

ARGONAUTA



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ARGONAUTA

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Editorial

The 2012 Conference, held in Picton ON, was a delightful opportunity to mingle with long time members and newcomers to the Society. We would like to extend to Conference chair Paul Adamthwaite and his wife Betty Ann our heartfelt congratulations and grateful thanks for their excellent work on producing a well run, successful conference.

Our readers will relish Maurice's delightful and thought-provoking President's Corner and will no doubt agree with his encouragement for us to visit and re-visit museums. Some readers may question his "male bonding" comment, for surely at least a few gals grew up participating in stereotypical masculine activities and shared in male camaraderie without any fuss. Happily, the War of 1812 Conference displayed the expertise of male and female contributors – reflecting our growing recognition and easy acceptance of non-traditional roles in society.

The topics ranged from art, literature, music, landscape, and the home front to the role of aboriginal people and more strictly maritime and warfare approaches. Again, we thank Paul and Betty Ann Adamthwaite for their excellent work in bringing together these historians with very different backgrounds and ideas to examine an inter-section of time, geography, and the tumultuous event of war to offer us a very rich experience indeed. We look forward to publishing the summaries of these papers in the summer issue of *Argo*.

As readers will see in the minutes on pp 9-10, the Executive Council approved a proposal to ask all CNRS members if they would like to download *Argonauta* in pdf format in preference to receiving a hard copy by mail. No one will be denied a hard copy by mail as a

result. Choosing the on-line copy option will help reduce printing and mailing costs for the Society. We also anticipate that it will help *Argo* stay current and responsive to our members' needs. Faye Kert and Errolyn Humphreys will carry out a survey forthwith and the survey will ensure that your choice is respected.

Readers may notice we have asserted the author's copyright for Karl Gagnon's original drawing on page 31. We are willing to add such notes to any submissions of original work upon request.

Fair Winds, Isabel and Colleen

President's Corner by Maurice D. Smith

Museums – My view.

A decade or so ago the Glasgow marine transportation collection, especially the ship models, was displayed in a very large glass case, lit in a somber, respectful style. Maybe a hundred exquisite pre-digital avatar, all important mind you, but nevertheless, just too much to absorb unless of course you knew exactly what you wanted to look at. Impressive, but for most viewers, totally bewildering. Only fourteen year old boys and old timers brought up reading "Chums" could master this material culture. And just to bring gender into this, this was for guys only. Male bonding stuff.

The shipyards along the upper Clyde River are gone, only one is left. Industries fled leaving brown fields and a river winding through urban waste. That was the 1990s. Today, Glasgow has washed away the grime, and is a very dynamic place. The central core, Hope, Buchanan and Sauchiehall Streets are bulging with people. The new Riverside Museum has become, in less than a year, a very popular social space. I was there in early March attending a Seminar devoted to *Innovation and Diffusion of Shipbuilding Technology* and on the Saturday, listening to twelve *New Researchers in Maritime History* – mostly grad students from many disciplines delivering papers that elicited active participation by the attendees.

Outside the seminar room we could hear the hub-bub of a museum that was engaging visitors with its air, rail and marine exhibits. The marine sections featured shipping, shipbuilding and marine

engineering. What made it work for a very diverse audience was the combination of technology and social history and a notable lack of segregating all the ship models together, for example. The *Athenia*, first passenger ship to be torpedoed in World War Two had well written labels (sacred objects for curators) and a clever use of digital technology (Ruth's parents and older sister survived the sinking). Other exhibits mixed art with the artifacts; some with multi-layered information on digital screens, some not. These exhibits allow the visitor to choose their own level of detail. Exhibits put in context, the way successful historians communicate. In the same city I visited the Kelvingrove Art Gallery and Museum, an institution that encourages curiosity, a quick beat of the heart when visitors enter the Great Hall – what the Royal Ontario Museum in Toronto used to be. In Canada we have the Royal BC Museum, Victoria, and the Musée de la civilisation in Quebec City that are in the same league as Kelvingrove.

In London I spent a day with my youngest son at the National Maritime Museum, Greenwich - time for a few changes there - and at the top of the Greenwich Park hill next to the statue of Wolfe, the Royal Observatory. It's an amazing place with high intellectual content that does the same as the Riverside in Glasgow, engage a diverse range of visitor by respecting their intelligence. The museums leapfrog each other in currency – the winner this time around for me is the Docklands Museum located at Canary Wharf.

Finally to my favourite UK harbour, Falmouth, in Cornwall. It has 'proper' sized ships and a large shipyard nestled below a bluff that overlooks a protected harbour with thousands of yachts. For my view the essential ingredients of a successful fairhaven.

Good books deserve more than one reading and museums deserve more than one visit.

Maurice D Smith

Announcements

Great Lakes Shipwreck Historical Society

Shipwreck Society members and visitors are invited to take advantage of a special maritime history program series scheduled throughout the summer at the Great Lakes Shipwreck Museum. We are

kicking off ahead of the season with a few special announcements we want to share with you!

We will soon be releasing the Autumn 2011/Winter 2012 Shipwreck Journal, the GLSHS official newsletter and we open the Shipwreck Museum on May 1, 2012 (10am-5pm) and hope to see you at Whitefish Point this summer.

Some important event dates to note this summer:

- May 18 - Lighthouses of the Shipwreck Coast
- June 8 - 1812: War and Shipwreck on the Upper Great Lakes
- July 21 - Lamplight Tour of Whitefish Point
- August 11 - Lighthouse Keeper's Day at Whitefish Point
- September 22 - Historic Quilting at Whitefish Point

Submitted by Great Lakes Shipwreck Historical Society
www.shipwreckmuseum.com

***The NAC Naval Conference June 1st, 2012
by Ken Summers***

You may have heard of the transformation of the venerable **Naval Officers Association of Canada** (NOAC) into the new and revitalized **Naval Association of Canada** (NAC). As for NOAC, its history goes back to the end of the Second World War; indeed, for at least one branch, the Naval Officers Association of British Columbia, the history goes back to 1919. In 1950, the reason for banding together the various naval officer associations across the country was to capture the wardroom camaraderie that played such a significant role in the winning of the Battle of the Atlantic. Subsequently, Korean and Cold War veterans carried on the tradition, and currently NAC has about 1,300 members in fourteen branches across Canada and one in Brussels.

Much has changed since the formation of NOAC more than 60 years ago. While camaraderie and its related mutual support continue to be a principal pillar of the new association, the mission has been expanded to include two other equal areas. One such area is found under the rubric "Maritime Heritage". Here the idea is to work with the many maritime museums and naval trusts across the country, so as to acknowledge and to preserve Canada's extensive maritime history. To this end, each NAC branch has been called upon to establish a liaison mechanism with their local museums and trusts. Additionally, NAC has

actively supported maritime history conferences. A hoped-for, longer-term side effect of this effort would be to help apprise everyday Canadians of the maritime nature of their country – so as to work towards the replacement of our current national maritime blindness with maritime consciousness. When CNRS was formed a number of years ago, many of the founding members were also members of the NOAC. This includes Dr. Alec Douglas, who continues to serve the new NAC in the capacity of National Director of History and Heritage. So it appears that NAC and CNRS have much common ground, and that we could possibly work together in the promotion of Canadian maritime history.

The third equal pillar is called “Our Navy”, an area which is even more focused on the target of greater maritime consciousness. With three ocean approaches and the Great Lakes on the fourth side, Canada relies heavily on the protection of its home waters and freedom of the open seas for its security, for its prosperity and for its capability to help people in distress. So an objective is to bring these facts to the attention of Canada's opinion leaders and politicians, along with the conclusion that Canada needs a robust, deployable Navy to deal with the unknown and possibly dangerous future.

Another major factor in the decision to transform NOAC into NAC is that the Royal Canadian Navy today is much different from the one experienced even by Cold War veterans. Most importantly, the relationship between officers and enlisted crew has changed remarkably, and for the better. All ranks now have a much more collegial approach to getting the job done. Together we can make a difference in educating Canadians on the importance and value to the country of a strong Navy. The NOAC transformation into NAC is meant to reflect these changes, and the association's membership has been broadened to include “all who subscribe to NAC's mission and values”...including all naval personnel, past and present, officer and enlisted. At the same time, NAC is also reaching out to the other groups across Canada that have an interest in the Navy and its future. That is, past or current service in the RCN is no longer a necessary criterion for membership.

As a first step towards raising the Navy's profile and perhaps bring the interest groups together, NAC will hold a series of major naval-themed annual conferences. The first will be held in conjunction with NAC's Annual General Meeting in Ottawa. The conference itself will be held at the National Arts Centre on Friday 1st June 2012. Senior

speakers led by the Minister of National Defence have been invited to discuss the future of the RCN including the Government's National Shipbuilding and Procurement Strategy. In this regard, the conference will address Canadian capability to design and sustain the ships of its Navy.

NAC wishes to reach out to the members of the Canadian nautical history community, and we would look forward to their attendance at the conference. Registration information and forms will soon be posted to the new NAC web site at www.navalassoc.ca. In the meantime I can answer any questions at kensummers@telus.net.

The *Haida* Project

by Tavis Harris

It feels good to get back from Halifax and get back to writing for the *Argonauta*. Summer is now more or less upon us and there is plenty of interesting work to delve into. That however, will be pushed back until my next submission as I would like to use my space in this issue to talk about a project which should prove interesting to many readers.

As you are likely well aware, HMCS *Haida*, the last of the Second World War era Tribal class destroyers, is permanently moored alongside HMCS *Star* in Hamilton Ontario. The vessel now serves as a National Historic Site managed by Parks Canada with the assistance of the Friends of Haida, a charitable organization dedicated to preserving the ship's heritage and presenting its history to the general public.

Knowing I am a historian in civilian life, a colleague of mine at the Unit who also serves on the Friend's of Haida's Executive Board, asked if I would be interested in assisting with a project which had formal approval and funding but required some help to get it off of the ground. The project is slated to consist of three parts – the first is to invite veterans to tell their stories pursuant to the ship itself. This is not necessarily exclusive to *Haida* veterans – the audio and visual recordings of stories they tell will be used to amplify and explain the role certain areas of the ship played during times of conflict (engine room and bridge for example) and use this information to create a multimedia presentation used by staff during guided tours and a documentary concerning the ship.

These stories will also be used to write a thorough history of the ship itself which will provide context and will be available to individuals interested in learning more about its history. The final form this will take is to be determined, but there is a possibility of turning into a book-length product.

Finally, the intent is to use this project as a case study regarding how oral military history can be used in a museum setting to impart information, the benefits and limitations which will be published as a journal article.

I will be heading up the project's final two components but we are open to assistance in all stages. Whether you are a veteran who would like to share your story, or can assist in the research and writing components, please feel free to contact me and we can begin to integrate you into the project. One goal is to gain input from individuals outside of the Hamilton region who may not be able to travel to the area.

The project is one of great importance as the *Haida* represents the final link to a significant episode in Canadian naval history. This project will help to impart this history to a wider audience and may even serve as a model for future endeavours. I am certain CNRS members will be both interested and uniquely able in offering guidance and advice. I look forward to hearing from you.

Tavis Harris

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CNRS Executive Meeting Minutes

Minutes of the Executive Council Meeting of the CNRS/SCRN at The Marine Museum of the Great Lakes, Kingston, Ontario,

Saturday, 18 February 2012.

Present:

President: Maurice D. Smith
1st Vice President: Christopher Madsen
Past President: Paul Adamthwaite
Treasurer: Errolyn Humphreys
Secretary: Robert L. Davison
Membership Secretary: Faye Kert

Chair of the Editorial Board: Richard Gimblett
Chair of the Awards Committee: Bill Glover
Councillor: Isabel Campbell
Professor Emeritus, Queen's University: Jim Pritchard

Absent:

2nd Vice President: Roger Sarty Councillor: Richard O. Mayne
Councillor: Dan Conlin
Councillor: Barbara Winters Life Councillor: W.A.B. Douglas

1. Welcome and Opening remarks – Maurice Smith, the President, called the meeting to order at 1015 and welcomed members of Council to the Audrey Rushbrook Library at the Marine Museum of the Great Lakes at Kingston. Maurice drew Council's attention to two items that had recently come to his attention. The first was a book edited by Daniel Finamore entitled *Maritime History is World History* which pointed the very broad subject areas that could be considered maritime history. He also discussed an opinion article in *The Globe and Mail* by Governor-General David Johnston. The Governor-General emphasized the importance of developing connections between academic disciplines. The point Maurice was trying to make was that maritime history is literally anywhere where humans encounter any body of water and the Society needs to expand its notion of what was considered maritime history.

2. Agenda – The Agenda put forward by the President was perused by members of Council. Paul Adamthwaite moved, seconded by Faye Kert, that the agenda as presented be adopted. **Carried.**

3. Minutes – The minutes of the Executive Council meeting of 5 March 2011 was looked over by members of council. Paul Adamthwaite expressed concern about an entry on page 7 where it seemed to indicate that the Society was paying a fee to EBSCO rather than receiving income as was the case. The Secretary agreed to amend the minutes. Subject to correction Faye moved, seconded by Paul, that the minutes be adopted. **Carried.**

4. Treasurer's Report - Drawing Council's attention to her submitted report, Errolyn Humphreys reported that she had not created a category for bad debts as some of the accounts receivable were still being collected. She also noted that the 2011 conference, thanks to the efforts of Rich Gimblett, had paid for itself and imposed no liability on the society's finances. In regard to the general financial situation the numbers were not as encouraging as in past years. While revenue from the membership has remained constant, expenses have increased significantly. In 2011 the Society experienced a loss of \$2483. Part of

this was due to the late printing of final number of the 2010 volume of *The Northern Mariner* which was entered on the books for 2011.

The Treasurer suggested some initiatives to save costs. The first was to issue some or all of the Society's publications electronically and hence save printing and shipping costs, Members could be solicited whether or not they would be willing to accept electronic versions as many people are now using e-readers. This could have a positive impact in attracting younger members as well as cutting costs. Rich expressed concern about issues of control over distribution if publications were made available electronically. Chris Madsen also pointed out that some of the increased costs were as a result of the adoption of the HST and some of the increases in the costs of doing business were outside the control of the society.

At this point the President indicated that the Society had three options: increase revenues through higher membership fees, cut costs or borrow against reserves. Maurice asked the Treasurer's opinion as to the sustainability of the current situation. The Treasurer considered the situation to be problematic but not critical. The society is essentially dipping into the next year's income to pay current expenses. This will still work as long as the society's cash flow is sufficient but not an advisable situation. Further, the society still has a reserve fund of \$13,000.

Discussion was then undertaken in regard to digitization of the Society's publications. Isabel Campbell commented that in her experience with electronic text books, if students feel they are being cheated they, in turn, will cheat. As long as membership rates were not too onerous she suspected the same would hold for membership in a research society. Chris said that while *The Northern Mariner* would always exist as a printed publication the problem would be managing the membership lists to ensure those who wanted printed publications received them while those satisfied with electronic versions would receive their preferred method of delivery. Paul remarked that the problem of reducing the print run would not result in any savings at all. About 85% of the total costs of printing is setting up the presses. Some savings, however, could be made in postage costs.

Maurice noted that NASOH already issues their newsletter electronically but the former president, Jim Bradford has stated there is no desire to see *The Northern Mariner* published electronically. Errolyn added that having *Argonauta* published electronically would save the Society about \$500 annually. Rich expressed concern that some members do not possess computers and the Society does not want to

alienate them. Paul pointed out that digital production was not free either as files produced for printing are in the range of 130 megabytes which are too large to be sent via email. Additional equipment and software might be needed to make the files suitable for transmission via email. Jim Pritchard stated that perhaps only one or two dozen members would insist on paper copies. Further discussion of *Argonauta* would take place in discussions with of Isabel's report.

On the revenue side Isabel suggested that Council could make more money on conferences rather than having them just break even. Rich noted that few people came to conferences and that fees would have to be raised very substantially to make any real difference in the Society's finances. Maurice wondered whether savings could be made by reducing the page count of *The Northern Mariner*. Paul noted that there is a 'magic threshold' of 128 pages where the Society gets the most "bang" for its buck. Little savings are available elsewhere as Marquis offers the best prices for printing. Another option was to raise membership fees but Chris Madsen pointed out that the Society is reaching the limit of what people will pay.

Faye and Errolyn agreed to do a mass email of the membership in order to poll the willingness to accept an electronic version of *Argonauta*. Rich suggested making it a negative option proposal. Other options were considered in order to shore up the Society's finances and membership roll. Maurice suggested initiatives such as tiered memberships with different titles. This would formalize the practice of some members to give additional donations with their annual renewals. Paul also thought it important to emphasize the fact that the Society is a registered charity and can issue tax receipts.

Maurice also put forward the idea of renewing the President's Appeal. He noted that the Marine Museum in Kingston raises \$25,000 per annum through personalized letters. If items were put into the newsletter to plant the idea and then personal letters were to be sent out this might raise additional funds to replenish the Society's reserve account. Paul suggested treading carefully so as not to offend potential donors by pushing too hard in tough economic times. The President asked Council for approval. A motion to enable the President to begin the Appeal was tabled by Isabel, seconded by Robert Davision.
Carried.

Bill Glover noted that the investment account was a few years ago as in the range of nearly \$25,000 and now stands at \$13,000. Errolyn stated that the reserve account had to be used to cover unexpected expenses due to delays in publication of the journal and as

a result of NASOH signing on to support *The Northern Mariner*. The President's Appeal would serve to rebuild the reserves. Faye moved, seconded by Isabel, that the Treasurer's report be accepted. **Carried.**

5. Membership - Faye presented her report on the state of the society's membership. Institutional memberships remain stable but the state of individual members was not so encouraging. She compared the number of members over the past few years and noted that the trend has been toward shrinking membership. Faye has indicated that she generally keeps members on the books for two years with payment and tends to keep Americans on the list somewhat longer due to postal rates.

Members of Council then discussed strategies to increase the size of the membership. Errolyn noted that the society had 211 members in 2005 and this was down to 200 in 2010. Chris suggested that big conferences might be a good draw to attract new members and perhaps a concerted membership drive might be a good way to get new members. Maurice argued that the key thing was to identify our target market to make the most efficient use of the society's efforts. Bill Glover put forward that universities and other institutions of higher learning were critical. Paul has observed some members expressing some frustration that *The Northern Mariner* has become too focused on naval history. Isabel did note that plenty of contributions to *Argonauta* were on maritime subjects. Faye noted that that no one has resigned because of the subject matter in either publication. *The Northern Mariner* in particular has been a useful place for young students to try their hand at writing books reviews and even publishing articles. The problem was translating that into permanent memberships.

In regard to maintaining and expanding memberships Faye has agreed to get reminder notices out sooner, Chris stated that a permanent membership renewal page be included on the back page of *Argonauta*. Bill suggested the society co-ordinate with the Canadian Historical Association in conferences to raise the Society's profile. One area to explore mentioned by Faye was to approach museums and museum associations. Rich stated that the problem with conferences is finding organizers to carry them off as well as pressure being exerted on travel budgets with institutions and governments. Maurice stated that he was going to a conference in Glasgow and March and Faye said she was going to London and both said they could take sample journals and brochures with them.

New brochures must be bilingual and perhaps one could be done English and another in French. Paul mentioned that for brochures to be

effective they needed to be done professionally on good quality paper. For example 5000 brochures might cost in the range of \$2000. Maurice, Paul, Faye and Isabel agreed to consult on the production of new brochures.

Paul made a motion, seconded by Errolyn that the Membership Secretary's report be adopted. **Carried.**

At this point Council adjourned for lunch and reconvened at 1410 hrs.

6. Publications –

A) *Argonauta* - Isabel presented her report on *Argonauta*. Isabel stated that *Argonauta* has been successful in attracting a broader range of submissions including a debate on the state of maritime history as a sub-discipline. Another future issue will contain material related to the bicentennial of the War of 1812. Paul agreed to supply Isabel and Colleen with abstracts of papers to be presented at the 2012 conference in Picton.

Paul asked whether it was advisable, considering the more ambitious articles being published in the newsletter, whether a copyright notice should be printed in *Argonauta*. Isabel said at present that there was no copyright agreement with authors and since much of the material reproduced in the newsletter was taken from the public domain she was reluctant to assert the Society's ownership. Bill argued that a copyright on a newsletter is inappropriate since it is a newsletter and a strong distinction needs to be made between the journal and *Argonauta*. The newsletter often provides a venue for publishing very preliminary ideas to attract comments. Maurice saw *Argonauta* as a vehicle for ideas to be put out quickly outside of peer review

The President, on behalf of the Society, thanked Isabel, Paul and Roger for their detailed reports and showed appreciation of the enormous work load and difficulties of their contributions. Paul moved, seconded by Faye, that Isabel's report be adopted. **Carried.**

B) *The Northern Mariner* - On the behalf of himself, Roger and Faye, Paul presented his report on the state of *The Northern Mariner*. A surprising development over the last few months is that the supply of articles is beginning to dry up. Last summer the situation was far more promising as 6 to 12 papers in the process looked very promising but it seems that some of the reviewers have been quite radical in demanding extensive revisions. The next issue of the journal is in fine shape save

for getting an additional peer reviewer. The dilemma for the editor is that there is a limit to the number of times you can override reviewers and when a manuscript is sent back to the author it may be months before you see the revised work. Indeed you might not see the paper again at all. At least one paper was lost to the journal and it was published elsewhere. Paul also noted a vague slowdown in the number of submissions to the journal and he hoped this did not constitute a trend.

In Paul's view three factors were at work. First peer review was vital to maintain the journal's reputation, second that peer review should remain anonymous and third the length of time it took to get through the process. Bill Glover interjected, noting that the process of peer review should be carried out with a view of improving not just roundly criticizing the work of others. Sometimes the editor might have to override a peer reviewer who may appear to be unreasonable.

In the event of deadlock, Paul stated, Roger will often get another reviewer to break it; also there is a limited pool of reviewers who return their assessments within a three month period. There seems to be a dwindling pool of steady peer reviewers. One of the challenges the journal is facing is how to grow this pool and get more useful work out of the editorial board.

Bill stated that according to the bylaws of the Society one third of the editorial board is to be renewed annually which will at least get some turnover on the internal side. The Editorial Board should be a support group for the editor and we already have in place the mechanism for refreshing the Board. Rich, Paul and Roger were to take a look at the Editorial Board and suggest possible revisions to the list.

Jim Pritchard noted that there has been a shift in the culture of academia. In former years it was understood that if you wished to have your work published you would submit reviews of the work of others. These days deans do not care about journals as the focus is on publishing monographs. Authors are also getting irritated at some very substantial delays and academics are letting down the editors and those trying to have their work published.

Council made an unanimous vote of thanks to Roger Sarty to acknowledge and express appreciation for all his hard work that he has undertaken in continuing the tradition of making *The Northern Mariner* a successful academic journal.

Paul submitted his report as overall editor. He praised the contribution of Marquis Printing for their work in making the journal a success at reasonable cost. There has been a glitch in the last issue due to the installation of new printing machines. Despite obtaining two

other bids for printing it is still evident that no other printer has been able to come close to the cost effectiveness of Marquis. One other issue has been related to distribution. Paul indicated that he continues to evaluate the possibility that Marquis may wish to get into the distribution business. As it stands the Society's mailing are too small and diverse for most distribution firms. Paul and Isabel were to consult informally about the possibility of changes to distribution.

Some thought was given to reducing the journal from quarterly to semi-annual production. According to Paul when *Ontario History* went semi-annual the Ontario Historical Society lost about 45% of its members. Hugh Murphy at *Mariner's Mirror* has consistently refused to go down this route.

Paul indicated that he would like to expand the size of the quarterly issues of the journal to 144 pages from 128. This would mean that *The Northern Mariner* could consistently publish three articles and not cut down the book reviews. This would result in a slight increase in costs of printing and for postage. However new efficiencies in production called the tramway could hopefully save 3-4%. This process enabled Paul to correct and view output at Marquis remotely. This might take effect as early as issue three of this year.

Marquis has successfully held the line on printing costs over the past three to five years. Canada Post, however, is the more critical issue. In the last year postage rates have increased by 7% and it is anticipated that rates will increase a further 15% in the near future. The only possible savings here would be for someone to drive over the border and mail issues at the US Post Office. International members could have their materials shipped through a distribution firm in Belgium. Canada Post has also a very high loss rate. Paul has taken the initiative of giving free issues of the journal to an executive at Canada Post who keeps an eye out for the Society.

In regard to the production of *The Northern Mariner* Paul presented Roger's request for an expense budget of \$300 to \$500 to pay for emergency copy-editing work on an honorarium basis. Roger estimates that each issue of *The Northern Mariner* absorbs about a full two weeks of work making a total of eight weeks over the course of the year. It is possible that the Secretary may be hired to do some of this emergency work and declared a conflict of interest. He remained to take notes but abstained from voting on any motion pertaining to this issue.

Paul moved, seconded by Faye, that Roger be given a budget of \$500 for emergency copy-editing work. Chris argued against the motion maintaining that Council should ask for volunteers from the membership

before making a financial commitment. He also expressed concern that Roger would have sole discretion at the disbursement of the funds in question. Isabel concurred and expressed the view that the volunteers be requested from the membership. Rich indicated that the editor was in a good position to judge the quality required and should have the discretion to engage anyone he thought suitable. Errolynn expressed concern about a precedent being set and in the event the motion passed she would need receipts but held that \$500 was a reasonable amount and was affordable.

Bill reminded Council of their unanimous vote of thanks to the editor earlier in the afternoon and now objections are raised when he requests a modest budget. Discussion over the course of day has related to a changed academic climate where journals no longer enjoy the institutional support they did formally. Bill argued that emergency assistance was exactly that and that was little time to try to coordinate volunteers. While this represents a departure from how the Society conducts business it also represents an understanding of the pressures on the editor. Rich concurred with Bill. Isabel suggested that perhaps a volunteer associate editor be taken on board and Chris pointed out that a succession plan for Roger needed to be in place. Paul expressed a desire to focus discussion at the motion at hand as there was no question at present of changing the editorial structure. The motion to extend a budget of \$500 to Roger for emergency copy-editing was **Carried**.

7. Awards - The Chair of the Prize Committee, Bill Glover, presented his report. In regard to the Matthews Prize a good selection of books had been received and he passed around samples of some of these. Evaluations for the best article prize are continuing apace. Some problems are being encountered with the Cartier Prize for the best MA thesis. Part of the problem has been changes to how MA degrees are being awarded with many more being done as course work only. Bill suggested that a new committee be established to reinvigorate the prize. A motion was tabled by Isabel, seconded by Paul that a committee be set up to nominate candidates and suggest ideas for the future of the prize. Rob Davison, Chris Madsen and Jim Pritchard volunteered to sit on this committee. **Carried**.

8. Annual General Meeting 2012 – Paul presented his report on the progress in planning the 2012 AGM. This year's AGM will be held at The Victory in Picton on Saturday, 19 May. Paul also presented the

general outline for the conference that will run from Tuesday 15 to Saturday 19 May. Paul asked members of Council for suggestions for the final conference title. It was decided that the conference fee be raised from \$120 to \$130 in order to lessen the Society's exposure.

9. Nominations – Paul indicated he was aware of the requirement and would be ready to submit nominations at the AGM executive meeting in May.

10. Adjournment - Paul moved, Chris seconded, that the meeting be adjourned. **Carried.**

Respectfully Submitted,
Robert L. Davison,
Secretary CNRS/SCRN

**Anecdote
by Fraser McKee**

Editors note: The following comes to us from Fraser McKee, who was reminded of this incident while reading David Gray's article on the Kelly in the Autumn 2011 issue of Argonauta.

In the fall of 1975, when serving as VP Sea Cadets for Ontario Division of the Navy League, I was asked if it could be arranged for Admiral Mountbatten to come up to Sudbury to present the "Best Cadet Corps of the Year" trophy to "his" Corps there, the Admiral Mountbatten Corps that had earned it for 1974. This I managed to do, with these rather unusual perspectives:

1. I got his telephone number for his house, 'Broadlands', in Kent from the Toronto President of CIBC, who was on the Board of the United World Colleges, as was M., as I had heard. He told me that M. was coming out to the U.S. for meetings re: those UWC's the next month in fact, but not up to Canada. I dialled the number (I was with Bell Canada at the time!): Voice: "Hello?" Me: "May I speak to Lord Mountbatten, please," expecting to have to work my way through various secretaries or flunkies. Voice: "Speaking." He answers his own phone, to my considerable astonishment! I explained what I was after, and he replied at once "Call me back tomorrow and I'll see what I can arrange." This I did, and he told me he'd arrive in Toronto at 11:40 on a Thursday, and I should make whatever arrangements necessary for the

presentation, in Toronto or Sudbury, but that he had to be on a plane for London that night due to an engagement the next day. No question of any costs - whatever the diversion cost him, he didn't even suggest the League contribute.

2. I asked what medals he'd be wearing, so I'd be dressed appropriately. Would he wear his full medals? "God, no," he replied, "they weigh about 5 pounds. Would it be all right if I just wore 2 or 3 of the 'stars' and ribbons?" Asking ME if it would be all right! I of course agreed. The whole event went off smoothly (after a problem getting an aircraft to fly us up - DND's 'Official Flight' declining to help! The clots!!)

3. As he changed at the airport from suit into uniform, we chatted. I asked him if he felt his decision to be a signals specialist (which I knew he'd been) was in retrospect the right decision. He commented that due to his father's position as 1st Sea Lord and so on, he knew he'd have to be twice as good at any job he chose as any 'normal' officer would be to defend whatever he achieved. And he said he worked darn hard to do that - be better than just good. It was a problem all his life, he commented.

4. I noted that his aiguillettes had 3 Royal cyphers on them - EDW VIII, GEO VI and E II - and commented that I had not realized that when one was re-appointed an Honourary to a new monarch one retained the former cyphers. This pleased him quite a bit, and he told me with much pride that in fact his father had the three previous cyphers on his own aiguillettes - V, EDW VII and GEO V. He was proud of his background, and I felt there was no boasting in those comments - just coping with an unusual life.

5. As soon as he arrived home he sent ME a letter, thanking me for arranging the whole affair. He had also given a framed and signed photo to the owner and co-pilot of the small commercial Piper Apache aircraft I'd located to take us to Sudbury and back. Being ex-RCAF, that chap was delighted to have it, as M no doubt guessed.

6. On arrival back in Toronto from Sudbury, at his request I'd laid on a DND staff car to take him downtown for a local meeting of the UWC's people. He asked me how I was getting back into the city. I said by some local bus and then subway home. He at once said "Ride in with me and then take the subway from downtown. That would be

easier for you." It was, in fact a momentous ride, with 2 motorcycle outriders, and the Union Flag on the front fender (as an Admiral of the Fleet and a relative of the Queen to which he was entitled). More casual chat on the way, asking about Toronto and people he'd met here previously.

It gives, in my perspective, a bit of a different slant on the man than most, and a low level personal one. I also like a story he told himself: When KELLY was sunk in the Med., he stayed on the bridge (unlike the captain of COSTA CONCORDIA!) until she rolled on her side and was swept into the sea with the few staff remaining there. As he surfaced, beside him bobbed up his Chief Yeoman, among all the litter. "Funny Sir," said the Yeoman, looking at M, "How all the debris comes to the surface at times like this!" This delighted M as a comment to his C.O.

What a lot of blather! Just that I felt there was more to the man than many emphasize, even Zeigler.

Blessings, Fraser McKee

The S. S. *St. Pierre* - Portrait of a Forgotten Coastal Steamer by C. Douglas Maginley

Last fall, at an Antique Dealers' Fair in connection with one of the many Festivals held in Mahone Bay, I came across a rather dark picture of a nineteenth century coastal passenger steamer with auxiliary rig. The dealer said it had been found in an attic at Osborne Harbour, near the coastal town of Lockeport NS. It was oil on paper, dated 1884 and although there is a monogram which appears to be the entwined letters A. H and G, it has not proved possible to trace the painter. It is definitely "folk art" possibly amateur. I acquired the picture and managed to give it a bit of restoration and take some preservative measures: it was very fragile and the paper had been mounted over a canvas, the stretcher of which had warped. After some gentle sweeping with very soft brush, which brought out some clouds and blue sky, and a little paint restoration in one corner, it was safely mounted behind glass in its original frame with an acid free backing.

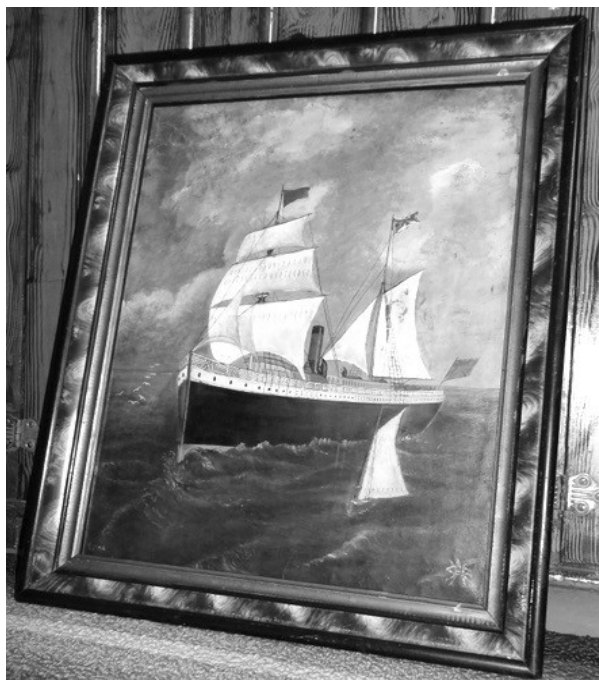


Image courtesy the author

Although there are the usual folk-artist inaccuracies and distortions, I was pretty sure this was an actual ship. The person to consult was Robin Wyllie, the acknowledged expert on Maritimes coastal passenger steamers, who has made many contributions on the subject to the *Argonauta*. Merely from my description over the telephone, he suggested it was the *St. Pierre*, built in Yarmouth NS in 1884, the year of the painting. Then, comparing the picture to an engraving of the ship done at the time of her completion, we decided this was most probably the case.

The *St. Pierre* was built by the Burrell-Johnson Iron Co. Ltd. in Yarmouth NS for the Anglo-French Steamship Company which had been awarded a subsidy by the French Government to carry the mails to and from St. Pierre and Miquelon. She was a modest wooden steamer of 500 tons powered by a compound engine and had auxiliary sail. Her route took her from Halifax through the Bras d'Or lakes to North Sydney, then to St. Pierre, returning the same way. She was successfully operated on this route until 1895 when the subsidy was instead awarded to a French company. She is then shown as owned by F. D. Corbett & Co. (Commission Merchants and Steamship Agents) of Halifax. In early 1896 the *St. Pierre* was bought by the Canadian Pacific

Navigation Company of Victoria BC, but she was destined never to reach Pacific waters.

To return to the picture: the painter has exaggerated the size of the ship but this is not just a habit of folk artists. I have a coloured print of a painting of the paddle steamer *Quebec* (1844-61) by no less an artist than Kreighof. She was a big sidewheeler, 266 feet long, but if you take the height of a deckhouse as 8 feet he has stretched her out to a impressive 320! Twentieth century poster artists did the same and one of their techniques was to put a tug or other small craft (crewed presumably by midgets) in the foreground while distorting the perspective. Our folk artist has done this by adding a small sailboat with a tiny sailor gazing up at the steamer rushing past.

Well, what has he (or she) done right? The ship is flush decked with a line of portholes (but he has put in too many). The masts, funnel and ventilators and the deckhouses are all correctly placed as in the engraving of the *St. Pierre* provided by the builders. What is wrong? He has added a yard and a fore course to the foremast, giving her a brigantine rig when actually she was a topsail schooner. He has omitted the lifeboats and the flags are quite wrong: a union flag instead of a red ensign, a blurred house flag but not likely to be that of the Anglo-French Line, and a plain red flag at the fore. I think that the artist saw the ship in Yarmouth when it was fitting out, made a quick sketch and went home and painted this spirited if slightly inaccurate picture. One must admit that the sleeker looking hull and additional canvas makes for a more enjoyable image.

It is only fair to mention evidence that might counter the belief that this is the *St. Pierre*. The house flag mentioned above could be that of the Dominion Atlantic Railway and the black and red funnel would be consistent with that, and there is no sign of the bow decoration mentioned in the newspaper description below. But the ship was only chartered to the D. A. R. briefly during 1895, while black and red were common funnel colours that were easy to maintain. As for the bow medallions, described below, they may not have been installed until the ship was in service. They do not show on the engraving. I believe this the *St. Pierre* and that this old picture, however imperfect, is a link to the late nineteenth century period of Nova Scotia's maritime history. The ship's service on the mail run to the islands of St. Pierre and Miquelon and subsequently and the details of her loss at sea in 1896 while en

route to the Pacific were, as can be seen in the extracts included below, well covered by the Victoria BC newspaper The British Colonist, with input from their Halifax correspondent:

THE BRITISH COLONIST**9 February 1896****The S. S. *St. Pierre***

Description of the Commodious Steamer Recently Purchased by the CPN Co. A Thoroughly Equipped and Well Appointed Vessel – Her Past Career.

(Special Halifax correspondent of the Colonist)

The steamer *St. Pierre* was built eleven years ago by the Burrill-Johnson Iron Company of Yarmouth, Nova Scotia. That firm not only constructing the hull and rigging of the steamer, but building her engines and boilers and fitting her out for sea. Her hull is of wood, the durable materials entering into its construction being white oak, hackmatack, pitch pine and juniper. The *St. Pierre's* keel length is 154 feet, the length overall being 163 feet. She has a beam breadth of 26 feet 6 inches and her depth of hold is 17 feet 2 inches. The *St. Pierre* was built for the freight and passenger trade. She has accommodation for thirty saloon passengers and has cargo room for 3000 barrels. The saloon is finished in oak, ash and walnut. The vessel is rigged as a topsail schooner. Her engines are 90 horse power nominal and she can attain a speed of 12 knots an hour.

The *St. Pierre* was built for a Halifax company which had the contract for carrying the mails between Halifax, via Cape Breton, and the French islands of St. Pierre and Miquelon, off the coast of Newfoundland. These islands, which are the headquarters of a large French fishing business, are all that France retains of her North American possessions, which once included much of the eastern part of this continent.

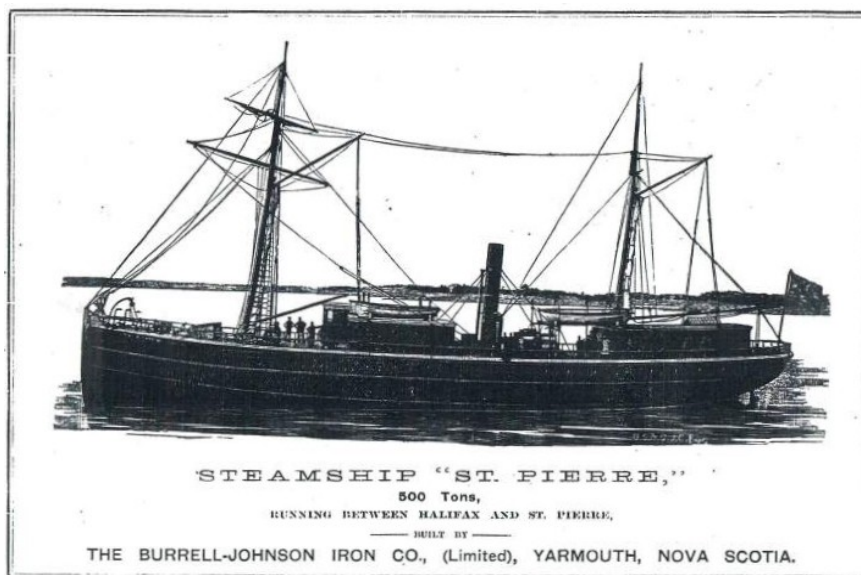
The *St. Pierre's* predecessor on this route was the steamer *George Shattuck* which had earned the subsidy from France for three or four years ere the *St. Pierre* was put on. For nine years the *St. Pierre* carried the mails and earned the subsidy from France. Two years ago, a company was

organized in Paris and St. Pierre to build a steamer for the route, sailing under the tri-colour, and France immediately withdrew the subsidy from the *St. Pierre* and gave it to the new French steamer – the *Pro-Patria*, commanded by Captain Denis.

Since losing the French subsidy, the *St. Pierre* has been engaged on various enterprises. Most of the time she has spent on the route between Halifax and the southern shore of Newfoundland to Placentia. Going and coming, the steamer had nineteen points of call. This winter, the *St. Pierre* has been relieving the steamer *Prince Rupert* on the Bay of Fundy route between Annapolis, N.S. and the city of St. John, N. B. The *Prince Rupert* is the steamer that was built for the Canadian Pacific railway for service on the British Columbia coast. She was built on the Clyde and had started on her voyage to the Pacific, but was recalled when she reached the Canary Islands and was sold to the Dominion Atlantic railway for service on the Bay of Fundy route.

It is a good omen for the *St. Pierre*'s success in her new sphere of usefulness on the great Pacific that on the Atlantic Ocean and on the rough and rocky coast where she has been engaged for eleven years nothing approaching an accident has entered into her history. There are two reasons for this. One is that she was thoroughly well built by the Burrill-Johnson company who have kindly furnished the *Colonist* with a cut of the steamer as she lay at Yarmouth after leaving the stocks eleven years ago. The second reason for her immunity from accident is that Captain Argrave is a careful commander who took no risks, but who generally kept his steamer pretty much on time. The *St. Pierre* has a white figurehead of busts of St. Peter. Captain Argrave humourously says that the figure on the port bow shows the apostle before the denial, and that on the starboard bow his appearance after the cock crew.

It will be remembered that Captain Sears recently left Victoria for the lower provinces to bring the new vessel round Cape Horn.



(Image courtesy Yarmouth County Historical Society)

I would like to thank Robin Wyllie for his help in identification and especially Linda Silver at the Maritime Museum of the Atlantic library who discovered the 1896 items in the Victoria BC British Colonist as well as local Halifax references. *C D Maginley*

THE BRITISH COLONIST
SHIPS AND SHIPPING

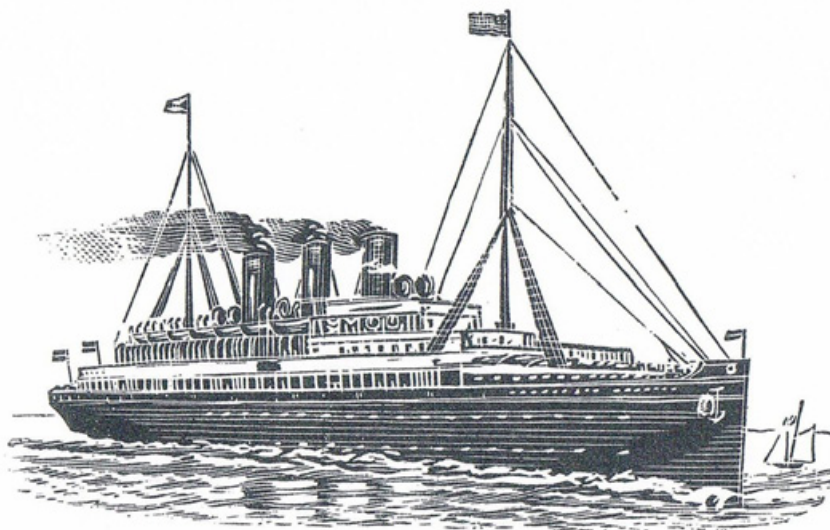
22 March 1896

How the steamer *St. Pierre* came to be lost on the Atlantic

Captain Sears and the crew of the lost steamer *St. Pierre*, who are now on their way home, are expected to arrive here shortly. The C. P. N. Co., since the loss of the *St. Pierre*, have been making enquiries for another vessel to take her place, but have not yet secured one.

Captain Irving, the company's manager, has received a long and interesting letter from Captain Sears concerning the loss of the *St. Pierre*, which had been forwarded from Gibraltar. It appears that the steamer left Halifax on February 13 and was obliged to stop the next day to make repairs to the feed pipe. The following day a storm arose and continued for two days. On the afternoon of the 17th the feed pipe again got out of order on account of the shifting of the boiler. The water above

the pipe poured out of the boiler and, to make matters worse, the steamer began to ship seas. Until the 20th the crew worked night and day, but with little success. The ship *Fidelio*, bound for Bremen, offered assistance, which was reluctantly refused, Captain Sears and some of his officers believing that they could still save the vessel. The water in the ship had been lowered below the boiler but the blocks supporting the boiler were all adrift, and resting on the bilge keel the boiler was swinging with every motion of the steamer. Realising that nothing further could be done to save the steamer, Captain Sears made signals of distress and attracted the attention of the steamer *Normannia*, requesting that the *St. Pierre* be towed to the nearest port. The chief engineer of the German liner, however, was of the opinion that the *St. Pierre* could not be kept afloat, and when all things came to be considered, the vessel was finally abandoned.



THE "NORMANNIA," 1890.

The Hamburg America liner *Normannia* which rescued the *St. Pierre*'s crew.

These newspaper accounts, compared to those usually found in the media today, show that journalists and the public, certainly those that read the shipping news, were well acquainted with nautical terminology. The writer knew the readers understood what was meant by “topsail schooner” and that the *Fidelio*, the vessel that first offered assistance to the *St. Pierre* was a full-rigged sailing ship. We cannot help be impressed by the determined way that Captain Sears and his crew fought to save the ship, though my engineering friends will note that the name of the Chief Engineer, who surely must have done much of the work, is not mentioned. One term that may not be clear: it is said that when the boiler broke loose from its mountings it came to rest on the bilge keel. I think that should be bilge keelson. A wooden steamer of the date would very likely have had strong fore-and-aft timbers internally at the turn of the bilge, at least in way of the machinery spaces, and bilge keelson would be an appropriate name for such structural members, although wooden ships did not have bilge keels as we know them. Also it is assumed that readers are familiar with Matthew 26, v69-74.

Canada's S-class Destroyers by Karl Gagnon

Editors Note: This article was originally to be published in the Winter 2011 edition of Argonauta as part of Karl's "M-Class Destroyers" but due to space constraints, the piece was divided into two parts. In this article, Karl has included comparisons with the M-class, as well as detailing the history of the S-class destroyers. Readers may wish to review the M-class piece in the previous issue.

As a result of 1917 intelligence indicating that German destroyers were more lightly armed than current British ones, Admiralty decided that the next class of destroyers, the S-Class, would be smaller, faster, cheaper, and quicker to build. These handsome ships were a real improvement on the modified R-class. Previous bridges, too far forward, lightly built, and not shaped to meet head seas, had failed. The S-class had increases to the forecastle and its sheer forward, with rounded sides to the forecastle and larger bridges further aft than the M-class. The bridge was solid rather than light canvas and protected with a rounded front.¹ With lovely lines, they lost the bow ram and other features to save cost and weight. Like the M-class, the S-class boats

¹ Norman Friedman, *British destroyers: from Earliest Days to the Second World War*, Annapolis: Naval Institute Press, 2009.

were built by Admiralty, Yarrow, and Thornycroft. Both Canadian warships were built by the latter. Like the M-class, the Thornycroft's ships were little longer and had a slightly larger beam than the others. They carried the forecastle gun on a raised platform which also acted as breakwater and kept the forward gun dry. With funnels of equal height, the class was easy to recognize.

The entire programme planned for sixty-nine warships, but only sixty-seven were built. Due to the large number, the ships were christened with names beginning with the letters S and T. Both of Canada's ships, HMS *Torbay* and HMS *Toreador*, had their name changed and became HMCS *Champlain* and *Vancouver* (both first of the name) respectively. The Royal Navy (RN) changed the name of HMS *Vancouver*, a V-class destroyer to *Vimy* to allow the name *Vancouver* to be passed to the Canadian ship.

The S-class was designed for war in the North Sea and their weight was initially limited so that the floating dock at Harwich could lift two destroyers and that condition effectively limited the dimensions of the boat. They were built in parallel with the larger V and W classes but their smaller size, endurance, and armament made them less suitable for ocean warfare. They arrived too late to participate in the Great War and the majority were placed in reserve. Some were allocated to the Mediterranean Fleet and other stations; reserve caused deterioration and most of them were scrapped before the Second World War. Nevertheless, some eleven served in that conflict.² They cost in average £185,000 in comparison with £200,000 for V/W class.

The Thornycroft's overall dimensions were 276 x 27.33 x 10.83 feet³ (84.2 x 8.33 x 3.3 m) for a displacement of 1,075 tons. The dimensions were very close to that of the M-class. The S-class vessels were considered among the most seaworthy British destroyers of the period but the bridge and upper deck received excessive spray.⁴ They had a tendency to squat while travelling at high speed. Most of the class were powered by three 3-drum Yarrow type boilers coupled with two sets of Brown-Curtis single reduction turbines turning two shafts, each fitted with a 10-foot three-blade propeller. This same arrangement of

² Mark Brady, "The Old "S" Class destroyers, 1939-45" in *Warship*, 37, (January 1986)

³ Edgar J. March, *British destroyers, a History of Development 1892-1953*, London: Seeley, 1966.

⁴ *Ibid.*

main machinery was continued from the S-class to the V and W-class and their modified successors. The combination of small size and powerful engines made the class highly manoeuvrable. Like the M-class, they used oil for fuel and they carried 301 tons for a range of 3,500 nautical miles (NM) (6,482 km) at 15 knots (28 km/h); that range fell to 1,585 NM (2,935 km) at 25 knots (46 km/h). They were designed for 36 knots (66.7 km/h) but many of them exceeded this figure on trials. The specific trial results of the Canadian ships could not be found but a Thornycroft sister, *Tobago*, made 38.3 knots with a S.H.P. (Shaft Horse Power) of 34,245 and 458.9 revolutions per minute (R.P.M.) during trials. A crew of 90, including five officers - Captain, Executive Officer, Engineer, Sub Lieutenant and Gunner (T) - manned the ships. Their hull was similar to the M-class and had bilge keels from the bridge to the forward torpedo tubes. As other vessels of the time, rivets were used to assemble the hull and, like most British destroyers, they had one rudder.

The accommodations were the usual arrangement with the officers' cabins aft and ratings' mess decks forward. The mess decks were always crowded and uncomfortable and, in bad weather, often leaky and wet. At sea, the Captain had a bunk in the chart house for quick and easy access to the bridge. The other officers had a hazardous journey coming along the upper deck from aft to change watches in bad weather. The vessels of the class carried one 20-foot (6.5 m) motor (Starboard side) and one 25-foot (8.1 m) whaler (port side). They were originally equipped with Spark Type 4 with Arc Type 15 wireless telegraphy transmitter and receiver which could transmit continuous wave for long range communications. The type 4 was a medium powered spark transmitter/receiver, which was fitted in all types of destroyers. It was capable of using the then full frequency spectrum to transmit and receive; destroyers were limited to 'Tune D' as their primary operating frequency which at that time, at 1.4MHz, was one of the highest HF [short wave] frequency used in the Royal Navy. The approximate distance achievable was up to 200 NM (370 km) but the maximum reliable range was around 80 NM (148 km). The sets were designed in 1915-16, used a 100-volt motor generator; the aerials were fitted on top of and spread between the ship's masts. It is probable that this equipment, with some updates, was transferred with the ships. The International Radio Call Sign (IRCS) for *Champlain* was CGAK, and around 1934 it changed for CGBJ. For *Vancouver*, it was CGAV and after 1934, CGBM. The ships could also communicate at short

distances by flashing lights and flags and also carried a semaphore telegraph post located on the port side of the bridge.

The class carried three Q.F. (Quick Firing) 4-inch (102-mm) guns Mk. IV⁵ (40 calibres) in single mountings C.P. (Centre Pivot) Mk. III on the centreline - the same armament as the M-class destroyers. The gun, designed around 1904, fired separate ammunition; its main targets were enemy torpedo boats. The round weighed 47.5 lb (21.5 kg), a 52.3 lb (23.7 kg) became available during the Great War, including a High Explosive (HE) projectile of 31 lb (14.1 kg). With an angle of 30° elevation, the gun could fire to a distance of 10,200 yards (9,329 m) at the velocity of 2,370 fps (722 mps). The guns were located on the forecastle (A), quarterdeck (Y) and the third (B) on a platform between the funnels. The configuration of these guns at mid-ship limited their field of fire; only one gun could fire straight ahead and aft. All the guns could bear on a single target abeam. None of these guns could be used against aircraft because of the mounting and the absence of proper shells. The forward gun (A) had 282° of arc of fire and the aft gun (Y) had 246° of arc. The gun in A-position was not very effective in much of a sea, but the raised platform of the Thornycroft's design was an improvement over previous versions. The platform of the mid-ship gun (B) was above the boiler room intakes and its arc of fire was more limited than the M-class (120° versus 107° for the S-class on each side) forward at 33° and aft 140° by the ship's funnels⁶. The supply line for that gun was long with the ammunition coming from the forward magazine. Some ships of the class had their aft gun installed on the low platform; this feature was not on the Canadian ships but the structure protecting the secondary steering station offered some protection against spray. A trained gun crew could fire 15 rounds per minute but a rate of 10-12 per minute was more realistic. The ships carried 120 rounds per gun but later this was increased to 160. All 4-inch guns were protected by half-shields, which left the gunners partially exposed and were more to protect the guns' components from the elements. The S-class carried a one-meter rangefinder director located aft of the bridge to aim the main guns and to allow shooting at targets at a longer distance than the simple rangefinder for the M-class. The gun armament of the British built destroyers was comparable to other allied navies of the period but the subsequent classes were armed with 4.7-

5 Britain and Canada used Roman numerals to denote Marks, or Mk., (models) of ordnance until after the Second World War. This was the fourth model of 4-inch QF naval gun.

6 D.K. Brown, *The Grand Fleet*, Chatham Publishing, 1999.

inch (119 mm) gun, which would become the standard for years.

The class carried two double banks of torpedo tubes of 21-inch (533-mm) for attack against heavy naval units. This represented the typical British destroyer allotment of the time and was designed to offer offensive capability. The tubes could pivot 360° but the torpedoes could only be released when the target was 25° of the beam on either side. The torpedoes were ejected from the tube by compressed air. The torpedo could be fired from the bridge as well as the mountings. In order to reduce weight, the S-class carried the new light pattern Mk. IV tubes⁷. They could accommodate British Mk. II or IV torpedoes⁸; the latter entered service in 1916 and weighed 3,200 lb (1,455 kg) and measured 22 ft 7.5 inch (6.9 m) long with a 21 inch diameter. The warhead was 515 lb (234.1 kg) of trinitrotoluene, or TNT. The weapon had four settings for speed and range: 4,500 yards (4,115 m) at 44.5 knots (82.4 km/h); 11,000 yards (10,060 m) at 29 knots (54 km/h); 15,000 yards (13,720 m) at 25 knots (46.3 km/h); or 18,000 yards (16,460 m) at 21 knots (39 km/h). Destroyers typically carried no reload of torpedoes. The number of 21-inch tubes began to increase with the later classes. The original ship design called for two orienting single torpedo tubes with one 18-inch (457.2 cm) cold torpedo on each side of the bridge but there were significant problems. The forecastle plating had to be cut away to allow the tube to be trained within a very limited arc; the torpedo warhead of 320 pounds (145 kg) of TNT was weak; and the tubes required their own air connections. The weight of these tubes was too much and they were quickly removed. In the end, with a speed and range of 30 knots (55.6 km/h) over 6,000–7,000 yards (5,488–6,402 m) or 41 knots (75.9 km/h) over 3,000 yards (2,744 m), the weapon was not worth the extra weight and the spaces abaft of the bridge were covered over by side curtains of canvas to shield and prevent back draught into the galley.

The only anti-aircraft (AA) armament, a single automatic 2-pound (0.97 kg) pompom of 4 mm on H.A.II mounting in the centre line aft of the torpedo-tubes, had been designed principally for use against Zeppelins and aircraft, but could also be used against fast torpedo boats. The gun, a scaled-up version of the Vickers-Maxim machine gun mechanism, was water-cooled and belt-fed; its basic design originated in the 19th Century. In theory it could fire at a rate of 90 rpm (rounds per minute) with a muzzle velocity of 620 m/sec for a range of 3,800 yards

⁷ March, *British destroyers*.

⁸ *Ibid.*

(3,475 m) at 45°. In practice, the effective range was 1,200 yards (1,100 m) due to the weak ballistic of the ammunition and the small charge of propellant. The gun was placed on a platform for a larger arc of fire. The gun could train 360° with elevation from -5° to 80°. The arc of fire was relatively unobstructed except by the funnels and masts forward and aft. The ship carried 1,000 rounds in its magazines for that gun. This weapon remained the standard AA weapon for British destroyers for years. Some 0.303-inch (7.62 mm) Vickers machine-guns were carried as well as some 20 Lee-Enfield rifles with bayonets and some cutlasses; these were for landing purposes.

These ships were not equipped with ASDIC as they were designed and built before this equipment was conceived. There is no indication that *Torbay* and *Toreador* were fitted or equipped with any detection equipment. Only a few depth charges at the stern were installed to be dropped over the side. (No depth charge chutes or mortars were installed while in Canadian service.) The original main anti-submarine weapon system carried during the war was a towing paravane on which charges were attached on the line. The S-class destroyers were fitted to carry a single Q-type paravane with a charge of 240 pounds (110 kg) that could be towed at 20 knots (37.6 km/h) at a depth of 170 feet (52 m). The paravane was removed before the ships were transferred to Canada.

The S-class ships were not expected to carry out high-speed minesweeping and so that equipment was not installed. There is no indication that either S-class destroyers received any major modifications before their transfer to Canada.

Champlain and Vancouver

With retirement of HMCS *Patriot* and *Patrician* approaching, negotiations for their replacements began in 1927 and the RCN informed Admiralty that Canada would require two destroyers. These would be the *Champlain* and the *Vancouver*.

Launched on 6th March 1919 at the Thornycroft yard in Southampton, HMS *Torbay* was completed too late to participate in the Great War. She and her sister-ship HMS *Toreador* were loaned to the Royal Canadian Navy (RCN) as replacements for *Patrician* and *Patriot*. In the meantime, HMCS *Saguenay* and *Skeena* (both first of the name),

were being built in Britain. On March 1st 1928 the transfer of *Torbay* took place at Portsmouth, England and she was renamed *Champlain*⁹. Both ships left on St-Patrick's Day, 17 March, and followed the longer and safer southern Atlantic route to Jamaica to avoid winter conditions on the northerly route. After exercising at sea in the area, the destroyers separated and on 12th May *Champlain* arrived at Halifax and *Vancouver* at Esquimalt a few days later. Upon arrival, both ships were placed in dry-dock to be thoroughly examined. During their service they provided practical training in gunnery, torpedo, signals, wireless telegraphy and engine-room duties, and showed the flag. During her career *Champlain* followed a routine set by her predecessor: a winter cruise to southern waters from January to April or May; followed by a RCNVR-training cruise on the St-Lawrence during the summer; a late summer or autumn cruise to Bras d'Or Lake for gunnery and torpedo practices; and a cruise to ports along the Maritimes in summer or early fall.

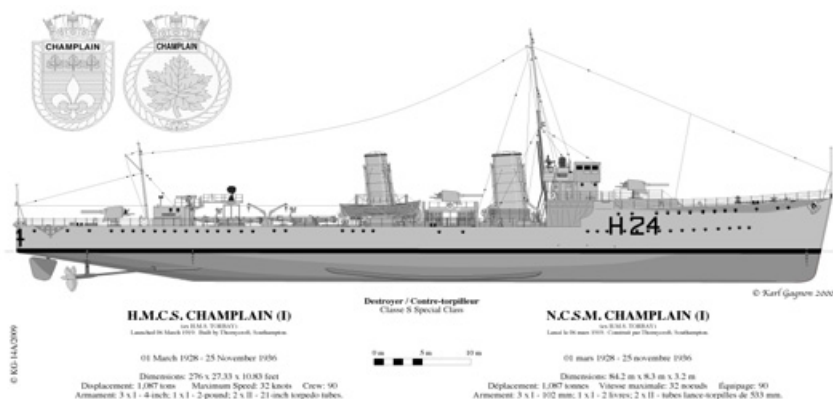


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Frequently during cruises south, she accompanied *Saguenay* to meet *Vancouver* and *Skeena* to conduct flotilla exercises. She served alongside *Saguenay* for the remainder of her career. By the early 1930s, the older destroyers became obsolete – the boilers were coming to the end of their service – and the destroyers had not been designed for tropical conditions and so alternations on such old warships were not justified. *Champlain* was paid off in Halifax on 25 November 1936 and sold for \$12,777 for scrap the following year. She was dismantled in Halifax. Fifty years later her name was assigned to the first new Naval

⁹ Directorate of History and Heritage, National Defence Headquarters, (hereafter DHH), 81/520/8000, Box 22, File 4.

Reserve Division in Chicoutimi (now Ville de Saguenay), Québec. Although both destroyers had hull numbers assigned to them during their service in Canadian hands - *Champlain* (D17/H24/H25/F50) and *Vancouver* (D06/F6A/H55)¹⁰ - photos show only H24, F6A and H55 on their sides during that period.

HMCS *Vancouver*

(Image courtesy of Naval Museum, HMCS Tecumseh)

Launched on December 7th, 1918, HMS *Toreador* was originally commissioned in the RN in 1919 and served until 1920 before being placed in reserve. On 1st March 1928, she was commissioned into the RCN in Portsmouth and named HMCS *Vancouver*¹¹. After crossing the Atlantic, she parted company on May 2nd from *Champlain* at Kingston, Jamaica, and continued on to Esquimalt to take up *Patrician's* duties, arriving at that port on the 25th. She was quickly placed in dry-dock for a thorough exam where her machinery and structures were found in to be in good condition. *Vancouver* had the same duties as her sister ship and provided RCN and Royal Canadian Navy Volunteer Reserve (RCNVR) members with practical seagoing experience and training in gunnery, torpedo, signals/communications and engine-room duties. She, like her sister ship on the East coast, was the sole Canadian "major" warship in the Pacific until the arrival of the Saguenay class destroyers at their assigned stations in 1931, and she was in consort with *Skeena* for the rest of her career. Soon after she arrived on station,

¹⁰ David Freeman, *Canadian Warship Names*, St. Catharines: Vanwell, 2003.

¹¹ DHH, 81/520/8000, Box 205, File 5.

she took part in public relations day cruises to generate interest in naval matters; this practice has continued to the present day.

Rather than return both vessels to the RN when the new destroyers were completed, the RCN was authorized to increase its complement allowing them to man the ships in commission and those under construction. This allowed both S-class ships to be retained until they were disposed of locally at the end of their careers. The complement increase also allowed personnel to attend courses without loans of members of the RN to replace them.

Vancouver was paid off in Esquimalt on 25 November 1936 and the armament of both sisters - guns and mountings, torpedo tubes and torpedoes and armament stores - were used for the defence of Canada's bases. She was sold for \$12,777 for scrap the following year. There have been two other commissioned vessels that bear the name *Vancouver* since: a Second World War Flower class corvette and a Halifax class frigate.

In comparison with the M-class, *Champlain* and *Vancouver* were better boats. When both S-class destroyers were loaned to Canada in 1928, they had completed more than half of their official life expectancy of 16 - 20 years. Because they were completed after the war, they were of superior construction and did not undergo the rough usage or long-running of the M-class. Furthermore, their boilers were of the latest design and engines more economical and efficient. Using the same armament than the M-class certainly simplified the transition to the new class, training and stores for the RCN.

It is obvious that *Champlain* and *Vancouver*, when they entered service for Canada, were only a bridge until new destroyers would be acquired. Although they represented an improvement over the M-class, they were already outclassed by the V and W classes which entered service at the end of the Great War. They served Canada well.

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