

ARGONAUTA

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ARGONAUTA

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Editor

Maurice D. Smith

Argonauta Editorial Office

218 Green Bay Road, Kingston, Ont. K7K 5P7
e-mail - Barque2@cogeco.ca
Telephone: (613) 542-6151

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Membership Business:

200 Fifth Avenue, Ottawa, Ontario, K1S 2N2, Canada
e-mail: fkert@sympatico.ca

Official Address

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Editorial

First – Remember the Annual Conference – an outstanding programme!

Second – Please set aside some time for the original work by authors in this issue of *Argonauta*.

This body needs help. For over a decade, I have participated in the editorial and production work associated with *Argonauta* along with others who have shared, what is essentially a fun job. With the death of Bill Schleihauf, I discovered very quickly how 'many hands make lighter work'. So here is how it breaks down.

Editorial – collecting the stories, news and views. I have found people very willing to contribute

Layout – this is done using a word processor, in my case MS Word. It can do everything and more than demanded by the design of *Argonauta*

Convert to a PDF file. Most printers prefer this professional service

Get and maintain the stock of envelopes, put on labels and deliver to Canada Post (must not forget the forms).

If you are lucky you might, in a good year get a free lunch out of this from one or more of the CNRS Executive (details in the CNRS Reward and Incentive Plan).

Please get in touch with me by phone (613) 542 6151 or by E mail: barque2@cogeco.ca or at Waterloo Station, October 9th – white beard carrying a copy of the *Guardian*.

One way or another, I (we) will get the issues of *Argonauta* to you for the balance of 2009. Starting in 2010 I look forward to working with a fellow editor. In the course of time, I will have to ease out of this very satisfactory and enjoyable 'berth'.

Maurice D. Smith

NOMINATIONS FOR 2009 ELECTION OF COUNCIL

The following positions need to be filled by election at our annual general meeting in Victoria, BC, on Saturday 15 August 2009:

President	1 st Vice President	2 nd Vice President
Secretary	Treasurer	Membership Secretary
Councillors (four)		

Although many of the current holders of office have agreed to serve (see inside front cover of *Argonauta*), several vacancies have arisen with the untimely death of Bill Schleihauf and the retirement from Council of Roger Sarty, Serge Durlinger and Walter Tedman. Otherwise, nominations from the membership at large are always welcome in the interests of identifying candidates to foster renewal of Council.

Any two members in good standing may nominate other members in good standing for any of the positions. Nominations, or suggestion for nomination, should be sent no later than 20 June 2009 to:

Richard Gimblett
CNRS Nominating Committee
39 Southpark Drive
Ottawa, Ontario, K1B 3B8

Or by e-mail to: Richard.Gimblett@rogers.com

I, _____, nominate _____ for the office of _____.
This nomination is seconded by _____.

The nominee has agreed to serve if elected.

President's Corner

The phrase "tangible benefits" is being bandied around in today's period of economic uncertainty with a certain amount of wilful abandon. What does it mean for us, the members of the Canadian Nautical Research Society, with our varying interests in what makes the maritime world go around? The Canadian Revenue Agency – our lords and masters as a Canadian Charitable Organization – dryly announces that our aim must be to provide "objectively measurable and socially useful benefit[s]" and while this starchy statement could be warmly debated, we comply on many fronts: our awards, our publications and our annual conference.

This latter is shaping up well for Victoria, BC, from August the 12th to the 15th this year. Even a rapid perusal of the programme <http://www.cnrs-crn.org/news/conf_2009_org.html>, so very ably put together by our west coast organizational team, shows "objectively measurable" content designed to widen the horizons of even our most specialized members. However, it is perhaps by slightly enlarging the purely fiscal sense of "socially useful benefit" that I would take this opportunity to encourage attendance; what might start as an "effort" always ends as a "pleasure". The occasions on which we have the possibility of meeting each other, and in many cases our spouses (perhaps "significant others" is more politically correct?), are all too rare these days and should be met with enthusiasm.

The underlying principle of our conferences is history. I hesitate to define history, given the number of authors and professors and the breadth of expertise in our membership, but might suggest that the notion of understanding our past to explain the present and guide the future is not alien to any of us. We are all involved, or at the very least interested, in some form of preservation of the past, be it material artifact or the written word, as a "tangible benefit", if you will, for future generations.

However, material fact is being written every day; today's news is tomorrow's history. Whether we read current events or watch the evening news nautical subjects abound; piracy, the shipping slump, lack of funds to preserve our heritage in museums and libraries, pollution of our waters and atmosphere constitute major headlines. And much of this is badly written. How many of us have read that a converted Second World War trawler is a "battleship"? How often does a spill of a few gallons of diesel fuel become a "catastrophic tragedy"? There are days when fiction, whether Shalimar's (C F Hendry's *nom-de-plume*) short stories of a century ago or Hemingway's *Islands in the Stream*, rings more true.

Today's news nevertheless will be history. The world moves on. Sailing speed records, previously recorded as "73 days from Sydney to Falmouth for orders", were recently broken with single handed sailors circumnavigating the globe in times that would prompt Jules Verne to reconsider the title of his *Around the World*, and with some esoteric wind-powered vessels scampering past the fifty knot barrier. I think back to my first motorcycle -- a BSA B31 -- which would really only reach such speed downhill and with a following wind.

A most egregious example came recently from the Environment Editor of *The* [maybe once august]

Sunday Times under the banner of "Ships' fumes kill thousands every year" and states unambiguously that "toxic emissions from ships are killing prematurely an estimated 39,000 people a year across Europe" and that "some of the vessels have engines so large that they can emit the same amount of pollutants as 50m [not a typo, 50,000,000] cars in a year." The mathematician in me shuddered. At least Lloyd's List attempted to put this genie back into its bottle with: "this delightful blend of over-the-top environmental zeal and insane employment of statistics and geography is what science is all about these days."

Our membership might react by smiling benignly at public naïveté or show some concern - we are after all a "research" society. And surely history will not be written in such a manner by our members. To set the stage, I modestly propose:

A One Page History of Shipping.

In the beginning, a man sat on a floating log and discovered he didn't need swimming lessons.

Then one day, a very young inventor by the name of Moses patented the bulrush and the ship-building industry was born. That he later invented the parting of the waters, thereby obviating the need for shipping, is only a red sea herring to the course of this history.

For many years, fierce competition and fear of patent infringement led to people all over the world developing alternatives. These included animal skins, bark and even the revolutionary idea of slicing the original log into smaller parts which were reassembled into bigger and better ships.

Ships were at first moved from one bank or shore to another by man putting his hand over the side and paddling. He soon found that extending his arm with a piece of wood was more efficient. Motive power was born.

However, this motive power required more people as the ships grew bigger, particularly when traveling to windward. Given that the work was hard and that slaves were often in short supply, man's inventiveness in adapting various methods of downwind ease and speed led to the invention of sophisticated sails. Renewable energy was born.

Early in the thirteenth century, a small group of revolutionary landlubbers penned the Magna Carta, but their shortsightedness prevented them from imagining that their descendants would use it as an excuse for access to mass-education and human rights. The development of engineering and economics can be attributed to their lack of vision.

As ship design and world trade developed, notions of efficiency and timeliness became associated with size and volume. When it was noticed that assembling pieces of wood had a finite limit of some 300 feet (Chinese claims notwithstanding), the metal ship was born.

Motive power, despite renewable energy, again came to the forefront as various mutinies and the nascent trade union movement (see 'short-sighted revolutionaries' above) put a dent in the labour force. Man's inventiveness again came to the rescue by using the age-old phenomenon of fire as an agent for propulsion. The engineers turned heat energy into propulsive energy and the economists

loved it.

Much more recently, it was revealed that while fishermen can throw their by-catch back into the water without anyone really noticing, the engineers' by-product was not necessarily a good thing. While this by-product varies from invisible to unpleasant shades of brown and black, the much more prettily named green movement was born. The media (another descendant of the Magna Carta) loved it.

In the late twentieth century, various differing elements of engineering and economic philosophy became a major source of income for consultants, the media and politicians. The shipping industry was caught between the devil and the deep blue sea.

By the twenty-first century, it was seen by the shipping industry that one of their support groups (the bankers) had shown even more egregious short-sightedness than their forbears nearly eight hundred years previously. But by then, crystal ball gazing had been outlawed under C17th anti-witchcraft regulations, so we must draw this history to a close.

Hoping to see many of you in Victoria in August for our "Pacific Navigation" conference,

Paul Adamthwaite
Picton, ON.



The Reading Room and Library
Of the Collections & Archives Society ~ Picton, Ontario.

News & Views

CNRS West Coast Conference 2009

Planning for the 2009 Conference in Victoria, BC, August 12-15 is progressing. The theme is Pacific navigation and twenty-one papers will be presented by speakers from across Canada, Australia, the UK and the U.S.A.

The Conference opens Wed Aug 12 with a reception at the Maritime Museum of BC and keynote address by noted West Coast historian Dr. Barry Gough on "Juan de Fuca, Man and Myth". The sessions will be in the downtown Naval Reserve division, *HMCS Malahat*, which is on the site of one of the ephemeral wartime shipyards which built 10,000 freighters.

Two papers will also be presented during a round voyage to the mainland through the scenic Gulf Island in the 18,000grt *Spirit of Vancouver Island*, one of the largest vessels in the BC Ferries Fleet. Other excursions in the program are to the Ocean Sciences Centre outside Victoria to visit the Hydrographic Section and to the Canadian Navy's state-of-the-art navigation and ship-handling trainer. A banquet at the historic Union Club will include an after-dinner talk by Dr. Michael Hadley on Jack Aubrey's cuisine.

Following the conference, there will then be an optional excursion to Bamfield, located on the Pacific Ocean on Vancouver Island's rugged coast. It is the site of both a historic cable station designed by Francis Rattenbury for the

"All Red" underwater cable route, which linked the British Empire early in the twentieth century and of one of BC's earliest lifeboat stations. Travel will be by coach to Port Alberni on Saturday and in the *Frances Barkley* (a forty-year old former Norwegian coastal ferry still carrying freight and passengers) out to Bamfield and return via scenic and unspoiled Barclay Sound on Sunday August 16.

Conference fee including catered opening reception, all lunches and coffee breaks, banquet at Union Club of BC \$ 195/person, if payment received by June 30, \$ 220 thereafter.

Attendees responsible for arranging their own accommodation

Optional Excursion to Barkley Sound and Bamfield \$ 275/person / \$214 for shared room (includes transport and hotel in Port Alberni)

Conference schedule & Registration Form on the website: www.cnrs-scrn.org

Conference Registrar Kamala Paton: kamala@mmbc.bc.ca; 250 385-4222 ext 111

Administrative questions: contact Jan Drent, 1720 Rockland Avenue, Victoria BC;

Phone: 250-5981661;

email: jdrent@pacificcoast.net.

Symposium Report
Roger Sarty

"Military Operations and National Policy in the First World War: New Perspectives on the Centenary of the July Crisis."

Royal Military College of Canada 28th Military History Symposium, 26-27 March 2009.

This year's edition of RMC's well-known symposium featured eight sessions:

Hew Strachan, Chichele Professor of the History of War from All Souls College, Oxford, gave the keynote address;

Michael Neiberg, University of Southern Mississippi, presented on the Middle East;

Michael Ramsay, Kansas State University, on the Western Front;

Felix Schneider, Institut für Strategie und Sicherheitspolitik, Vienna, on the land war between Italy and Austria-Hungary;

Dennis Showalter, Colorado College, the Eastern Front;

Ray Stouffer, RMC, on the air war;

John Ferris, University of Calgary, on intelligence;

Roger Sarty, Wilfrid Laurier University, on the war at sea.

Although there was only one session focussed on the naval side of the war, several touched on maritime issues. Professor Strachan argued that the Entente won the war because, largely as a result of the disasters of 1916-17, political leaders asserted their authority over the military. The strong political leadership, notably by Clemenceau of France and Lloyd-George of Britain, was

crucial to achieving a fuller and better coordinated mobilization of the Allied populations and economies. In Germany, by contrast, von Hindenburg and Ludendorff established a virtual military dictatorship, which was divisive and inefficient. Professor Strachan noted that the Allied leaders, both military and political, began to achieve an understanding of what we today term 'grand strategy,' the coordination of all the nation's resources to achieve broad objectives. He remarked that there was something of a precedent in Britain in the Committee of Imperial Defence, created in 1902 following the fiascos of the South African War, to bring together the professional and political heads of the navy and army, the Foreign Office, the India Office, the Treasury and other key departments and agencies more clearly to define British foreign and defence policy.

Major Stouffer explained the effectiveness of Allied aircraft in the defence of merchant shipping convoys against German submarines, even though there were no effective maritime air weapons. The mere presence of the aircraft forced the submarines to dive, which, with the limited underwater performance of submarines at that time, largely neutralized their ability to pursue and attack merchant vessels. Major Stouffer also emphasized that the Royal Naval Air Service helped originate the idea of strategic bombing in its endeavours to bomb German submarine and air ship bases.

Professor Ferris gave full credit to the achievements of the British Admiralty in

intelligence, including the success of 'Room 40' in breaking German radio codes. The British navy, however, lacked the organization and weapons, such as effective maritime strike aircraft, for the fast, coordinated response necessary to apply 'hot' recent intelligence in operations. Even so the intelligence advantage was crucial at the strategic and diplomatic level, the most dramatic instance being the decryption of the 'Zimmerman Telegram,' and its skilful release to American authorities in a way that assured the maximum effect. The telegram's revelation of German plotting with Mexico against the United States helped trigger American entry into the war on the Allied side.

As it turned out, the comments of these speakers brought out the broader significance of my maritime talk, 'Convoy 1917-1918: The First Anglo-U.S.-Canadian Naval Alliance.' I pointed out that it was no coincidence that Britain finally introduced transatlantic merchant shipping convoys, starting in May 1917, soon after the U.S. entered the war in April. The bulk of British imports came in ships that loaded at U.S. ports, where most of the convoys thus assembled, although Halifax and Sydney, Nova Scotia, soon proved to be essential as well. U.S. destroyers (and later, naval aviation) were vital in augmenting the Royal Navy's strained anti-submarine escort forces. The U.S. – both the political leadership and the navy – participated only with considerable reservation. The U.S. Navy, in fact, contributed as much as it did because the whole American war effort depended upon the safe transport of U.S. troops and resources

across the Atlantic. American political and naval leaders were painfully aware that Britain's admittedly effective organization of the convoy system nevertheless resulted in the U.S. handing control over large parts of its navy and merchant marine to Britain, a power that many Americans distrusted deeply, despite British efforts, since the 1890s to heal traditional animosities. Canadian naval and political leaders as well resented high-handed British control in Canadian ports, even as Canada had to scramble to assemble an anti-submarine flotilla because Britain was unable to send help.

Still, the three nations had vital common interests at stake in the defence of Atlantic trade. The British and U.S. navies became rivals again, largely on the question of relations with Japan, in the 1920s and early 1930s, and the U.S. was neutral once more when war broke out in 1939. Nevertheless, the problem of Atlantic trade defence against German submarines again became the basis for intimate cooperation between the U.S. and the British navies in 1940-1, when the U.S. assisted Britain and Canada in the convoy system months before Pearl Harbor brought the Americans into the war. In 1940-1, as well, and against all odds, Canada's tiny navy became a substantial force and a key player in the convoy system because the government of William Lyon Mackenzie King realized Atlantic trade was fundamental to Canadian political and economic interests.

Professors Brian McKercher and Richard Carrier of RMC were the principal

organizers of the conference this year, but, as usual, all members of the history and war studies departments chaired sessions, facilitated discussion, and laid on the warm and generous hospitality that has become a hallmark of the conference series.

Research Fellowship in Naval History.

The Edward S. Miller Research Fellowship in Naval History. The Naval War College Foundation intends to award one grant of \$1,000 to the researcher with the greatest need and can make the optimum use of the research materials for naval history located in the Naval War College's Archives, Naval Historical Collection, Naval War College Museum, and Henry E. Eccles Library. Further information on the manuscript and archival collections and copies of the registers for specific collections are available on request from the Head, Naval Historical Collection. E-mail: evelyn.cherpak@usnwc.edu

The recipient will be a Research Fellow in the Naval War College's Maritime History Department, which will provide administrative support during the research visit. Submit detailed research proposal that includes a full statement of financial need and comprehensive research plan for optimal use of Naval War College materials, curriculum vitae, at least two letters of recommendation, and relevant background information to Miller Naval History Fellowship Committee, Naval War College Foundation, 686 Cushing Road, Newport RI 02841-1207, by 1 August 2009.

For further information, contact the chair of the selection committee at john.hattendorf@usnwc.edu

Employees of the U.S. Naval War College or any agency of the U.S. Department of Defense are not eligible for consideration; EEO/AA regulations apply.

Naval Officers Association of Canada, Toronto Branch.

The NOAC Toronto Branch established a Scholarship fund in 1977. Formed under the leadership of Tim Turner, Capt (N) rtd., the fund has grown, and has made modest awards annually to various individuals engaged in Naval and marine endeavours.

In looking ahead to the centennial celebrations for the Canadian Navy, the current board of directors of the Toronto Branch Scholarship fund has embarked on a change of course "This should prove to be both a worthwhile, challenging and exciting manoeuvre" said Richard Birchall, current chair of the Scholarship fund board. As a former Skipper of the Brigantine S.T.V. *Pathfinder*, and NOAC board member, he's had his fair share of windward endeavours with not-for-profit organizations, and fund raising.

The plans are to increase the fund to \$200,000, and thus be able to increase the size of scholarships awarded from the current \$500 or \$1,000, to \$2,500, for individuals who meet the selection criteria. The nominees are selected annually from submissions by 5 organizations: the 13 Greater Toronto

Area Royal Canadian Sea Cadet Corps; Naval Reserve cadets from HMCS *York* and HMCS *Star*; Georgian College marine navigation program, and Toronto Brigantine. The fund had formerly made smaller awards to Navy League cadets in the GTA but this has been discontinued.

Currently awards are made annually to a winner from these organizations:

- Georgian College Navigation Student award,
- Toronto Brigantine "Deep Sea Award",
- RCSCC *Bluenose* Award,
- HMCS *Star* Naval Reserve award.
- HMCS *York* Naval Reserve award.

The intention is to continue with the certificate and award recognition for these, but change the monetary award. Other organizations - nominees may be considered in the future, provided core funding has been acquired. Recommendations are invited and can be sent to the NOAC Toronto Branch SS Fund at the address below.

An independent selection committee has been formed under the chair of Richard Baker. As a former president of both NOAC Toronto Branch and the Toronto Branch Scholarship fund, he has a passion for this activity. Along with a head of school, from within the GTA, and a University faculty member, this selection committee will chose ONE winner from eligible submissions, made in the spring of each year. The winner will receive the new \$2,500 scholarship from the fund, with the intention to support their pursuit of post-secondary education, with a bias towards marine

related programs. The recipient would continue to receive this amount for up to 4 years, as long as they remain eligible within the qualification guidelines.

The plan will effectively double the amount of award monies being given, and will be phased in over the next three years. This is expected to be greatly appreciated by the recipients, as they could receive up to ten times the former award amount!

Included in these plans is the need to bolster the fund reserves. To this end, the Scholarship fund board is appealing particularly to the Canadian marine and naval community for support. Donations are fully tax deductible and can be made to:

NOAC Toronto Branch Scholarship Fund

c/o HMCS *York*, 659 Lakeshore Blvd. W.
Toronto, Ontario M5V 1A7

For more information see

<http://www.noacto.ca/>

Spring and Summer Events at the Archives and Collections Society

Victory Kids

Our **Victory Kids** summer programme will be running Saturday mornings this summer for 7 – 11year olds. The three-hour morning includes learning about various historical watercraft used by peoples through the ages. The programme this summer will begin, for example, with canoes, and after the presentation and discussion the children will create paper models to take home.

The Victory, 205 Main Street, Picton, Ontario.

email <info@aandc.org> or call 613 476 117 for further information.

Plan revealed to save Navy Museum

A naval museum in Gosport could be saved from the axe with the team behind Portsmouth Historic Dockyard looking to secure the attraction. Explosion!, at Priddy's Hard, opened eight years ago but has been hit by a funding crisis. Portsmouth Naval Base Property Trust is in final negotiations with Gosport Borough Council to secure the deal.

The move could see a waterbus service set up across the harbour allowing visitors to see both attractions.

'Uniting two sides' Councillor Peter Chegwyn, of Gosport council, said: "If just some of their current 470,000 visitors a year make the journey across the harbour to enjoy Explosion!, it has to be great news for Gosport.

"It will really put the town on the map as part of a harbour-wide visitor destination. This really is a case of partnership working at its very best."

Portsmouth Naval Base Property Trust owns Portsmouth Historic Dockyard on lease from the Ministry of Defence.

Peter Goodship, the trust's chief executive, said he hoped the deal would be completed within four weeks but he would not reveal details on the cost.

He added: "We hope that by saving Explosion! from closure we can realise our ambition of uniting the two sides of the harbour. "Portsmouth Harbour is one of the finest historic sites in the

world and deserves to benefit Portsmouth, Gosport and Fareham in the same way as Cardiff Bay benefits the Cardiff community and Sydney Harbour benefits Sydney."

Mr Goodship also revealed there are plans to develop other buildings at the Gosport site, with the possibility of a new pub.

Story from BBC NEWS:

http://news.bbc.co.uk/go/pr/fr/-/2/hi/uk_news/england/hampshire/8011662.stm

Published: 2009/04/22 07:09:37 GMT

Maritime Museum of the Atlantic



The Maritime Museum of the Atlantic has begun two major renovation projects. The museum wharves are undergoing major repairs - a million dollars worth of work - including completely new decking. This has required the temporary dismantling of one of the museum's three boat sheds and moving of the Museum's 180-foot ship *CSS Acadia* to a nearby wharf at the foot of Sackville Street. The work will be done by the end of summer. Work will pause from June 30, to August 17, 2009

to accommodate this year's Tall Ships event as well as the Buskers Festival.

The floors of the historic Robertson Store building, which is part of the Museum, are also receiving major structural re-enforcement. This has required the temporary closure of the Museum's large marine history library which also includes its photo, ship plan and chart collection as well as the closure for the summer of the Robertson Store exhibit, the Museum's restored ship chandlery. The Museum will not be able to host library researchers, fill photo orders or answer research enquiries until the work is completed. The library and chandlery will reopen in November

Neither project is part of the Museum's long-term expansion plan, but are standard repair and maintenance to allow for our continued use of the boardwalk wharves and existing museum building.

The Maritime Museum of the Atlantic in Halifax has opened a new temporary exhibit "Tugs: Working Heros of Halifax Harbour". It explores the history, anatomy and modern-day uses of tugs. The exhibit includes a large section on the tugs *Foundation Franklin* and *Foundation Josephine* made famous by Farley Mowat including *Foundation Franklin's* original bell. The exhibit runs until November 1.

Dan Conlin
Curator of Marine History
Nova Scotia Museum Collections Unit
Maritime Museum of the Atlantic,

And from the *Canada Press*.

"The museum is preparing an exhibit of rare documents and photographs, never before displayed in Canada, that will shed light on a haunting human rights tragedy that happened just beyond our shores 70 years ago this month.

The exhibit officially opens Oct. 1 at the Maritime Museum of the Atlantic offers a glimpse of the events that led the Canadian government to turn its back on a ship carrying Jewish refugees fleeing Nazi Germany.

Because of Canada's inaction in the spring of 1939, more than 200 of those aboard the luxury liner *St. Louis* later died in concentration camps in Europe.

"Officials in Ottawa seemed blind to the rising anti-Semitism in Europe," said Dan Conlin, the museum's curator of marine history.

"In fact, there were a number of officials in Ottawa who, quite frankly, hated Jews and were wildly anti-Semitic. They managed to convince Canadian politicians to turn away this ship."

With nowhere else to go, the ship headed back to Europe, where the governments of Britain, Belgium and the Netherlands offered temporary shelter.

The collection also includes a revealing postcard from the ship, written by a Canadian as the vessel steamed to New York, on its final voyage before the war".

Two Shipwrecks in Heavy Weather on the BC Coast

by Jan Drent

According to the U.S. *Sailing Directions for the North Pacific Ocean* (1993) "During the... (late fall, winter and early spring) the Gulf of Alaska has the highest frequency of extratropical cyclones in the Northern Hemisphere." Storms from mainland Asia and Japan as well as from the central North Pacific make "...these waters the most active in the Northern Hemisphere." In winter the exposed waters off the BC coast are frequently subjected to these powerful systems. Two naval vessels operated by experienced professionals disappeared in such winter storms early in the twentieth century- *HMS Condor* on December 2, 1901 and *HMCS Galiano* on October 30, 1918. Both went down with all on board – *Condor* with 140 and *Galiano* with 40; neither wreck has been found.



HMS Condor was a barque-rigged twin screw steel steam sloop. Although some sources give her rig as barquentine or brigantine a photo of the ship, first of her class, shows that she was barque rigged. Sisterships were later rigged as barquentines or brigantines to reduce sail area after the loss of *Condor*; all had their sailing rig removed within a few years. She was a new ship, having been launched at Sheerness in December 1898 and

commissioned in November 1900. *Condor* had arrived at Esquimalt to join Pacific Station in April 1901. She was the lead ship in a class of six steam sloops designed by the renowned Sir William White, the Royal Navy's Director of Naval Construction. Armed with six quick-firing 10.16 cm (4 inch) guns and four 3-pounder quick firing breach loaders, *Condor* epitomized the classic nineteenth century gunboat intended for service in the far reaches of the Empire. Although built at the turn of the twentieth century the *Condors* were anachronistic, differing from similar vessels built forty years earlier only because they were constructed of steel instead of iron and were armed with quick-loading guns. These ships were slightly larger than today's *Kingston* class coastal defence vessels of the Canadian Navy- they displaced 980 tons versus 970 for a *Kingston* and were 62m (204 feet) long compared with 55.3 m (181 feet). *Condor's* beam was 10m (33 feet) compared with 11.3 m (37 feet); her draught was 3.5m (11.5 feet) versus 3m (11 feet).

The freeboard was only 1.2 m (4 feet), but the long well which stretched from the raised forecastle to a raised poop had 1.3m (4 foot 3 inch) solid bulwarks. Freeing ports

through the bulwarks at deck level was intended to drain seas shipped in heavy weather. However, during what was a rough passage around the Horn the freeing ports proved inadequate in draining the well, which resulted both in adding weight above the metacentric height and producing a dangerous free surface effect on stability. Her captain, Commander Clifton Sclater, apparently stated in a letter to England that *Condor* rolled heavily.

Condor sailed from Esquimalt, December 2, 1901, with *HMS Warspite* for gunnery firings. *Condor* was to call at Hawaii and then to carry supplies and the mails over the winter to Pitcairn Island and other outposts. Her complement was 130 and she carried 10 supernumeraries. *Warspite* was returning to England after serving as the Pacific Station flagship; when the two ships parted company after gunnery practice on December 2, the *Condors* manned the yards and gave three hearty cheers—and were never seen again.



Back in those days before ships were equipped with radio, vessels closed the last light station at the start of their ocean voyages to report their ship's number. *Condor* signaled the Tatoosh light station as she cleared Cape Flattery on December 3. Another vessel, the steam-driven steel freighter *Matteawan*, Nanaimo to San Francisco with a cargo of coal, also signaled Tatoosh station on the same day. A major storm moved in soon afterwards and neither vessel was heard from again. A search for

Condor was launched only after she was long overdue in Hawaii. A dingy from the ship was washed ashore near what is now Tofino on Vancouver Island and the local Ahousat Indians picked up a few items including a life ring and cap with tally on shore. Then almost a half century later, the trawler *Blanco* hauled up wreckage from a depth of 76m (250 feet) including a binnacle matching *Condor's*. The fact that Commander Sclater's new bride had surprised him by coming out from England to join him in Esquimalt adds a poignant note to this unsolved mystery. The life ring from *Condor* which washed ashore is now in St Paul's Garrison Church in Esquimalt.

The disappearance of *Condor* became well known and triggered questions in Parliament. The remaining five vessels in her class had their armament reduced to cut top weight as well as reducing their sail area. Sir Percy Scott, the celebrated gunnery expert who had spent his early naval career in sail, wrote in his memoirs that it took the *Conway* disaster on top of earlier well-known losses of warships with sail power to finally convince the Admiralty to abandon this mode of auxiliary power. The design faults however such as

the large enclosed well and inadequate freeing ports coupled with a tendency to roll heavily suggest that *Conway* may well have been lost even if no sails were being carried.

A series of violent storms swept the north coast in October 1918. The CPR coastal passenger ship *Princess Sophia* grounded north of Juneau in a severe storm on October 23. She rested precariously on Vanderbilt Reef waiting for conditions to moderate sufficiently so that rescue ships standing by could take off her passengers and crew. Unfortunately the winds and seas increased, pivoting *Sophia* on the reef where she apparently broke into two and foundered taking all 363 persons on board with her; it was the worst marine disaster in BC and Alaska history.



HMCS Galiano disappeared in Hecate Strait north of Vancouver Island a few days later in another severe "killer storm" with the loss of all 40 people on board. *Galiano* was unarmed and had been built for the government as a fisheries protection vessel in Dublin along with a sistership, *Malaspina*. They were steel, single-screw vessels which displaced 700 tons, had a length of 48.7m (160 feet), a beam of 8m (26.5 feet) and drew 3.8m (12.5 feet). Both ships were requisitioned for service with the RCN in 1917 and their civilian crews were apparently all enrolled in the RNCVR. As commissioned naval auxiliaries they alternated taskings as naval patrol and examination vessels with minesweeping training and trials in addition to carrying on with their civilian roles in supplying light stations and fisheries protection patrols. *Galiano*, under Lt Robert Mayes Pope, RNR sailed in October from Esquimalt with 39 officers and men. *Galiano* had just returned from the Charlottes and was to have had tail shaft repairs and boiler work

done in Esquimalt. When her sister ship *Malaspina* was unable to sail to supply light stations on the coast *Galiano* was substituted. It was planned to have boiler and tail shaft work done in Prince Rupert. Several of her crew were out of action because of the "Spanish flu" epidemic sweeping Canada, and men from *Malaspina* and the tiny naval base were drafted aboard for the voyage. Some were ex-civilian RNCVRs and others, apparently RCN. *Galiano* touched at Vancouver and the crew of 39 officers and men learned about the *Princess Sophia* disaster. She then went up the Inside Passage and supplied the light station at remote Triangle Island, 25 nm northwest of the northwest tip of Vancouver Island. The light station's female housekeeper embarked to take passage to Prince Rupert. Lieutenant Pope left the exposed anchorage off Triangle Island as darkness fell on October 29 and headed north in increasingly heavy weather for Ikeda in the Queen Charlottes, 95 nm to the north. The last radio message from *Galiano* was heard at 0300 the next morning: "Hold's full of water, for God's sake send help." The radio operator who received this call on Triangle Island was the brother of *Galiano's* radio operator. The message was also heard at Bamfield. Several vessels promptly started searching in severe conditions: "The whole of Hecate Strait is just one mass of white foam, and it is blowing a living gale, with a tremendous sea running. It is possible that one of these unlucky seas was shipped by the *Galiano* and with that weight of water rolling around inside her, her bulkheads would soon give way, causing her to roll the more and ship other seas." This was the opinion of the skipper of a trawler which took part in the search.

Three bodies, a skylight and a large hatch were recovered by searching vessels and a lifeboat was subsequently washed ashore. *Galiano's* captain was an experienced deep-sea mariner who had served on the coast before taking command of the newly-arrived patrol vessel in 1913. Contemporary newspaper reports are contradictory about whether his second in-command had joined for this voyage or several months earlier. Her sistership, *Malaspina*, carried on as a fisheries patrol vessel after the war and then served with the RCN during the Second World War. These vessels had raised forecastles with a break about one-third of their lengths. There were solid bulwarks aft of the break, but as most of the upper deck area was occupied by a long house, there was no large well to trap water which could produce deadly free surface. Is it possible that there was a fatal boiler or tail shaft problem? At the time there was speculation that *Galiano* may have grounded in darkness on the Queen Charlottes.

Both these fascinating and unexplained shipwrecks will be the topics of papers to be given at the 2009 CNRS Conference in Victoria. Underwater archaeologist Rob Rondeau, who hopes to find Condor's wreck in 2010, will cover her disappearance and serving naval officer and historian Richard Mayne will speak about HMCS Galiano and life in the Canada's Great War Pacific Navy.

Naval Holdings at the Directorate of History and Heritage (Second Article)

Part 1 - DHH

The Directorate of History and Heritage (DHH) is part of the Department of National Defence and is mandated to safeguard and disseminate Canadian military history and heritage. DHH maintains an Archives and Library section to support the research and writing of official histories. Researchers can visit DHH at 2429 Holly Lane in Ottawa, Ontario. Archival and library materials, as well as copies of finding aids and guides, may be accessed via the public reading room on Tuesdays and Wednesdays between 8:30am and 4:00pm. For more information, please visit the DHH website at: <http://www.cmp-cpm.forces.gc.ca/dhh-dhp/>

Part 2 - Recently acquired and described naval-related fonds/collections

DHH holds a large number of documents related to Canada's naval history. New fonds and collections are received on a regular basis. The five fonds discussed below were accessioned into the Document Collection in 2004 and 2005, and described between January 2006 and August 2007.

The David M. Stevens fonds (fonds number 2004/4), consists of a PhD thesis by David M. Stevens entitled "The Impact of the Submarine Threat on Australia's Maritime Defence 1915-1954" written in 2000. Stevens is an officer in the Royal Australian Naval Reserve and has been the Director of Strategic and Historical Studies within the Sea Power Centre – Australia since 1994. He received his PhD from the School of History, University College, University of New South Wales, and he is the author or editor of a number of publications on maritime strategy and naval history. Stevens' thesis examines the impact of the submarine threat on Australia's maritime defence from 1915 to 1954 and seeks to discover how effective the Royal Australian Navy was in dealing with trade defence over this period. It also covers various aspects of tactical and operational thinking, command and control and equipment procurement decisions.

The Douglas B. Munro fonds (fonds number 2004/15) consists of 20 technical drawings of Royal Canadian Navy (RCN) ships drawn during the Second World War and reproduced by Douglas B. Munro during the 1980s and 1990s. The ships include HMCS *Annapolis II*, HMCS *Assiniboine*, Fairmile B-Q061, HMCS *Fraser II*, HMCS *Glenside*, HMCS *Haida*, HMCS *Prince Robert*, and HMCS *St. Laurent II*. The drawings include starboard and upper deck profiles, along with line drawings for each ship.

The Ernest Haines fonds (fonds number 2005/1) consists of Haines' civil service appointment file and one miscellaneous file, dating from 1894 to 1939. Haines served in the Royal Navy from 1892 to 1912, and then with the RCN from 1912 to 1945, attaining the rank of Lieutenant-Commander. The civil service appointment file documents Haines' career with the

RCN. It contains personal papers, including a Certificate of Service, certificates of qualification, education, appointment and promotion, as well as correspondence regarding awards, promotions and retirement. The miscellaneous file includes Commanding Officers' reports, qualification, promotion and appointment certificates, time line for the RCN (1862-1939), daily log and other information regarding the HMCS *Rainbow*.

The Robert W. Kilgour fonds (fonds number 2005/2) consists of a paper prepared by Kilgour, entitled "A History of the Canadian Naval Auxiliary Fleet", written in approximately 1967. Kilgour was a university student and was hired by the Commander HMC Halifax Dockyards to write a history of the Canadian Naval Auxiliary Fleet as part of the RCN Centennial project. The paper covers the transition of the Auxiliary Fleet to civilian administration after the Second World War and provides a list of the fleet post-1946, detailing type of ship, uses, and crew complement. It also outlines two investigations into the operation costs of the Auxiliary Fleet as well as how the Auxiliary Fleet was beneficial to a modern (circa 1967) Navy. The paper concludes with a brief discussion of the post-1967 expectations for the Auxiliary Fleet.

The Loop and Cable Department fonds (fonds number 2005/3) consists of material documenting the field trials and proceedings of the CNAV *Bluethroat* and the work of Loop Laying Officers from 1956 to 1961 along the east coast from Nova Scotia to Labrador. The CNAV *Bluethroat* was launched in 1955 and was the only Canadian Naval Auxiliary Vessel on the East coast designed to lay loops and mines. The *Bluethroat* conducted field trials in the late 1950s and early 1960s to test loop and mine-laying technology. The Loop and Cable Department was part of the Seaward Defence Base located at Nova Scotia's HMC Dockyard, and was responsible for the laying of loops and mines at sea to help detect and defend against enemy submarines. The fonds includes monthly naval reports for most months from 1959 to 1961 detailing various jobs and trials the ship completed. Most of the documentation pertains to a specific field trial - that of August 18-28, 1956 at Red Bay at Belle Isle Straits, Newfoundland. The fonds also includes naval messages, memoranda, naval reports, correspondence, handwritten notation, charts, photographs, diagrams, maps, and other documents.

Part 3 - Excerpts from *The Quick Reference Guide to the Naval Kardex collection*

The following material is excerpted from *The Quick Reference Guide to the Royal Canadian Navy Historical Section fonds (Naval Kardex collection)*, written by Amy Bourgoin in August 2005. The Naval Kardex collection consists of thousands of documents dating from 1917 to 1966. The *Quick Reference Guide* is intended to assist researchers looking for specific topics or types of document. The *Guide* lists the documents according to type, such as intelligence reports, historical narratives, reports of proceedings and photographs. Each list, with file name, dates and box number, is preceded by an introduction explaining the type of document. These introductions are being reproduced in this publication, in alphabetical order.

The introductions for the sixth to the eleventh sections follow.

Historical Narratives

During the 1950s and 60s, the historians of the Royal Canadian Navy (RCN) Historical Section (NHS) compiled historical narratives of the various ships of the RCN, including shore establishments and the Reserve Division. In 1962, at least 50% of the historians' time was devoted to the research and writing of narrative histories.

Inspection Reports

During the Second World War, inspections were made of the steam tug "*Lynn B*" and the motor yacht "*Cora Murray*" in order to ascertain the vessels' general condition and valuation. The reports indicated whether the vessels were suitable for navigation at sea.

The inspection reports for HMCS *Fort Erie* and HMCS *Inuvik* (Radio Station) were carried out by an Inspecting Officer and included the various departments of the ship. Each report included the remarks of the Inspecting Officer. An inspection team from the Office of Inspector of Supply and Fleet Accounting carried out the inspection reports for HMCS *Acadia*. The report included an evaluation of: organization and administration; training; living blocks; discipline and morale; and other areas.

Intelligence Reports

The following intelligence reports were designed to inform officers and other officials of intelligence gathered concerning the enemy. Due to the extensive variety of intelligence reports, Appendix B provides descriptions of these documents.

(Appendix B gives descriptions of the reports held and their sources, including the Operational Intelligence Centre in Canada; monthly reports from the British Admiralty; weekly reports and information from prisoners of war from the Naval Intelligence Division of the British Admiralty; monthly summaries from the General Staff of the British War Office; reports on German and Italian ships and on the Soviet Union; reports of interrogation of prisoners of war from United States Naval Intelligence Washington; and monthly reports from the Military Intelligence Service of the United States War Department.)

Intelligence Reports - German U-Boats

The Director of Naval Intelligence (DNI) produced these intelligence reports. Additional copies were forwarded to: Director of Operations Division (DOD); Director of Operational Research (DOR); Director of Trade Division (DTD); Director of Signals Division (DSD); Director of Warfare and Training (DWT); and Officer-in-Charge Chief of Naval Engineering and Construction (CNEC).

They included detailed information on the sinking of German U-boats by ships or vice versa. Much of the information was derived from the interrogation of survivors from U-boats.

Memoranda

These memoranda contain correspondence regarding personnel, organization, etc., written by the Deputy Minister (W.G. Mills) or Acting Deputy Ministers for the Minister of National Defence (A.L. MacDonald) between 1940 and 1947.

Minutes to Meetings

Due to a variety of different types of Minutes to meetings, Appendix C was created to provide descriptions for each committee, the Naval Board and the Naval Staff.

(Appendix C includes descriptions of the following bodies and the minutes to their meetings: the Naval Board, the Naval Records Committee, the Naval Staff, the Policy and Projects Co-ordinating Committee, and the Ships' Badges Committee.)

Valerie Casbourn, Archiviste Assistante | Assistant Archivist
Direction - Histoire et patrimoine | Directorate of History and Heritage
Chef du personnel militaire(CPM) | Chief of Military Personnel(CMP)
Défense nationale | National Defence
101 promenade Colonel By | 101 Colonel By Drive, Ottawa, Canada K1A 0K2
Valerie.Casbourn@forces.gc.ca, Téléphone | Telephone 613-949-2612
Gouvernement du Canada | Government of Canada

Contributors to this Issue of Argonauta include:

Paul Adamthwaite
Valerie Casbourn
Dan Conlin
Jan Drent
Richard Gimblett
Eric Ruff
Roger Sarty
Faye Kert

Thank you.



The Barque *Sabra Moses*

Compiled by: Eric Ruff, FCMA,
"Curator Emeritus" Yarmouth County Museum & Archives

Barque *Sabra Moses* (S 147 and S 147.1)

Painting Details

Title: *Sabra Moses*
Catalogue No.: S 147 and S 147.1
Accession No.: Y2007.59
Caption: S 147. " "Sabra Moses" Capt. J. Robbins arriving at Havre April 2nd, 1872."
S 147.1 " "Sabra Moses" Capt. J. Robbins in a hurricane on the 3 March 1872 in the Gulf Steam."
Artist: Eugene Grandin
Signature: "Havre 1872 / Eugene Grandin" (on both)
Medium: watercolours

Dimensions: 6 ½" x 8 ¾" (16.5cm x 22.2cm)
Donor: Miss Ellen Webster
Provenance: Purchased by the donor's mother at auction possibly in Port Maitland.

The Paintings

The best description of the painting of the *Sabra Moses* arriving at Havre on April 2nd, 1872 can be found in the *Yarmouth Herald's* April 18th, 1872 edition: "Havre, April 3. - The barque *Sabra Moses*, Robbins, arrived here yesterday from Philadelphia, had bowsprit and maintopmast broken, and foremast gone, having encountered very severe weather during the passage."

This had been a disastrous voyage for the young Capt. Jacob Robbins (he was only 23) and must have been particularly hard on him as this was his first command. While in the Delaware River, shortly after leaving Philadelphia, the vessel's bow port was broken in by ice, water got in and the *Sabra Moses* had to be pumped out, the cargo had to be discharged, repairs made and the cargo restowed – not a great beginning.

Robbins then encountered the storm which resulted in the damage sustained and recorded above. In this first delightful little painting (it measures only 6 ½" by 8 ¾"), we see the *Sabra Moses* limping into the port of Havre – the distinctive headland in the background is recognizable from the better-known portraits of Edouard Adam and the mole with its lighthouse is clearly shown. We can see that the jibboom is missing, although the bowsprit, to which the jibboom was attached, looks fairly intact, as is the figurehead below – undoubtedly a likeness of *Sabra Moses*, the owner's wife. The newspaper description indicates that the maintopmast was broken – perhaps it was, at the very top, as the painting seems to show it in fairly good condition but the next higher mast, the main-topgallant-mast is missing. The foremast has been replaced with a jury-rigged mast. We can tell this because all the ratlines are missing and the mast itself is tapered at the top, which is an indication that one of the spare spars normally carried onboard, probably a yard, has been used as a replacement. There must also have been a shortage of cordage as the second starboard stay supporting this mast appears to be made of chain (compare this with the bobstays – the rigging connecting the bowsprit to the bow – which were always made of chain and which artists generally painted with dashes rather than straight lines). Generally the vessel looks to be in good condition – Capt. Robbins and his crew had had a month to effect repairs and, with this his first command, he would have wanted her to look as good as possible on entrance to his port of destination. Earlier in the voyage the *Sabra Moses* had been 'spoken' and later reported by another vessel; she was offered assistance but it was declined. 1.

In the second painting we can see the storm itself, a hurricane on 3 March. Grandin has shown lines parting and the actual spars in the process of breaking – possibly with some artistic licence as they may not have all happened simultaneously. However, as "the hip bone is connected to the thigh bone", almost all the mast and rigging was dependent on other lines and pieces of gear; for example, if the jibboom and / or bowsprit went first, it would take with it all the

supporting stays for the foremast; likewise, the stays for the higher mainmasts were connected to the foremast. Some of the sails can be seen in tatters but a close look indicates that these sails were reefed – in any case it would not have been these sails which were set in storm conditions. The situation, it seems, was more a case of “running under bare poles” rather than risking the setting of any sails. Any sails which might have been set in such conditions were not to give the vessel any headway but rather to hold its head into the wind and to meet the waves head on.

The skills of Eugene Grandin can be appreciated when one looks at the rigging – particularly that involving the damaged spars – as he has some parted, with both ends attached at the appropriate places and others bowed out with the wind where the spars are in the process of breaking.

Very evident is the barrel in the foreground and, perhaps, another on the *Sabra Moses* starboard bow, on top of the wave crest. These would have been tossed overboard to help ‘calm the waters’. The spreading of oil on ‘troubled waters’ is not a myth; it was done to stop the waves from breaking and causing damage to the ship. Oil would trickle out from the barrel, or other device used for spreading it, and would coat the water’s surface with a thin film so that the waves would not break.

The quality of Grandin’s portraits of the *Sabra Moses* is stunning; the details are incredible. This is especially remarkable given the small size of the paintings in which the length of the vessel from the end of the bowsprit to the stern rail is only 4 inches (10cm). His figures, even in such small size, show movement: those in the first painting can be seen on the forecastle either getting ready to anchor or assembling the mooring lines while those in the storm scene are preparing to launch the boats should they be required.

While the provenance of this lovely pair of paintings is mostly unknown we do know that the donor’s mother purchased them at auction, possibly in Port Maitland. Her daughter remembers Mrs. Webster bringing them home and deciding, luckily for us, that they must be hung in the front hall, well away from any damaging influences of the sun.²

One other painting of the *Sabra Moses*, attributed to E.L. Greaves of Liverpool, is known to exist. It is in private hands and is certainly a treasured possession.

Notes:

1. *Yarmouth Tribune* April 24, 1872: “Spoken March 13th, lat. 42.49, long. 45.12, barque Sabra Moses from Philadelphia for Havre with loss of foremast near the deck, jibboom and main topmast head after encountering a hurricane in the Gulf Stream - required no assistance.” (Provided by Jerry Titus.)
2. Correspondence with the donor, Miss Ellen Webster, 1 March, 2009.

Vessel Details:

Name:	<i>Sabra Moses</i>
Rig:	Barque
Official No:	57128
Signal Code:	
Built:	1867 at Port Gilbert, St. Mary's Bay, Nova Scotia
Builders:	Edward Everett
Materials:	Mixed wood (hackmatack and spruce), iron knees, iron and copper fastenings.
Tonnage:	695 Reg'd tons
Dimensions:	153' x 33.4' x 20.4'
Owners:	Nathan Moses, S.M. Ryerson and others
Port of Registry	Yarmouth, NS
Masters:	Capt. Ebenezer Corning Killam (1867 – January, 1872) Capt. Jacob A. Robbins (January, 1872 – March, 1873) Capt. Lemuel Crosby Goudey (April 1873 – January 1875) Capt. Joseph J. Bain (February to August 1875)
Fate:	Wrecked near Cape Negro, Nova Scotia, 20 th August, 1875.

The Vessel

Capt. Nathan Moses owned half the shares in the *Sabra Moses*. The remainder were split with Samuel M. Ryerson (12 shares), Benjamin Killam, Jr. and Capt. Ebenezer C. Killam (8 shares each) and Stephen DeLancey Ryerson (4 shares). Aside from Capt. Killam, who was the *Sabra Moses*' first commander, and Benjamin Killam, Jr., the others were family members: Stephen DeLancey Ryerson was Moses' father-in-law, while Samuel M. Ryerson and John K. Ryerson (who later bought 12 of Moses' shares) were brothers-in-law.¹ In 1873, after he had given up command of the vessel, Capt. Ebenezer Killam, sold his eight shares to Freeman Dennis and George B. Doane who, under the company name Dennis & Doane, owned a number of vessels.

The *Sabra Moses* was likely named after Nathan Moses' wife, whom the genealogists sometimes call Sarah. The barque may have been named for one of their children, Sabra who had died in 1849 at the age of three; or possibly after their granddaughter Sabra Moses Killam.

The *Sabra Moses* was built in 1867 in the small village of Port Gilbert 2. in St. Mary's Bay, N.S. in the yard of Edward Everett. She had a fairly short life – being wrecked in 1875. During those few years she had a total of four masters almost all of whom had tales to tell of their vessel. Only Capt. Lemuel Goudey seemed to be free of trouble with his vessel.

At midnight on May 3rd, 1871 Capt. Killam lost one of his crew, John Bradley of Ireland, aged 19 years, who fell "while furling the maintopsail and was lost; strong gales, with heavy sea running

at the time."3. Later he reported heavy weather on a passage from Ardrossan for Philadelphia which resulted in lost and split sails.4.

In February, 1872, under Capt. Jacob Robbins, the *Sabra Moses*' bow port was broken in by ice and the vessel filled with water while proceeding down the Delaware River. This required the cargo, probably oil in barrels, to be discharged and restowed.5. Then, in April, when she arrived in Le Havre, France, she reported "bowsprit and maintopmast broken, and foremast gone, having encountered very severe weather during the passage."6. This was the arrival and the storm depicted in the Grandin paintings, described above. The barque *Abbie Thomas*, which also hailed from Yarmouth, encountered a similar storm a few days later and, upon arrival in Cardiff Capt. Raymond reported that he had experienced "a most terrific hurricane on March 8th, lost bowsprit, foretopmast, maintopgallantmast, rails, stove in boats, etc."7. These were similar conditions which resulted in more or less the same damage to the spars and rigging although, from Capt. Raymond's description, he may have fared a little worse than Robbins – but at least they both arrived safely with no loss of life.

Later in October, she was reported under "Marine Disasters" in the Oct 31st *Yarmouth Herald* – a cable despatch announced that the *Sabra Moses* was stranded at Browerhaven prior to arriving in Rotterdam with a cargo of oil from Philadelphia. This sounded ominous enough that it was mentioned that she was insured for a total of \$14,000 with the cargo being insured for \$6,000 in the various Yarmouth insurance offices. However, the following week's paper (7 Nov., 1872) reported that she had been towed off slightly damaged.

Capt. Robbins continued his troubles – being reported ashore on January 25th, 1873 on the Kentish Knock, near Ramsgate, Kent, England, but, on January 27th, the *Sabra Moses* was afloat and anchored off North Foreland, having received no damage.8. According to the *New York Times* of March 23rd Robbins arrived in New York, 49 days out, with a cargo of empty barrels. After two groundings in one voyage it is not surprising that Capt. Robbins left the employ of Ryerson, Moses & Co. shortly after his arrival.

The final disaster happened on August 20th, 1875 when, under the command of Capt. Joseph Bain, the *Sabra Moses* went ashore at the Half Moons, near Cape Negro, Nova Scotia. She was in ballast on a passage from the Bristol Channel to Sandy Hook, New York; the conditions were described as "dense fog". She was insured for \$10,000 which, given the value of shares at the time, was less than half her value.9. However, the underwriters wasted no time in announcing a "Wrecked Sale". An advertisement in the same *Yarmouth Herald* which announced her loss indicated that the sale would take place "In front of Lovitt's Building, on Friday next, Aug. 27th, at 2 o'clock, P.M., on account of Underwriters an all concerned, viz.:- The Hull, Spars, chains, Anchors &c., &c., of the BARQUE "SABRA MOSES," 695 tons register, as she now lies stranded on the Half Moons, near Cape Negro. TERMS. – 6 months, approved endorsed notes without interest. WILLIAM LAW & CO., Auctioneers."

Whoever bought the hull made serious efforts to float the vessel and, according to the *Yarmouth Herald* of Sept. 9th, sent two steam tugs and a steam pump for the effort. Problems

ensued with one of these tugs, the *Alida*. She broke her shaft and propeller and had to be towed back to Yarmouth by the *G.W. Johnson* which then left "with boiler, steam pump, etc. to make a second effort to recover the "Sabra Moses;" and this time it is thought the wrecked barque will be brought into port." 10. Then, "on Monday [Sept 20th] Mr. Gardner succeeded in pumping out the "Sabra Moses" and getting her afloat when she was struck by a heavy sea and carried farther to the northward. Preparations are making for another attempt to get her off, with, we understand, a good prospect of success." 11. As nothing more is heard from the *Herald* we must assume that the further attempt at salvaging the *Sabra Moses* was unsuccessful.

Notes:

- 1 John K. Ryerson, Nathan Moses, S.M. Ryerson, Benjamin Killam, jr. had established the firm of Ryerson, Moses & Co. in February 1, 1860. It became Ryerson & Moses in 1876 and continued until Nathan Moses announced his retirement on June 15th, 1881. (*Yarmouth Reminiscences* pp 495, 506)
2. Port Gilbert was perhaps the present day village of Gilbert's Cove.
3. *Yarmouth Herald* 22 June, 1871.
4. *Yarmouth Herald* 21 Dec., 1871.
5. *Yarmouth Herald* 22 Feb., 1872.
6. *Yarmouth Herald* 18 April, 1872
7. *Yarmouth Herald* 18 April, 1872
8. *Yarmouth Herald* 3 and 20 Feb., 1873.
9. See *Yarmouth Herald* of 26 August, 1875.
10. *Yarmouth Herald* 16 Sept., 1875.
11. *Yarmouth Herald* 23 Sept., 1875.

Launch: *Yarmouth Herald* 21 November, 1867

"Launched, at St. Mary's Bay, 12th inst., from the shipyard of Edward Everett, Esq., a fine Barque called the *Sabra Moses*, built by Mr. Everett for Messrs. N. Moses and Ryerson, Moses & Co., of Yarmouth. She is 695 tons register and 780 tons carpenters' measurement, and is iron-kneed and classed for 6 years at French Lloyds."

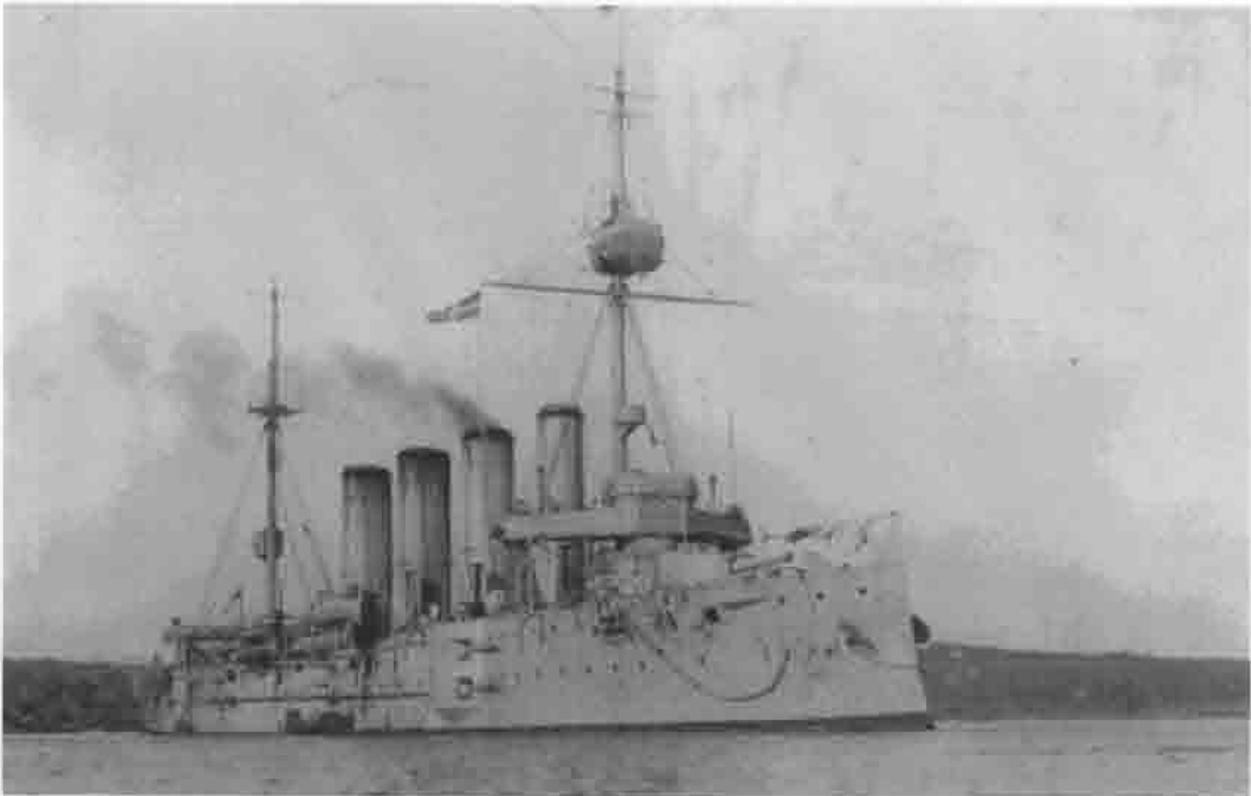
Loss: *Yarmouth Herald* 26 August, 1875

"Barque "Sabra Moses," Bain, master, from Bristol Channel bound to Sandy Hook, in ballast, ran ashore, during a dense fog, at the "Half Moons," near Cape Negro, [Nova Scotia], on Friday morning last [20th August, 1875], and became a total wreck. All hands saved. The materials will be saved. The "Sabra Moses" was built in 1867, was 695 tons register, and was owned by Messrs. N. Moses, S.M. Ryerson, B. Killam and Dennis & Doane and was insured for \$10,000 in Yarmouth offices as follows:- Marine, \$4,000; Atlantic, \$3,000; Acadian \$3,000."

Readers are welcome to contact Eric Ruff directly. He welcomes discussion on the topic of ship portraiture and other aspects of maritime history. Please note - **This article may not be published by others without permission of the compiler.**

Eric Ruff, FCMA, "Curator Emeritus"
Yarmouth County Museum & Archives
Residence: 39 Alma St., Yarmouth, Nova Scotia, Canada B5A 3G5
902-742-8145 ebruff@ns.sympatico.ca
Dated: 25 February, 2009

Picture Feature contributed by Roger Sarty



HMS *Leviathan* was a Drake-class cruiser, launched in 1901, and assigned to the North America and West Indies station from early 1915 until after the end of the First World War. Typical of the older cruisers that carried out trade defence duties overseas during the war, she was a frequent visitor at Halifax which was the main operating base of the station although Bermuda was the headquarters and principal dockyard. She was the flagship of Vice-Admiral Sir M.E. Browning, commander-in-chief of the station from August 1916 to January 1918, who organized the 'homeward' ocean convoys from U.S. and Canadian ports in 1917. The cruisers on the station escorted the convoys to British waters as protection against German surface raiders. Credit: Directorate of History and Heritage, Department of National Defence, negative number CN3309.

Picture Feature contributed by Roger Sarty



Royal Canadian Navy anti-submarine vessels at Halifax, probably 1918. The two small vessels to the left, are *CD16* and *CD22*. 'CD' likely is for 'Canadian Drifter.' These small wooden craft were built to Admiralty design on an Admiralty contract in St. Lawrence shipyards in 1917-18, and turned over to the RCN for coastal patrol and escort duties. Next is HMCS *Givenchy*, a steel anti-submarine trawler built by the Canadian government, and to the right HMCS *Cartier*, a Canadian government hydrographic survey ship that was taken up by the navy. These craft screened ocean convoys for the first 24 hours as they formed up off Halifax and Sydney and began their passage. The file copy caption, dated 19 March 1962, states that the image came from John Stevens, curator of the Maritime Museum of Canada, forerunner of the present Maritime Museum of the Atlantic, and was donated to the museum by the great marine photographer W.R. McAskill. Credit: Directorate of History and Heritage, Department of National Defence, negative number CN2902.

Picture Feature contributed by Roger Sarty



'Dazzle-painted merchantmen putting to sea from Halifax in the First World War.' This the only photograph I have been able to locate of a merchant ship convoy in Canadian waters during that war. Credit: Directorate of History and Heritage, Department of National Defence, negative number CN6903.