly, the physical structure of the canal network is part of Britain's built heritage. Practically everything built before 1840 that is little changed since, is a 'listed building' in Britain, and given a measure of protection against major change or demolition. 'Buildings' includes structures such as bridges or locks, as well as houses and warehouses. Because practically all canal buildings *are* pre-1840, British Waterways (the government agency that now owns most of the canal system) has more listed buildings than any other landowner except the National Trust: 2,800 out of a total of 37,000 listed buildings in England.

**Environment.** One can date Britain's (and international) concern for environment to about 1970 onwards. Again, the canal system fits right in: water is a central feature of environment. Paradoxically, however, concern for environment initially became a drag on

canal regeneration rather than a plus factor. People, and official bodies, saw abandoned or neglected waterways as wonderful wildlife refuges, for both plants and animals, and wanted them left that way. Eventually, after years of delay and haggling, British Waterways tended to win the scientific argument. They were able to show that the price of neglect was usually the creation of a single dominant species, whereas careful use of restored waterways encouraged a diverse and flourishing habitat.

#### IV Change in Government Policy

Although most of the closures foreshadowed in 1955 did not happen, and the recreational value of the canal system was gradually recognized, the government attitude for many years was, understandably, best described as 'benign neglect.' Quite unexpectedly, this changed in the 1990s, initiating what has been described as the 'Second Canal Mania', 200 years after the first.

The change in attitude began under a Conservative administration (John Major), but was later set out in a policy statement, *Waterways for Tomorrow*, by Blair's Labour government:

The Government wants to promote the inland waterways, encouraging a modern, integrated and sustainable approach to their use. We want to protect and conserve a vital part of our national heritage. At the same time, we want to encourage their best, and, where appropriate, innovative use, maximizing the opportunities they offer for leisure and recreation; urban and rural regeneration; education; and freight transport<sup>3</sup>

One cannot imagine that paragraph appearing during a Thatcher government!

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<sup>3</sup> *Waterways for Tomorrow*, 2000., para. 1.2. The White Paper is available online at [www.defra.gov.uk/environment/water/iw/tomorrow/](http://www.defra.gov.uk/environment/water/iw/tomorrow/).

#### V Money

To use the waterways system, one pays by boat licence, and mooring rental, not by distance travelled or by the number of locks used. But such fees bring in only about 8% of BW's income. There are three other main income sources that made the second canal revolution possible and that offer a bright future:

The first is an annual grant from central government to British Waterways. £51 million in 1995, £59 million in 1999, £73 million in 2004., Although the government grant is vital in maintaining the day-to-day operation of the system, and eliminating the backlog of maintenance, it is steadily becoming a smaller proportion of total income.

The second source was The National Lottery's Heritage and Millennium Funds. Britain set out to mark the Millennium with permanent symbols, which made much canal regeneration possible. At the end of the 1990s

*'Waterways are being restored at the same rate they were being built 200 years ago, in the heyday of canals in the 1790s.'*<sup>4</sup>

In the space of two or three years, two canals (Rochdale and Huddersfield Narrow) across the Pennines between Yorkshire and Lancashire were reopened, together with the Forth and Clyde and Edinburgh Union Canals in central Scotland.

The third main source of income, is property development. This is BW's goose that will lay the golden eggs in the future. Income was £24 million in 1999, £56 million in 2004, and likely to continue rising rapidly. Because canals and navigable rivers run through the centres of many cities (e.g. London, Manchester, Birmingham, Leeds and Glasgow) they are also key factors in urban renewal.

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<sup>4</sup> British Waterways, *Annual Report and Accounts, 1999-2000*, 10.

### Conclusion

There **are** a few exceptions to 'the way they were.' One is where the restored Edinburgh Union Canal joins the restored Forth & Clyde Canal at Falkirk. The locks that used to connect the canals have been built over, and so there is now the Falkirk Wheel, the first rotating boat lift in the world (Fig.2.)

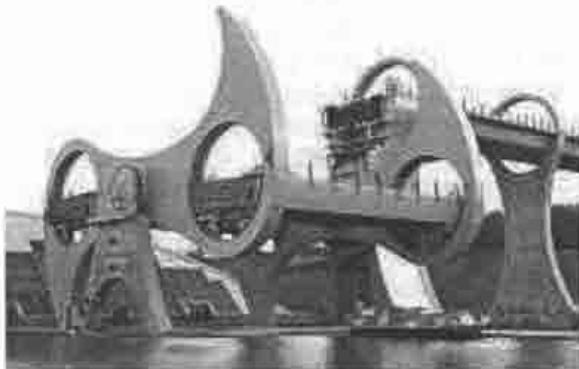


Fig. 2. The Falkirk Wheel, connecting the Edinburgh Union Canal (top) to the Forth & Clyde Canal (below).

But over most of the canal network, the pattern is that of 200 years ago. Almost

exactly 200 in the case of Telford's Pontcysyllte Aqueduct in North Wales, virtually unchanged since it opened in 1805 (Fig. 3).

Because we see the canals 'the way they were,' we can still appreciate how much they were 'laboratories of industrial organization' two centuries ago. They were nationally and internationally significant in three ways:

(a) **Management Skills:** Getting the routes and land required Acts of Parliament; and it meant persuading people that public good outweighed private rights. Capital had to be raised and interest paid through years of construction with little return. A large and moving work force of navigators or 'navvies' had to be created and managed.

(b) **New Technology:** Tunnels, aqueducts, cuttings, embankments: what was learned on canals enabled railway building a generation later.

(c): **Establishing Civil Engineering as a profession.** The canal builders, such as

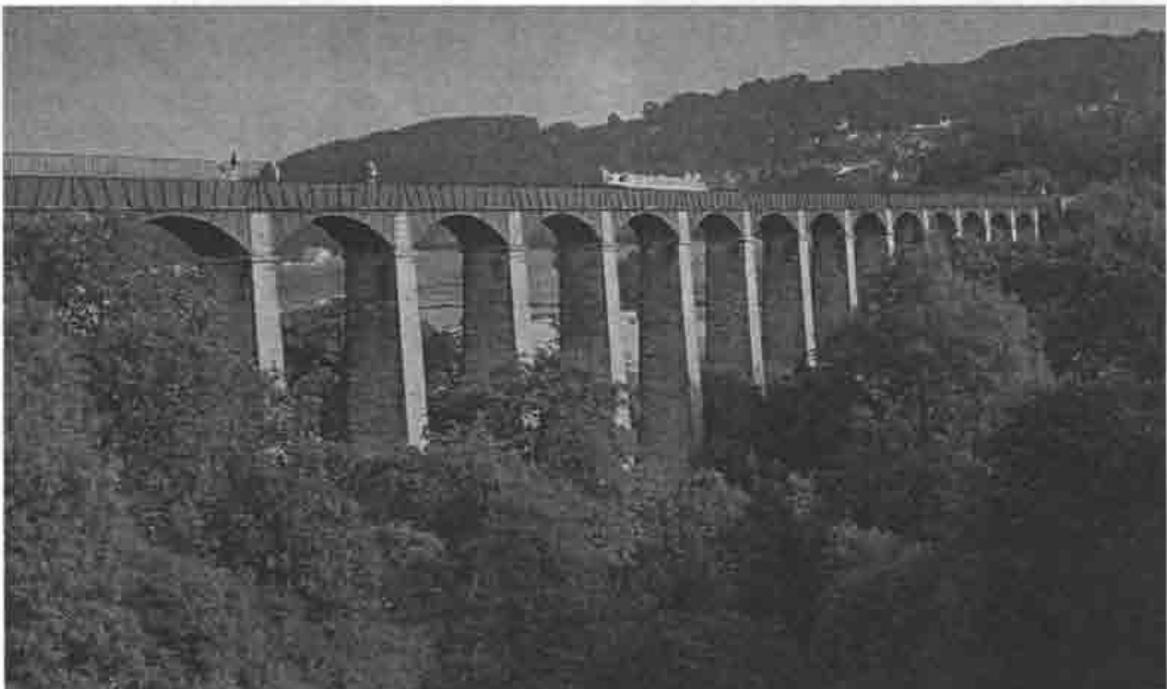


Fig. 3. Pontcysyllte Aqueduct, Llangollen Canal.

Telford and Brindley, were untrained men who learned by experience. The Institution of Civil Engineers was only created in 1818, with Telford as its first president.

### Looking for *Nadine*

by Francis I W Jones

"The Colonel's daughter committed suicide by jumping over the side of the boat." The speaker was Al Breckon from Pickering, Ontario whom I encountered while touring Scotland in May, 1998. His father, the late Reverend Fred Breckon, had owned a boat previously owned by the Colonel.<sup>1</sup> The Colonel was financier and industrialist William Eric Phillips, the first chairman of the board of directors of Argus Corporation Limited.<sup>2</sup> The boat was one of eighty Fairmile motor launches built in Canada and used as escort vessels by the Royal Canadian Navy during the Second World War. Most were sold at the end of the war.<sup>3</sup>

According to Al, the Colonel had purchased one of them circa 1945-46, had her refitted at Thompson Boat Works in Toronto and renamed and registered her as *Nadine* after his daughter, an accomplished figure skater who had competed against Barbara Ann Scott, the famous Canadian figure skater who won an Olympic gold medal in 1948. The registered owner was probably Grew Boat Works. *Nadine* was 112 feet at the waterline and was powered by "Hall-Scott airplane motors." *Nadine* was sold to Peter Lepage, Penetanguishene, Ontario circa 1954-55 and later to Al's father. Supposedly, *Nadine* was built in either

Midland or Port McNicoll (on Georgian Bay, Lake Huron) circa 1944. When she was being outfitted in Chesapeake Bay, an explosion tore a hole in the funnel and the war ended before she could be repaired and brought into active service. Al was interested in obtaining further details of her history; I agreed to assist and my search for *Nadine* began.<sup>4</sup>

Canada's List of Shipping has entries for *Nadine II* registered at Toronto to "Wm. E. Phillips, 1200 Bay St., Toronto, Ont" from 1946 until 1956 when she was registered to "Grew Boats Ltd., 50 St. Clair Ave., W., Toronto, Ontario." "Peter Lepage, 21 Burke St., Penetanguishene, Ont" was the registered owner from 1958 to 1961. In 1962, *Nadine II* was registered to "Walter G. McEwen, 43 Victoria St. North, Aylmer, Ont." There is no entry for *Nadine II* after 1962. *Nadine II* was built at Weymouth, Nova Scotia in 1941.<sup>5</sup> This was consistent with the naval historian's ship disposal files which showed that an Eric Phillips of Toronto purchased ML 065 which was built by J.H. Leblanc of Weymouth, Nova Scotia.<sup>6</sup>

However, there were some inconsistencies between the particulars of *Nadine II* and ML 065. The discrepancies in measurements could be accounted for by the refit at Thompson Boat Works after being purchased by Phillips but the difference in horse power is more troubling. All of the Fairmiles had Hall-Scott diesels except the last 18 built in 1943-44 numbered MLs 112-129 which were fitted with twin 700 h.p. Sterling diesels which coincides exactly with the registered engines for *Nadine II* but

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<sup>1</sup> Interview with Al Breckon (hereafter AB), Glasgow, Scotland, May 98.

<sup>2</sup> Robert Bothwell, "Phillips, William Eric," *The Canadian Encyclopaedia*, 2000 ed.; Peter C. Newman, *The Establishment Man* (Toronto, 1983) 69-73.

<sup>3</sup> Ken R. Macpherson and John Burgess, *The Ships of Canada's Naval Forces, 1910-1981, A Complete pictorial history of Canadian Warships* (Toronto, 1981) 142.

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<sup>4</sup> Interview with AB Glasgow, Scotland, May 98.

<sup>5</sup> Department of Transport, Canada List of Shipping (Ottawa, 1946-1951, 1953, 1954, 1956, 1958-63).

<sup>6</sup> Directorate of History and Heritage, Ship Disposal File, NSS 8000-30, Vol. 4.

contradicts Al's statement that Nadine had "Hall-Scott airplane motors."<sup>7</sup>

Dismissing the inconsistencies as faulty memories and/or clerical errors, assuming I had found *Nadine*, I began looking for the person behind the name by researching the Phillips family. Then I discovered that Phillips had acquired not one, but two Fairmiles! Perhaps the most renowned chronicler of the Canadian establishment, Peter Newman, mentioned "*Sea Breeze*, a converted Fairmile [which Phillips] kept on Georgian Bay, and her [unnamed] sister ship in the Bahamas." Al was adamant that it was *Nadine* which Phillips used on the Great Lakes and which his father later purchased. Also in Newman's genealogy of the Phillips family there is no mention of *Nadine*.<sup>8</sup>

I met with Al at his home in Pickering in April 2000. When I showed him the Fairmile disposal list, he was able to identify the purchaser of ML 115 and ML 120, the "Upper Lakes & St. Lawrence Transportation Co., Toronto" as one of Phillips' companies and the purchaser of ML 103. "C [Carol] M. Weegar, Penetang, Ont" as the wife of Peter Lepage (Weegar was her maiden name). This was my first indication that there were more than one former Fairmile sailing out of

Penetang. Later that spring, Al visited Penetang, interviewed people there involved with Fairmiles, and identified four located in Penetanguishene after the Second World War. One, owned by a lady and her husband from Penetang, was used as a cruise boat for private tours of two to three weeks from Penetang from 1950 until 1956 when she was relocated to Florida. This was probably the former ML 103 mentioned above.<sup>9</sup>

Another had been purchased from Mr Christie in 1955 by Peter Lepage who renamed her *Penetang 88* and used her to carry passengers and freight on the inland waterways of the 30,000 islands in Georgian Bay, Lake Huron for fifteen years. This was the former ML 088, first sold to "Wm. F. Christie" for \$3,000 and registered in Toronto in 1946 as *88*. Lepage built facilities to repair *Penetang 88* and the other Fairmiles (which was how he knew about the others). Lepage sold *Penetang 88* to Jack Frame of Midland in 1980 who sold her to Midland Boat and Cruise Company the following year. She was used as a cruise boat for another eight years probably under the name *Midland Penetang 88*. Although she was supposedly scrapped after failing a safety test ca. 1990, I have been told that she is presently registered in South America as *Olympia III*.<sup>10</sup>

A twin to *Penetang 88* was owned by Dr Smart who used her to ferry his guests to and from his resort at Moon River Island and for trips to Sault Ste Marie where his sister lived. The boat was wintered in Baum Bay

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<sup>7</sup> Canada List of Shipping; Gilbert N. Tucker, *The Naval Service of Canada* (Ottawa, 1952) II, 509-511. *Nadine II* was 107.7 feet long, had a breadth of 17.8 feet and a depth of 6.4 feet. Her gross tonnage was 115; her registered tonnage was 65. She was screw driven by 1,400 horse power engines. The original specifications for ML 065 were: displacement, 79 tons; overall length, 112 feet; extreme breadth, 17 feet 10 inches; draught, 4 feet 10 inches; main engines, twin 630 h.p. Hall-Scott diesels.

<sup>8</sup> Newman, 72, 110n.; Telephone conversation with AB, 23 November 1998. I wrote to Mr. Newman asking him to shed what light he could on Phillips's Fairmiles and his daughter Nadine, especially her alleged suicide. Unfortunately, Mr. Newman had not retained his research notes for his book which had been published seventeen years previously and was unable to help.

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<sup>9</sup> Letter: AB to author (21 May 2000).

<sup>10</sup> Ibid.; Directorate of History and Heritage, Ship Disposal File, NSS 8000-30, Vol. 4; e-mail: Marc-Andre Morin to author (24 July 2002). Marc-Andre Morin, whose family owned the former ML 105 (renamed *Duc D'Orleans*) for twenty years, has conducted extensive research on Fairmiles and has written *The Fairmile Bs of the Royal Canadian Navy* which can be found on the website of the Musée Naval de Québec:

(next to Penetang) with *Silverheels*, a converted harbour-craft owned by the McNamara family.<sup>11</sup>

Phillips only cruised aboard *Nadine* once, about two weeks prior to his daughter's death, after which he ordered the boat to be covered with tarps and stored in Penetang at Grew Boat Works which he owned. Whenever he visited Grew, *Nadine* was towed away from the dock until he left. Al's father bought *Nadine* from Lepage but did not change her registry so she could continue to use the Government Dock at Penetanguishene which could be used by commercial but not by private vessels. This was the same reason Phillips registered *Nadine* to Grew in 1956. When Queen Elizabeth and Prince Phillip visited Penetang during a cruise of the Great Lakes in 1957, the *Penetang 88* was used by the RCMP to lead the royal barge from the anchored Royal Yacht *Britannia* into Penetang's Government Dock where *Nadine's* deck was used as the official reception area.<sup>12</sup>

In early 1958 after a fire, the engine room underwent an extensive refit. Lead ballast and copper water tanks were removed from the bilge area and sold to finance the recaulking of the hull and refurbishing of the engines. Fibreglass water tanks were installed in the bilge to enable her to ride lower in the water for stability in rough weather and to allow her to pass under the bridges of the Trent Canal. *Nadine's* engine room was larger than that of the *Penetang 88*. It contained two additional 600 gallon fuel tanks as well as the four tanks contained in a separate space astern of the engine room like *Penetang 88*. Her engines were twice as long and half again as high as those fitted in *Penetang 88*. The following winter, due to a missed fuel delivery, the bolts on the water intakes of the engine froze and broke. Four fire engines

pumped water out of her until a diver repaired the water intakes.<sup>13</sup>

The next year Fred sold *Nadine* to Walter McEwen, the CEO of Chicago Nuts and Bolts Company, who used her as a floating showroom before selling her to Canada Steamship Lines which brought her to Ward's Island, Toronto, where Al found her ten years later turned into a hotel for the company's off-duty officers.<sup>14</sup> Another researcher contends that *Nadine* was renamed *Audrey A.*<sup>15</sup> In 2002, Al noticed a tour boat in Toronto named *Corniche* which had a couple of very distinguishing features that Al remembered in *Nadine*. Her owners claimed the boat was originally ML 089 which was built by Greavette Boat Works, Gravenhurst, Ontario in 1942 and sold to Northern Engineering and Supply Company, Fort William, Ontario in 1945. According to her owners, Baccarat Yacht Charters, she had been:

*purchased by Howard Hughes for use as a research and oil exploration vessel. Renamed the Coastal Queen, extensive changes were made to the ship by Hughes including the installation of a helicopter pad on her rear deck and the fibreglassing [sic] of her entire hull. How Hughes actually used the Coastal Queen remains shrouded in mystery. In 1957, the ship and her crew ventured into the Arctic Circle. They claim she went in search of oil. Years later, strange electrical gear was found in her bow. Its use might not have been limited to remote sensing for possible oil drilling sites.*<sup>16</sup>

<sup>11</sup> Letter: AB to author (21 May 2000). I have been unable to determine the number of this former Fairmile.

<sup>12</sup> Ibid.; Telephone conversation with AB (23 November 1998); e-mail: AB to author (8 February 2006).

<sup>13</sup> Letter: AB to author (21 May 2000); e-mail: AB to author (21 February 2006).

<sup>14</sup> Telephone conversation with AB, 23 November 1998; letter: AB to author (21 May 2000); e-mail: AB to author (17 July 2002).

<sup>15</sup> E-mail: Marc-Andre Morin to author (24 July 2002).

<sup>16</sup> Baccarat Yacht Charters Ltd., *The Legend of the Corniche*, brochure, n.d.

Hughes sold her in 1962. She was used by a succession of owners as a pleasure boat or commercial vessel before being acquired by Baccarat Yacht Charters in 1985 and converted into a "luxurious charter yacht." The company went bankrupt and the yacht's registration was cancelled in 1988. Harry Gamble bought her and she was towed from Port Maitland to Port Dover where the engines were removed. According to the harbourmaster, she was used as a floating restaurant called *Haute Cuisine* for five years before being bought by an American company who towed her to Akron, Ohio.<sup>17</sup>

According to Al, *Nadine* was purchased by Phillips through one of his companies but the Fairmile that he bought under his own name was the *South Wind* which sailed from his home in the Bahamas. Pete Lepage remembers *South Wind* coming to Midland in the early fifties but his recollection was that she was very structurally different from *Nadine*. He thought her stern deck was completely enclosed whereas *Nadine* only had a canopy on the stern. Despite Al's arguments to the contrary and the discrepancy in the specifications of her engines, I believe *Nadine* was unequivocally ML 065 because the Canada List of Shipping states that *Nadine* was built at Weymouth, Nova Scotia in 1941. Phillips' Bahamas yacht named either *South Wind*, according to Al, or *Sea Breeze*, according to Peter Newman, was probably either ML 115 or ML 120. When I informed Al of my conclusion and suggested that it was possible that Phillips swapped the twin 700 h.p. Sterling diesels from one of the latter MLs for the twin 630 h.p. Hall-Scott diesels from ML 065, he agreed with my conclusion about the identities of Phillips's former Fairmiles, but rendered my suggestion concerning the engines moot by revealing that

*Nadine* was equipped with gas not diesel engines!<sup>18</sup>

The search for the person behind the yacht's name, dependant more upon oral rather than written sources, was fraught with faulty memory, speculative gossip and unsubstantiated rumour. Three people interviewed by Al at Penetanguishene, asserted that *Nadine* was Phillips's daughter by his first marriage. She was an accomplished figure skater who, after losing to Barbara Ann Scott, had a breakdown and committed suicide by jumping out of a hotel window. Allegedly, Phillips went to great lengths to "control" the story. He even "bought" two peoples' silence by stifling the story in the local papers.<sup>19</sup> Newman did not mention *Nadine* which would support the story that *Nadine*'s existence and the circumstances surrounding her death were suppressed. I was able to confirm that a *Nadine* Phillips finished third behind Barbara Ann Scott and Marilyn Ruth Take in 1944 & 1945 and second behind Marilyn Ruth Take in 1947 at the Canadian National Figure Skating Championships. In June 2002 I contacted Paul Turner, a relative of William Eric Phillips and together we were able to unravel the genealogy of the Phillips family.<sup>20</sup> Paul had considerable difficulty determining *Nadine*'s relationship to Phillips and the circumstances surrounding her death. It was not until June 2004 that we determined *Nadine*'s relationship to Phillips and discovered her grave.

William Eric Phillips and his first wife Eileen McLaughlin had three children. His

<sup>17</sup> Ibid.; Directorate of History and Heritage, Ship Disposal File, NSS 8000-30, Vol. 4; Emails: AB to author (17 July 2002, 8 February & 16 March 2006); e-mail: Marc-Andre Morin to author (4 March 2006).

<sup>18</sup> Telephone conversation with AB (23 November 1998); e-mails: AB to author (17 July 2002 & 21 February 2006).

<sup>19</sup> Letter: AB to author (21 May 2000).

<sup>20</sup> [www.skate.org/can/comp/CWomen.html](http://www.skate.org/can/comp/CWomen.html): Canadian National Figure Skating Championships: Women's Event. Paul Turner is a second cousin once removed of William Eric Phillips who maintains a family genealogy website at [www.paulturner.ca](http://www.paulturner.ca).

second wife was Doris Gibson nee Smith who had three children by her first marriage to Adair Gibson. One was Nadine Adair Phillips. Phillips adopted Doris's children by her previous marriage which made Nadine his adopted stepdaughter. Doris Phillips ex Gibson nee Smith had two sisters: Cecil and Hedley Maude who became figure skating champions. Cecil was Canadian Women's Champion in 1925-26 and skated against Sonja Henie in two Olympics. She placed sixth in 1924 and fifth in 1928. Doris's first husband Adair Gibson "killed himself by jumping off a train." and Eileen McLaughlin, Phillips' first wife who remarried Frank McEachern, was rumoured to have committed suicide. Perhaps skating ability and suicide ran in the family!<sup>21</sup>

Paul's mother and an aunt knew nothing of Nadine. His cousin Alixe, a member of the Phillips family who grew up in Toronto and went to school with Eric's daughter Diana, remembered a Nadine at the Toronto Skating Club but did not know if she was related to Eric. She thought Nadine possibly died of polio. She later wrote Paul telling him she had spoken to an old friend, who had had a locker next to Nadine's at the Granite Club, who asserted that Nadine "committed suicide by jumping out of a window at the Medical Arts Building...in her early teens." Neither Alixe nor another cousin were able to determine Nadine's exact relationship to Phillips.<sup>22</sup>

Paul finally found Nadine. She was mentioned in an obituary (ca. June 2004) for her brother Timothy. Two other family obituaries in the last two years did not mention her! Her obituary in the Toronto Star February 26, 1947 read:

*Phillips, Nadine Adair - On Monday, Feb, 24, 1947 at the Private Patient Pavilion, Toronto General Hospital, Nadine Adair in her 20th year beloved daughter of Col. and Mrs. Eric Phillips of Oriole, Ont. Service in St. John's Church, York Mills, on Wednesday afternoon. Internment York Mills Cemetery.*

Nadine is buried in St. John's Church Cemetery, North York, Toronto. Her gravestone has the dates: 1927-1946 [sic].<sup>23</sup> The exact circumstances surrounding her death remain a mystery as does the fate of the boat named after her. The Colonel, who is buried near her, must have harboured a deep affection for his adopted daughter. He named a boat after her, suppressed the story of her suicide and, more than five years after her alleged suicide, he had the eponymously named *Nadine II* towed away from Grew when he visited because presumably he couldn't bear being reminded of her sad demise.

## Museums and Ships

### Historic Warship Sale Is Start of Museum Break-up

[Liverpool *Daily Post* Jun 2 2006] An ex-Royal Navy submarine from Wirral's historic warship collection will leave Merseyside for good to be turned into a tourist attraction in Cumbria. HMS *Onyx* has been sold for £100,000 to a businessman and will be towed away within the next week.

It sparks the start of the break-up of the warship collection - the largest in Britain - which has been under threat since the company running it went into liquidation.

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<sup>21</sup> Newman, 110n., 119-120; Paul Dwight Turner, [www.paulturner.ca](http://www.paulturner.ca); e-mails: Paul Turner (hereafter PT) to author (25 June 2002 & 1 October 2004), William Eric Phillips (1893-1964) married Eileen McLaughlin (1898-1959) in 1918. They had three children: Derek McLaughlin Phillips (1920-2001), Diana Eileen Phillips and Michael McLaughlin Phillips (1925-1998). His second wife was Doris Gibson nee Smith who had three children by her first marriage to Adair Gibson: Nadine Adair Phillips (1927-1947), Timothy Adair Phillips (ca. 1929-2004) and Cecil Phillips (female).

<sup>22</sup> E-mails: PT to author (25 & 27 June, 9 & 11 September 2002).

<sup>23</sup> E-mail: PT to author (25 June 2004); Paul Dwight Turner, [www.paulturner.ca](http://www.paulturner.ca).

It is expected that two tugs will tow the 300ft long submarine from her current berth at Vittoria Dock and out of the River Mersey next week. A single tug will then continue the voyage to Barrow, 60 miles to the north. The 300ft Oberon class diesel submarine, which took part in the Cold War and the Falklands War, was bought by Joe Mullens, who runs a company in Lincolnshire but is from Barrow, after he beat off a bid by a rival group from Gibraltar.

Wirral's head of regeneration David Bell said the council had been in talks with private companies and the Government who they hope will give them the final £150,000 needed to keep the ships. Budhar Majumdar, managing director of Mersey Ports, said: "Mersey Docks has accommodated HMS *Onyx* and other warships from the collection since the museum closed following liquidation of the trust. During that time we have been in discussion with interested parties in an attempt to secure a future for the ships. Throughout this period as temporary caretaker, Mersey Docks has stressed that this is not an exercise in making a profit, but in finding a solution to the problem and recovering the inevitable costs the company has incurred - hence the undisclosed sum involved in the transfer of possession of HMS *Onyx*."

Mersey Docks is now looking for new homes for the rest of the collection. Wirral regeneration head David Ball said: "We are pleased that an alternative location for the *Onyx* has now been identified and although it will be sad to see this Birkenhead-built submarine leave Wirral it is good news for the North West that the boat will be relocated in the region."

New owner Mr Mullen said: "I propose to establish the Submarine Heritage Centre within a hotel complex I am developing and HMS *Onyx* will be the icing on the cake."

### ***John H Amos* Lifted From "Watery Grave"**

[BBC 29 May 2006] A historic ship claimed to be the last paddle steamer tug in the UK has been lifted from a "watery grave" for a restoration that could cost £5m. Martin Stevens, of the Medway Maritime Trust, bought the *John H Amos*, recently added to the UK's core collection of historic ships, 30 years ago.

The tug, built in 1931, was being transported along the River Medway by a floating crane to a pontoon on Monday.

The work would be an education in old ship-building skills, Mr Stevens said. Railway tracks were welded to the sides of the 300-ton vessel before it could be moved from the banks of the river at Chatham. "We are saving it from this rather watery grave and lifting it bodily, flying it down river."

Mr Stevens said the welding was so that the crane did not cut into the hull and distort it. He said: "There is no restoration being done at the moment. We are saving it from this rather watery grave and lifting it bodily, flying it down river on a floating crane, and putting it on to a pontoon, which will become a restoration platform. It's the last paddle tug in the country and a very good example of what maritime history is all about. We feel it's going to be a great educational enterprise, both in the restoration of the vessel, where old skills will be relearned and afterwards when it's working and we will be able to teach people what it was like in the old days."

He said he bought the vessel 30 years ago when he was restoring steam tugs. "We knew that this one was in trouble so we bought it knowing it was special, but only recently has it been listed as one of the very special boats on the British register," he added.

He said Medway Maritime Trust had already secured a project planning grant from the lottery to plan the restoration. He said the

trust would be seeking funds of about £5m for the work. The NHSC website states that the *John H Amos* is the last paddle tug built in Britain for civilian owners, and is also the last surviving one.

## Conferences and Symposia

### International Maritime History Conference, 2008

The next International Maritime History Congress (IMEHA2008) will take place in the Old Royal Naval College, University of Greenwich, UK on 23 -27 June 2008. Papers, which can deal with any period and relate to any part of the world, will be welcome on a wide range of research areas reflecting the role of the surface of the sea, the undersea domain, the coastal zone and as a cultural resource.

Please see the Congress Website for details:

[www.IMEHA2008.com](http://www.IMEHA2008.com)

Professor Sarah Palmer  
Chair of the Organising Committee,  
IMEHA2008 Congress

Greenwich Maritime Institute  
University of Greenwich  
Old Royal Naval College  
London SE10 9LS  
Tel: +44 (0)20-8331-7688  
Fax: +44 (0)20-8331-7690

## Call for Papers

### The North American Society for Oceanic History And the National Maritime Historical Society 2007 Annual Meeting Kings Point, New York 17-20 May 2007

The United States Merchant Marine Academy will host the 2007 Annual Meeting of the North American Society for Oceanic History and the National Maritime Historical Society. The Conference will take place 17-20 May 2007 at Kings Point, New York, overlooking Long Island Sound.

The Conference theme will be "The Merchant Marine in Peace and War." The Programme Committee solicits papers and panels that deal with the variety of roles the merchant marine has played in exploration, trade, nation building, labour relations, diplomacy, and warfare. In addition, papers describing interdisciplinary methods to examine the merchant marine's history such as literature, art, public history, and underwater archaeology are especially encouraged. Although the conference will highlight the theme of the merchant marine, the Programme Committee also seeks papers and panels that deal with other perspectives of maritime and naval history.

Panel proposals must include a) a brief statement of the panel's scholarly contribution b) abstracts of each paper, not to exceed 250 words per paper c) a brief CV for all panel members and d) contact information for all panel members including phone number, address, affiliation, and email. Individual paper proposals should include a statement of scholarly contribution, a 250-word abstract, a brief CV, and contact information. The Programme Committee also encourages NASOH and NMHS members who are interested to volunteer for service as panel chairs by sending a brief CV and letter of interest.

The deadline for proposal submission is **1 December 2006**. The Programme Committee will accept printed or electronic proposal packets. Packets should be sent to:

Captain Channing M. Zucker, USN (Ret)  
4640 Hoylake Drive  
Virginia Beach, Virginia 23462-4547  
(757) 499-6919  
chanz@cox.net

Further information about the conference can be found online at [www.nasoh.org](http://www.nasoh.org) or by contacting Dr Joshua M. Smith, Assistant Professor of History at the US Merchant Marine Academy at [smithj@usmma.edu](mailto:smithj@usmma.edu).

**The Royal Institution of Naval Architects**  
Historic Ships  
21 - 22 February 2007 - London, UK

There are a huge number of historic ships that are in need of restoration/preservation. Several organisations exist, who aim to preserve these ships for the benefit of future generations.

This conference is aimed at exploring the technical and engineering issues involved in the construction, preservation and restoration of historic vessels from large passenger ships and warships to coastal and inland waterway craft, and of all nationalities and of local, national or international importance.

Papers can be submitted on any subject related to the technical aspects of preserving and restoring Historic Ships, including the following topics: Construction / building methods used for Historic Ships and their replicas. Materials and structural analysis, including appropriate material replacement, repair or replication. Propulsion systems, rigs and sails. Layouts and the need to meet current safety legislation. Techniques for conservation and restoration. Recording and deconstruction. The balance between preservation afloat or dry. Maintenance of craft skills and training. The case for the

replication of key historic vessels. The sourcing of technical / historic information on "important" ships.

[www.rina.org.uk](http://www.rina.org.uk)

**Call for Papers / Appel de communication**  
**Quebec / Québec 1608-2008**  
**Four Centuries of North Atlantic**  
**Crossings / Quatre siècles de voyages**  
**transatlantiques**  
**06 – 09 August 2008**

To celebrate the quatercentenary of Samuel de Champlain's founding of Quebec, the Canadian Nautical Research Society will host its annual conference for 2008 in that city.

Papers topics may include exploration, trade, war, ships, individuals and any other topic related to marine activity in and around Quebec and the North Atlantic over the past four centuries. Proposals should be directed to:

Professor Serge Durlinger  
CNRS 2008 Conference Programme Chair  
History Department  
University of Ottawa  
Ottawa, Ontario, K1N 6N5  
Telephone: 613-562-5800, x1277  
e-mail: [sdurflin@uottawa.ca](mailto:sdurflin@uottawa.ca)

The conference venue is the Auberge Saint-Antoine, very near the site of Champlain's original *Habitation*. Located on an important archaeological site, in 300 year-old buildings, the Auberge Saint-Antoine offers a unique introduction to New France. Artfully displayed artifacts throughout the hotel provide a fascinating glimpse into the life of Quebec's first inhabitants. The Auberge Saint-Antoine has created a succession of 94 stunning rooms, many offering a view on the Saint-Lawrence River, others of Quebec's renowned fortifications or the Musée de la civilisation. A block of rooms is reserved for "CNRS 2008."

**Auberge Saint-Antoine, 8, rue Saint-Antoine, Québec, QC G1K 4C9**  
**(418) 692-2211 Fax : (418) 692-1177**  
<http://www.saint-antoine.com>

Other conference activities will include a guided tour of the historic city and a dinner boat cruise on the St Lawrence River to Île d'Orléans.

Administrative enquiries should be directed to:

Dr Richard Gimblett  
CNRS 2008 Conference Coordinator  
49 South Park Drive, Ottawa, Ontario,  
K1B 3B8  
Telephone: 613-590-9508  
e-mail: [richard.gimblett@rogers.com](mailto:richard.gimblett@rogers.com)

**Minutes of the Annual General Meeting, Manitowoc WI, June 3, 2006**

Present: Paul Adamthwaite, Betty-Ann Anderson, Jim Bradford, Richard Gimblett, Bill Glover, Faye Kert, Chris Madsen, Christopher McKee, Jim Pritchard, Roger Sarty, William Schleihauf, Maurice Smith, Andy Soper

**Action Items Resulting:**

Directory of Archival Sources [Smith] . . . 29  
ABC-CLIO [Gimblett] . . . . . 30

**S Call to Order and Approval of the Agenda**

The meeting was called to order by the President at 13:41 in the Board Room of the Wisconsin Maritime Museum in Manitowoc, Wisconsin. It was **AGREED** (Kert/Sarty) to proceed with the business of the meeting as per the agenda (not included). There were no items

additional to the agenda that could not be handled other "Other Business."

**S President's Report**

It's been a busy year with a number of measures adopted in January, including those which increase the value of our prizes: rewarding good scholarship and to attract more submissions of high quality. Other items that have arisen:

- re-instate the Presidents' Appeal
- electronic publishing
- NASOH's approach to us with an enquiry as to the possibility of extending our publication to their membership

**3. Minutes of the Previous Meeting**

The minutes of the Annual General Meeting of 18 June 2005 were **ACCEPTED** (Adamthwaite/McKee) without discussion.

Business arising from the minutes: nothing not covered under the agenda.

**4. Financial** (see Attachment 1)

The President presented the Financial Report on behalf of the Treasurer. The cost of publications is circa \$16k; ie we have approximately 2 years of publication in our equity.

BettyAnne Anderson: by us not putting on our own conference, does this affect our finances? Rich Gimblett replied that we try to be revenue-neutral with our conferences, and that is the case this year (no Panting applications, therefore no cost for same for 2006). We have paid a deposit of \$1,500 for the hotel in Quebec City for 2008, which is a significant part of this year's deficit. Also, we are slightly in a deficit because of the cost of publishing the Meehan manuscript as a separate item.

However, these are priced to be revenue-neutral, so the cost will be recovered.

Maurice Smith suggests that our current expenses be equivalent to current revenue; and to understand why should these numbers not be close.

Jim Pritchard noted that we did agree to assign some of our investment revenue towards the Cartier and other prizes, and that prize monies should not be included in conference expenses.

Gimblett noted that because we are in a slight deficit situation and we have additional financial responsibilities, this gives concern: last year's donations were only \$300. We should be expecting better participation from the Membership, and thus the Treasurer has encouraged Council to relaunch the Presidents' Appeal. This will be done this summer. \$2,500 has been budgeted for donations for this year. This may leave us in a slight deficit position, and therefore we should consider an \$10 across-the-board increase in membership dues (except for students).

To this effect, a Motion (GLOVER/MCKEE) was made to increase fees by \$10 per annum, except for students.

Bill Glover explained that one physical copy in 2005 for *The Northern Mariner/le Marin du Nord* and *Argonauta* was approx \$11. Our 2005 costs rose 10% over 2004. Our costs are exactly that of the subscription costs; therefore an increase is strongly urged.

Chris Madsen reminded the Membership that we haven't had an increase in over four years; inflation alone warrants an increase.

Christopher McKee was pleased that we aren't increasing student dues.

Paul Adamthwaite asked if the \$1,500 deposit for Quebec isn't a 2006 expense, not 2005. The President notes that it may have been rolled into Conference expenses. Adamthwaite: this deposit should also show up as a separate line item, as an asset. The President will ask the Treasurer to make the necessary changes.

A vote was called, and the motion was **APPROVED**. This will come into effect with 2007. Madsen suggests we follow Faye Kert's recommendation that "early bird" subscribers get to renew with the current, not increased, rate.

## 5. Publications

Roger Sarty reported that Jane Sampson and Ken McKenzie have been replaced by William Cormack and Joyce Lorimer. We should reduce from a standard of four articles per issue to three because of the shortage of articles; which improves our ability to return our publication schedule back on track. There is still a serious dearth of article submissions. Bill Glover added that approaches have been made to a number of presenters at this conference for publication in TNM.

Maurice Smith reminded the Membership that *Argonauta* is always on the lookout for articles, and Bill Schleihauf added that we need some French-language material.

Rich Gimblett said that he would like us to have a directory of archival sources in Canada – this would be very useful for our members. There are a number of new sources that seem to be coming to light. **ACTION ITEM** (Directory of Archival Sources

[Smith]): Gimblett asked Smith to take the lead; Madsen suggested we provide a "data entry form" in *Argonauta* to this effect. Schleihauß says this data will also be put up on the CNRS website. Smith says this should be expanded to other countries where there are repositories that will be of interest for Canadian maritime research.

Faye Kert: with regards to the underwhelming response to putting out a membership directory. Too many abstentions to conclude anything other than that this is not of interest to the members. Therefore, this will not be something that will appear in *Argo*. Jim Pritchard suggested a President's column calling for this data; Schleihauß reminded the members that this was attempted a few years back to no avail.

#### E-Publishing

**Motion 1** (Madsen/Prichard): that the President and Editor of TNM be empowered to pursue a non-exclusive agreement with ABC-CLIO to put current and future issues of TNM in *electronic form and that a review take place should the costs exceed \$1,500 in any fiscal year; and that an automatic review take place at five year intervals.*

**Motion 2** (Madsen/Prichard): that the Editor and President pursue putting the back issues of TNM onto CLIO Journals at their stipulated rate of 34¢ per page, in three-year chunks, working backwards.

**Motion 3** (Madsen/Prichard): that the President and Editor of TNM pursue negotiations with ABC-CLIO to make available access to ABC-CLIO for all members, recognizing that many of our members are independent scholars and that the total cost should not

exceed \$2,000 in any given fiscal year.

Chris Madsen: met with ABC-CLIO in April of 2006, who are trying to organise all the smaller historical societies with the Conference of History Journals so that these smaller publications can be added to ABC-CLIO. The cost is roughly \$250 + \$0.34 per page per annum (about \$700 US for TNM). This ongoing expense ought to be treated as part of the cost of publishing the Journal.

Rich Gimblett noted that the Treasurer is content with doing this, but perhaps as a separate line item. It would be a cost of the Journal.

Chris Madsen: this increases the profile of our journal by making it a recognized mainstream journal; every major library and all colleges/university will now have access. Capturing the academic community, with the potential of recruiting new members. We will be the first maritime history journal to go this route – confers a certain advantage with regard to our 'competitors.' Puts us in the first rank of the Canadian journals: 3<sup>rd</sup> or 4<sup>th</sup> history journal in Canada. Many new scholars don't recognize any other media than electronic: they do not go to the hard copy.

Paul Adamthwaite: is in favour with proceeding with ABC-CLIO. We might have additional expenses to produce the necessary PDF files, using up 75% of the newly approved subscription increase.

BettyAnn Anderson asked if we are getting income from ABC-CLIO? Madsen replied no; strictly non-profit. Gimblett: this falls within our mandate to promote research. Madsen: reminds the Membership that this would give

CLIO non-exclusive rights, allowing us to put the text up on our website.

**MOTION 1 – CARRIED. ACTION ITEM** (ABC-CLIO [Gimblett]): the President will proceed with the negotiations with ABC-CLIO and report to the Membership as requisite.

Motion 2: Chris Madsen says this is an additional expense (\$0.34 per page), separate from what we might do with our webpage. Gimblett: suggests a friendly amendment that it is up to three years, because of the additional cost.

Jim Bradford asked why not just put them up on our own website? Paul Adamthwaite commented that he disagrees with this motion. A prototype of several issues have already been put up on our website. Suggests very strongly that we attempt, on a volunteer basis, that we use our own website for back issues. After five years, we can examine the usage rates of our website vs those of ABC-CLIO – that we save money by doing it in-house. Also that we consider this as a potential increase to our revenue stream.

Bill Glover: what does “available to everyone on the web but password protected” mean? And would ABC-CLIO include the book reviews as well?

Adamthwaite replied that Google Scholar would find every word without our website, but the full article would not be returned: the user would need a userid/password to get full access. The Society would have control over that.

Chris Madsen added that the book reviews would be included, but that is up to the negotiations. Recommends that we put the PDF from Bill

Glover’s production up on the run be put up on the web automatically.

Rich Gimblett suggested there be a blackout period of a year or two, and likes the idea of selling access to non-members. Schleihauf added that the reasons for having our material up on ABC-CLIO applies to our back issues as well.

Christopher McKee reminded everyone that students want sources that are online in full text form. Strongly supports the ABC-CLIO approach.

Bradford asked if TNM abstracted anywhere from the beginning? Chris Madsen replying that yes it is, going back very early.

Maurice Smith was in favour of the motion. The value of ABC-CLIO is having completeness.

Adamthwaite asked who will do the necessary work? Smith volunteers to run one test volume through the process.

**MOTION 2 – CARRIED.**

Motion 3: Madsen said that given the composition of our Society, many members have no access to institutions that have access to ABC-CLIO, that the Society could perhaps get ABC-CLIO’s \$1,000 research institute rate to give members in good standing access to ABC-CLIO. This should be a non-binding commitment, but something to explore: it would be very favourable to attracting new members.

Adamthwaite was very much in favour. Marvellous to get private individuals. Word of caution: we need to watch the cost.

Bradford asked if Canadians can get it through their public library system?  
Reply: very unusual.

### **MOTION 3 – CARRIED.**

Gimblett gives his full support to Paul Adamthwaite's efforts to put our back issues up on our own website, both for our own members and for non-members (on a paying basis).

It was **AGREED** (Adamthwaite/Sarty) that Paul Adamthwaite will continue to work, moving forward from earliest issues, on an adhoc basis.

Gimblett asked if PDFs can be produced at the same time? Adamthwaite replied in the affirmative, but noted that extra costs may be required.

## **6. ANNUAL MEETINGS**

Rich Gimblett thanked Chris Madsen and Maurice Smith for their work in getting us on the programme here in Manitowoc.

2007 (Glover): so far 5 solid paper proposals, 3 strong expressions of interest; 14 people filled in the travel intent form. Will advertise our conference at the Hakluyt Society.

Rich Gimblett added that although this is expensive, this will bring us to waters other than the Atlantic, Pacific, and Great Lakes, and gives recognition to our Northern Seas.

2008 (Gimblett): because it is the quadra-centenary of the founding of Quebec City it will not be inexpensive, but we cannot avoid it, and we are overdue for a return to the province. A good opportunity to put us on the map with francophone scholars. Gimblett looks after admin,

with Eileen Reid-Marcil and Serge Durlinger the programme. We are in close contact with the Quebec City committee. 6-9 August chosen because there wasn't much else planned, and hits before the academic year. Auberge St Antoine in the Lower Town is chosen as the conference site at a very good rate. An evening (dinner) cruise from the hotel to Ile d'Orlean is intended, for only \$70 per person. QC is paired with Liverpool for 2008, and segues with our maritime theme.

## **7. ELECTION OF OFFICERS**

It was **AGREED** (Pritchard/Glover) to accept the report of the Nominating Committee.

It was enthusiastically **AGREED** (Glover/Gimblett) to make a motion to thank Chris Madsen for all his support and hard work over the years.

## **8. Other Business**

There being no other business, the Annual General Meeting was adjourned at 15:24.

William Schleihauf,  
Secretary, CNRS

CANADIAN NAUTICAL RESEARCH SOCIETY  
Report of the Nominating Committee

The following persons have been nominated for offices in the Society and have indicated their willingness to serve during the year, 2006-07:

President	Richard Gimblett
1st Vice-President	Roger Sarty
2 <sup>nd</sup> Vice-President	Peter Haydon
Secretary	Bill Schleihauf
Treasurer	Walter Tedman
Membership Secretary	Faye Kert
Councillors:	Paul Adamthwaite
	Isabel Campbell
	Serge Durlinger
	Maurice Smith

Respectfully submitted,

James Pritchard,  
Manitowac, Wisconsin,  
June, 2006

**Attachment 1 – Financials**

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**CNRS Treasurer's Report May 26, 2006.**

- S** We're about two thirds of the way towards breaking even on TNM / "Meehan" special edition. Need another \$1K in sales to cover costs. Membership revenues so far this year are fine.
- S** However, donations' revenue at \$.3K YTD, while ahead of last year, is light years away from '06 budget of \$2.5K.
- S** Suggestion: Relaunch Presidents' Appeal and involve all past Presidents in the campaign.
- S** Bill is catching up on regular editions of TNM and this, along with any shortfall in Meehan revenue v cost may marginally affect our projected year-end cash position.
- S** Nothing extraordinary on the cost side.
- S** Our annual accounts for 2005 are being reviewed and it's expected they'll be reported as being "routine" as they were for 2004.
- S** Annual 2005 Corporations Canada and CRA returns completed and filed.
- S** The Society's 2005 income statement and balance sheet are attached.

WBMT.

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CNRS

Income Statement (Cash basis) 1/1/2005 to 12/31/2005

REVENUE

Membership		
Individual-domestic	6,524.69	
Individual-foreign	1,849.96	
Student-domestic	175.00	
Student-foreign	35.00	
Institutional-domestic	2,806.80	
Institutional-foreign	2,941.53	
Corporate	0.00	
Subtotal		<u>14,332.98</u>
Total membership revenue		<u>14,332.98</u>
Publications		
NM sales and royalties	335.89	
NM advertising	0.00	
Argo advertising	0.00	
Subtotal		<u>335.89</u>
Total publications revenue		<u>335.89</u>
Conferences		
Registration fees	5,412.00	
Other	0.00	
Subtotal		<u>5,412.00</u>
Total conference revenue		<u>5,412.00</u>
Donations		
General	505.00	
Prizes and awards	0.00	
Subtotal		<u>505.00</u>
Total donations revenue		<u>505.00</u>
Investments		
Investment income	1,581.76	
Subtotal		<u>1,581.76</u>
Total investment revenue		<u>1,581.76</u>
Other revenue		
Other revenue	38.53	
Subtotal		<u>38.53</u>
Total other revenue		<u>38.53</u>
<b>TOTAL REVENUE</b>		<u>22,206.16</u>

EXPENSE

Administrative costs		
Bank and credit card charges	432.48	
Administrative-President	151.43	
Administrative-other	656.36	
Subtotal		<u>1,240.27</u>
Total administrative costs		<u>1,240.27</u>
Publications costs		
Argo-distribution	305.78	
Argo-printing	1,152.82	
Argo-other	0.00	
Subtotal		<u>1,458.60</u>
NM-printing	9,058.56	
NM-distribution	1,340.18	
NM-other / royalty payments	107.19	
Subtotal		<u>10,505.93</u>
NM-Editor	2,572.90	
Subtotal		<u>2,572.90</u>
Translation	362.50	
Subtotal		<u>362.50</u>

CNRS - Income Statement (Cash basis) 1/1/2005 to 12/31/2005

Book Review Editor	1,208.16	
Subtotal		1,208.16
Total publications costs		<u>16,108.09</u>
Conference expenses		
CNRS conferences	5,289.80	
Other conferences	0.00	
Subtotal		5,289.80
Total conference expenses		<u>5,289.80</u>
Prizes etc. expenses		
Prizes etc. expenses	1,300.00	
Subtotal		1,300.00
Total prizes etc. expenses		<u>1,300.00</u>
Other expenses		
Other expenses	0.00	
Subtotal		0.00
Total other expenses		<u>0.00</u>
Membership expenses		
Memberships / subs	595.83	
Advertising	0.00	
Subtotal		595.83
Total		<u>595.83</u>
TOTAL EXPENSE		24,533.99
NET INCOME		<u>-2,327.83</u>
		=====

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CNRS - Balance Sheet (Cash basis) As At 12/31/2005

CNRS

Balance Sheet (Cash basis) As At 12/31/2005

ASSETS

Assets

BMO operating account	3,053.85	
BMO cash reserve account	5,000.00	
Investments	24,997.48	
Subtotal		33,051.33
Total assets		33,051.33

TOTAL ASSETS

33,051.33

LIABILITIES

liabilities

Liabilities	0.00	
Subtotal		0.00
Total liabilities		0.00

TOTAL LIABILITIES

0.00

EQUITY

Members' equity

Current earnings		-2,327.83
Revenue	0.00	
Capital and cash	35,379.16	
Withdrawals	0.00	
Subtotal		35,379.16
Total members' equity		33,051.33

TOTAL EQUITY

33,051.33

LIABILITIES AND EQUITY

33,051.33

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