

ARGONAUTA



**The Newsletter of The Canadian Nautical Research Society /
Société canadienne pour la recherche nautique**

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ARGONAUTA

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Editorial

We hope our members have had a chance to sail upon fair seas during the long summer days. Those who missed the 2012 conference will enjoy reading the conference summaries that appear in this issue of *Argonauta*. We hope that some of the conference presenters will send full papers for publication so that members who were unable to travel to Picton to this year can get a fuller appreciation of their work. We also draw members' attention to discussion at the 2012 Annual General Meeting (AGM). In particular, we note some worries that the CNRS may become too localized in Central Canada and remote from the members on the West and East Coast. Please send us announcements about happenings where you are – we would love to run pieces about nautical history exhibits, research, and people in all parts of Canada. We also welcome pieces in French.

As member Gordon Miller mentioned at the AGM, one concern is the cutbacks at Library and Archives Canada and how they will impact archives and historians across the country. We look forward to the international discussion on the future of maritime history which will appear the winter issue of *Argonauta*. Opinions from members on this and other critical questions are solicited.

Maurice, our President, focuses on a sound financial future for the CNRS in his President's Corner and this theme reappears in the the minutes of the Annual General Meeting. As Maurice suggests, new members are most welcome and are his preferred method of tackling the financial shortfall. We would like to remind our readers that it is never too early or too late to become a member of the CNRS. We recommend gift memberships for relatives and friends interested in nautical history, but who have not yet joined.

Isabel has just completed her basic cruising course at the Nepean Sailing Club. With constant and unpredictable wind shifts in the relatively tame waters of the Ottawa River at Lake Duchene, the rescue of a small bobbing miniature crew over-board figure proved challenging and inspired her to suggest that members send us accounts of hair-raising or memorable sailing experiences. We know our members have had more than a few of these in more perilous and exotic locations. Colleen begins this series with a tale of fine shipboard management. Please send us your anecdotes for inclusion in future issues.

Do remember that *Argonauta* is your newsletter and the place to make your voice heard. It's also the place to recount your memories as well as to delve into profound debate on key issues. Thanks for reading us.

Fair Winds
Isabel and Colleen

President's Corner

by Maurice D. Smith

The Council member I like to hear from, even when she has disquieting news, is Errolyn Humphreys our Certified General Accountant who maintains a diligent watching brief on the Society books. Below is our operating position at the end of June 2012. So please have a look at what follows.

Bank Balance As at 1 June 2012		5,892.49
O/S cheques (Issued in May)		
J. Matthew Gillis	(500.00)	
James Walton	(200.00)	(700.00)
Adjusted balance		5,192.49
Deposits during Month	2,444.72	
Payments issued in June:		
Faye Kert (mailing expenses and advance)	(564.68)	
Naval Marine Archives (conference expenses)	(853.43)	
Waring House (conference expenses)	(2,876.90)	
		(1,850.29)
Balance as at June 26, 2012		3,342.20
Forecasted expenses: (rough estimates)		
Canada Post Invoice	(372.44)	

Naval Marine Archive (mailing)	(500.00)	
TNM Marquis (2 editions)	(6,800.00)	
Argonauta (2 editions)	(1,400.00)	
Fay Kert (expenses July - December)	(500.00)	
Miscellaneous (bank deposit book)	(20.00)	
NASOH refund for TNM	3,400.00	
		(6,192.44)
Surplus (Deficit)		(2,850.24)

There are no special grants. We are an entirely Member supported Society that achieves most of its success with volunteers and that includes the labour associated with *The Northern Mariner* and *Argonauta*. There are no frills - we deliver a fine newsletter and an extraordinary journal of maritime history that performs a service for Canada and is read in most maritime countries.

We are currently running a projected deficit of \$2,850.24. There are three things you can do about this. Bring in another member (the preferred option), renew your membership or send the Canadian Nautical Research Society a donation of at least \$14.25. Actually some of you might be able to handle all three options.

Donations and Memberships should be sent to 200 Fifth Avenue, Ottawa, Ontario. K1S 2N2.

I thank all of you for reading and considering this President's Corner.

Maurice D. Smith

Announcements and Anecdote

On 1 June, the 104-year old SS *Keewaden* left Douglas, Michigan, its home for the last 44 years, bound for Port McNicoll, Ontario, where the former Canadian Pacific Railway passenger liner will become a focal point of a waterfront park being developed by Skyline International Development Co. Built in Scotland in 1907, the ship carried passengers between Georgian Bay and Port Arthur and Fort William on Lake Superior from 1907-1965 and freight for two additional years before retirement and transfer to Douglas in 1968.

The **2012 Annual Conference of the Association for Great Lakes Maritime History** will be held in Owen Sound, Ont. during **7-9 September**. The organizers of this year's conference have created a web site with more details. Go to: <http://aglmh.yolasite.com/>

JOHN LYMAN BOOK AWARDS, 2011

Each year the North American Society for Oceanic History presents the John Lyman Book Awards, named after the late Professor John Lyman of the University of North Carolina, to recognize excellence in the publication of books that make significant contributions to the study and understanding of maritime and naval history. Winners of the awards for books published in 2011 were announced at NASOH's Annual Meeting held in Galveston, Texas 22-26 April.

James Pritchard won the award in the category "Canadian Naval and Maritime History" for *A Bridge of Ships: Canadian Shipbuilding During the Second World War*, published by McGill-Queen's University Press. "Most comprehensive, documented, and well written, detailing the tremendous contribution made by Canadian yards for the war effort."

Thanks to editor Amy Mitchell-Cook of NASOH for the above announcements.

The Nervous Gentleman

by Colleen McKee

In May 2007, I had the opportunity to sail on the replica famine ship, *Jeanie Johnston*. My previous sailing experience was limited to a terrifying excursion on Mahone Bay when I was a ten year old tagalong tomboy in a sailboat skippered by two teenage boys.

The trip I signed on for was to take us up the east coast of Ireland to the mouth of Loch Ryan, on the south west coast of Scotland. It was a four day, three night excursion. We were a motley crew from all walks of life: a publican, a secretary, two American businessmen, a musician and some tradesmen but our common goal was to sail on the *Jeanie*. With the exception of the Americans, none of us had sailed before.

As crew, we were assigned to watches and everyone entered into tasks willingly. Once we got to know the ship, the bosun asked who would be interested in going aloft. I was first to volunteer, hoping that my bravado would shroud my fear. Discovering I loved it aloft, I went up a couple of times. Over the next day, the rest of the guest crew went aloft, excepting one man who mused about whether or not he would go and admitted that he feared being forced to go. Someone joked about

“shipboard discipline and keelhauling.” At this, the nervous gentleman began to shout to the lad who made the joke until someone told him to calm down, no one had to go aloft if they didn't want to do so.

The nervous fellow wandered off and engaged the first officer in conversation and we all thought no more about it.

I was on the helm later that evening when the Captain began giving orders quietly to two of the regular crew members. I heard the Captain say, “And take off that knife you're wearing” but I was then ordered to the bow of the ship to assemble for a head count with the rest of the crew. No one seemed to know what was going on and our bafflement increased when we heard a scuffle and some shouts at the stern of the ship. The Captain then came forward and thanked us for following orders promptly. He revealed that the nervous gentleman had been quite unhappy with the joke made about going aloft and had asked the first officer questions like, “What was the protocol for man overboard?” followed by “Oh well, I suppose I could just get a knife to stab someone.” Needless to say, the first officer lost no time in detailing this to the Captain who began to take precautions: “Cookie” was to hide the knives; the chart was consulted to see the closest port which had a garda (police) station; a crew member was stationed outside the berths of those resting in the afternoon.

Later in the evening, when we were close to the port the Captain had chosen, the nervous gentleman was escorted to the launch, told that he was being removed from the ship, resisted, and was manhandled into the launch and away.

When the Captain saw the man safely off the ship, he came to tell us his reasoning for removing the man. “I don't think he is a well person,” he said, “and it may be that he was just talking, but I can't take chances with that sort of thing on my ship.” And with that, the discussion was closed – the Captain did not entertain questions nor did he want to engage in speculation. Following his example, the incident was not referred to again.

What impressed me was how respectful the Captain was of the nervous gentleman – while ensuring that the rest of us were safe and had a good shipboard experience. His offer to call the Garda to meet the man at the quayside was refused, but he gave the man money for a B & B and enough bus fare back to Dublin, so as not to see him completely abandoned.

After relating this to us, the Captain clapped his hands and said “Cookie! Let's have a hot drink.” Someone mentioned we needed music, so I introduced everyone to the joys of the Canadian trio, The

Wailing Jennys, who sing a beautiful rendition of the Irish traditional song, "The Parting Glass." In retrospect, perhaps my choice was a bit intuitive: I had the idea that the nervous man was trying to give up smoking and drinking (it was a dry ship) and may have thought that three days away would help him over the worst moments.

The last thing he said to the crew members who dropped him off on the village quay was, "I'm sorry for the trouble I've caused."

Literature Review

by Tavis Harris

With the Summer months upon us there are several interesting developments for nautical history. On the publications side, two recent articles may prove interesting to *Argonauta* readers. The first is James P. Levy's "Royal Navy Fleet Tactics on the Eve of the Second World War" found in the July 2012 volume of *War in History*. Levy is a history professor at Hofstra University and has published a monograph concerning British re-armament and appeasement policy in the years immediately preceding the Second World War. In his recent publication, Levy asserts that the Royal Navy's 1939 'Fighting Instructions' offer a unique and unexamined resource for examining and understanding fleet operations, especially in contrast with American and Japanese approaches.

Historical comparisons have always provided me interesting debate fodder making Norman Friedman's "Judging the Good from the Bad" found in *Naval History Magazine*. Vol. 26, No. 4 (August 2012) an entertaining and thought-provoking overview and comparison of different vessels from the same overall class. While I cannot attest to agreeing with Friedman in each case, he is certainly knowledgeable on the subject, and a prodigious author and respected naval analyst.

Emphasis now shifts to ongoing activities centred on commemorating the War of 1812. The Parks Canada website contains an interesting online catalogue of contemporary artifacts and a list of events and activities from across Ontario, Quebec and the Atlantic Provinces. Another interesting resource is the National Maritime Historical Society (www.seahistory.org) who have a fantastic list of commemorative events from both sides of the border including a series of lectures at the Mariner's Museum in Newport News, VA.

Continuing from last edition's entry, the HMCS HAIDA project is still ongoing with the addition of a robust online component. Some help is still needed and if you are interested please contact the author at tavisharris@gmail.com or tavis.harris@forces.gc.ca.

Minutes of the Annual General Meeting of the CNRS/SCRN at The Victory, 205 Main Street, Picton, Ontario, Saturday, 19 May 2012.

Present: 12 members

1. President's welcome and opening remarks. The President, Maurice Smith, called the meeting to order at 1230hrs. He expressed pleasure at seeing other members of the CNRS and seeing that there was a quorum of the membership present the meeting could move forward with Society business. First of all he thanked Paul and Betty Ann Adamthwaite for making the annual conference a success. Amazing efforts had been undertaken in putting together the program of speakers and securing community support for the event. At this point there was general applause by the membership to thank the organizers. Paul Adamthwaite gave full credit to Betty Ann as her efforts made the event possible. Maurice continued his remarks noting that he had been able to attend the meeting of the British Commission on Maritime History held at Glasgow. He noted that maritime history is enjoying a revival as it has built bridges beyond history departments to include economics, music, naval architecture and sociology. Not only that but many independent scholars are carrying out superb research projects. He also noted that the CNRS has a talented membership and he pointed to the efforts of Jim Pritchard who not only won the Society's Matthews Prize but had also won the book award at NASOH in Galveston, Texas. In regard to the Society's finances the Society is holding its own for now. However, there are indications that while income is stable expenses are going up significantly. The Society is in a position to act proactively rather than waiting for events to unfold.

2. Conflict of Interest. No conflicts of interest were declared by the members present.

3. Agenda. The President asked the membership whether the agenda was approved and if there were any additions to be made to it. Gordon Miller wished to have a discussion of the status of federal libraries and institutions in light of budget cutbacks. Chris Madsen wished to discuss the issue of the two year blackout of *The Northern Mariner* before issues were available digitally. Richard Gimblett moved, seconded by Fraser McKee that the revised agenda be approved. **Carried.**

4. Business arising from 2011 AGM. The issue of the Society realizing income from ACCESS COPYRIGHT was raised by John Armstrong at the AGM in Ottawa in 2011. Paul Adamthwaite reported that a committee was formed that included Councillor Barbara Winters to investigate this possibility. Barbara is a trained lawyer and she has also taken advice from colleagues. Fraser McKee stated that the residual rights of authors and the income that they might realize are rather nebulous. Gordon Miller made it clear that ACCESS COPYRIGHT is a cooperative and not a government agency. Walter Lewis suggested that one way to increase the possibility of income was to raise the profile of the Society's publications.

In regard to the Society's agreement with EBSCO Paul Adamthwaite reported some discontent with the exposure that *The Northern Mariner* has received online in consequence. The search engine has put *The Northern Mariner* in an obscure corner and hence is difficult to locate articles. Further not everything has been scanned as of yet. Paul said that he is in the process of drafting a letter to EBSCO to fix the situation. Gordon Miller moved and Walter Lewis seconded a motion to have the report submitted to executive council. **Carried.**

5. Financial Report. In the absence of the Treasurer Errolyn Humphreys and Membership Secretary Faye Kert it fell upon the Secretary to present the financial report. A comparative balance sheet and income statement are attached to these minutes as Appendix 1. The Society's financial position is trending toward future problems. While membership and income has remained steady the issue was the increased expenses associated with shipping costs and other expenditures. The result is that the Society has been eating into its reserve fund which is not a sign of health. It is important to act now in order to remedy the situation.

Discussion then ensued as to the Society's financial position. In regard to raising membership fee there was some reluctance to increase it because of the current economic situation. There was some

concern expressed that raising fees would drive away members. Fraser McKee stated that it is better to raise membership fees gradually rather than exposing the membership to substantial increases in a single year. Chris Madsen stated that it has been five or six years since the fees had been raised. Maurice Smith stated that he and the Membership Secretary had gained a rough and ready appreciation of the state of the Society's members. The membership is aging and there is a certain threshold beyond which members will not pay. Maurice stated that he would begin the process of mounting a President's Appeal to replenish the reserve account and gauge the level of commitment of the membership. Rich Gimblett emphasized that such a step should be undertaken to deal with the reserve situation and not to meet obligations due to day to day operations. Savings had already been made in combined mailings and there was a proposal to make *Argonauta* an electronic publication to save on printing and distribution costs. Gordon Miller moved and seconded by Richard Gimblett to receive the financial report. **Carried.**

6. Membership – In the absence of the Membership Secretary, Faye Kert, a report was made by the Secretary. Membership has remained steady over the past two or three years and yet there has been a trend toward a decline over time. Discussion then ensued whether steps could be taken to begin recruiting new members. Fraser McKee emphasized the importance of word of mouth and perhaps free copies of the Society's publications could be distributed to arouse interest. Paul Adamthwaite stated that there was a good supply of back issues that could be given out. The Secretary pointed to the potential of members taking recruiting material when they gave talks or participated in community events. Gordon Miller stated that conferences are the backbone for recruiting and marketing the society. Further he again emphasized the importance of moving them from region to region and that joint conferences with other organizations might be a way of generating a larger audience. Rich Gimblett indicated that Faye's farming out book reviews to younger scholars as been useful as well. Roger Litwiller pointed to the tremendous knowledge of the membership and whether the Society's website could be used to field research questions. Chris Madsen suggested that member profiles could be printed in the newsletter and that these could even take the form of interviews. Rich Gimblett indicated that the Society has a presence on Facebook and that an online resource for maritime history already exists. Walter Lewis moved, seconded by Gordon Miller, that the

Membership Report be accepted. **Carried.**

7. Publications - *The Northern Mariner.* Paul Adamthwaite reported on the state of *The Northern Mariner*. Concern that had been raised previously of the delays in the peer review process and the slow intake of suitable articles has been resolved. The situation is well in hand for at least the next 12 months. In regard to production there have been a few delays. Roger will have the articles for the next issue ready to roll by early next week. The next issue should be shipped within the next three weeks and the next one 4 to 6 weeks after that. Marquis, the printers, have been superb in containing costs and the standard run for 500 plus copies has stayed constant over the past five years. Over \$1000 has been saved with the combined mailings of *The Northern Mariner* and *Argonauta*. Executive Council had also decided to extend a \$500 expense account to Roger to assist with copy editing work. The situation with Canada Post is still not satisfactory despite the efforts of an executive at the Post Office who has been keeping an eye on the problem. Overseas deliveries are particularly problematic and to compound the issue Canada Post is now charging for returned deliveries. Efforts have been undertaken to locate a commercial distribution firm to deal with international addresses. The problem is the limited run does not make it worthwhile from a financial perspective.

In regard to the Society's website; since it was revamped three years ago not one single request for new material has been received from the membership. The website belongs to the Society as a whole and it is therefore the membership's resource. He requested suggestions for new content. Gordon Miller moved and Richard Gimblett seconded that the report be accepted. **Carried.**

Argonauta. Colleen McKee, the co-editor, reported on the state of the newsletter. *Argonauta* is on track and on schedule. Both Colleen and Isabel welcome comment and new submissions for the newsletter. In regard to 2013 the editors would like to run some submissions in French. Colleen took a moment to thank Paul and Betty Ann Adamthwaite as well as their team of volunteers for their efforts in mailing. Colleen then raised the issue of publishing the newsletter electronically. The exec had requested the membership secretary and treasurer to undertake a survey of the membership in this regard.

Gordon Miller queried about having an index of the valuable articles in the newsletter. Paul Adamthwaite stated that these are in the process of being put on line and the project should be completed by the

end of the year. Walter Lewis mentioned that a comment made by Barry Gough about the value of members having eight items a year arriving in their mailboxes to reinforce the connection to the Society's work. But again the problem of shipping costs may preclude this. Gordon Miller suggested that an electronic version of *Argonauta* could take on a new format and not just replicate the printed version. Fraser McKee moved, seconded by Roger Litwiller that the Report on *Argonauta* be accepted. **Carried.**

8. Awards. The Secretary, on behalf of Bill Glover, the chair of the Prize Committee, presented a report on the 2012 awards. The Matthews Book Prize was awarded to Jim Pritchard for his work *A Bridge of Ships* published by McGill-Queens University Press. Publishers have been responsive in submitting books to be considered for the book prize as 13 entrants were nominated. The Matthews article prize was won by George Bolotenko for his work on a horrific harbour explosion in Russia during the First World War. Both winners were to be congratulated for their efforts. In regard to the Cartier Prize, it was awarded to J. Matthew Gillis for his work on Canadian maritime policy in the era of climate change. Chris Madsen pointed out that the thesis should have been adjudicated for the 2011 award but was somehow overlooked. Chris also indicated that there is a need to regularize students awards generally. Colleen McKee moved and Walter Lewis seconded that the Prize Committee Report be accepted. **Carried.**

At the Executive Council meeting in February 2012 a motion was passed to establish a committee chaired by the Secretary and including Chris Madsen and Jim Pritchard to re-evaluate the Cartier Prize in light of the dearth of MA theses on maritime topics. The Committee's report is included as Appendix 2 of the AGM minutes. Discussion ensued as to how precisely the revised student awards would function in practice. These included how the staged process would work such as a winner of one segment of the prize would have an advantage over other candidates. Also whether multiple applicants could be attracted to the award and whether a system of honourable mentions could be instituted and whether 1 year society memberships could be included as a prize.

Rich Gimblett, seconded by Walter Lewis, moved to accept in principle the report of the committee presented to reorganize the Society's awards to be presented as a fuller draft in a forthcoming edition of the *Argonauta* to give a fuller explanation to the membership. Paul Adamthwaite amended the motion that in the meantime the status quo remain in force. This was accepted. **Carried.**

9. Future Conferences. The location of the 2013 and 2014 conferences were under consideration. For 2013 there is the option of a joint conference with NASOH at Alpena, Michigan and perhaps another joint effort for 2014 in Erie, Pennsylvania. Gordon Miller reminded the membership that it is important to move conferences from region to region as the CNRS is, after all, a national organization. If meetings are to be held in central North America there is the risk of alienating members on either coast. He also indicated that it is not merely a case of demographics since few members came to this year's conference in Picton. Rich Gimblett pointed out the central problem of the requirement of a local organizer to coordinate planning. George Bolotenko expressed the view that Erie in 2014 is a better location as far as transportation than Alpena. Walter Lewis pointed out that it is not satisfactory to constantly be reliant on NASOH to run an annual conference. Chris Madsen indicated that it was imperative that some decision be taken soon in regard to 2013. Suggestions included Kitchener-Waterloo, Peterborough, St. Catharines, Port Stanley, Kingston and St. John's. Roy Wright suggested a First Nations' reserve near Montreal where he had connections. There was general agreement for a joint conference with NASOH in Erie, Pennsylvania in 2014. George Bolotenko moved, seconded by Rich Gimblett that Executive Council examine the location and organization of a 2013 within Central Canada and accept a joint conference with NASOH in 2014. **Carried.**

10. Nominations. The Past President Paul Adamthwaite moved the following motions. First that the Executive Council be reappointed, second that Richard Gimblett be confirmed as Chair of the Editorial board and third, that James Pritchard be appointed as an Honorary Member to correct a previous error in terminology. This motion was seconded by Walter Lewis. **Carried.**

11. Other Business. Two issues were raised at this point. Gordon Miller wished to discuss the impact of cuts at federal research institutions and Chris Madsen wished to revisit the two year blackout of online access of *The Northern Mariner*.

Gordon Miller outlined some of the drastic changes that are occurring at Library and Archives Canada (LAC) as a result of government cutbacks. First of all the National Archives Development Program where small archives were able to obtain financial assistance to develop their collection was suddenly eliminated without warning.

This has posed a dire threat to the survival of local and regional collections which will otherwise be lost to posterity. LAC is discontinuing interlibrary service as of February 2013 and much research material will be effectively out of reach to the majority of Canadians. Of the 22 federal libraries will be closing this year and seven more will be lost in the near future. The records in these repositories, some of which date back over a century, may be lost entirely. Gordon advised members who may have occasion to use a federal library to do so quickly before they are closed down. Further LAC is charged with the task of setting regulations for the management of government records and requires departments to store records until they can be appraised but due to delays in assessing these files departments are forced to bear the costs of storage. The long term result is that valuable records will be destroyed and/or misplaced greatly complicating future research. Indeed, researchers in the future might find themselves in the position of having to negotiate with individual departments in order to access public records. The question then becomes why bother having a national library system at all? Gordon urged Executive Council to draft a written protest to the Prime Minister and the Minister of Heritage for these cutbacks to be reconsidered. And he urged individual members to write their Members of Parliament to place pressure on the government to reverse its decisions. Paul Adamthwaite moved, seconded by George Bolotenko, to formally write to Cabinet as a society to protest these decisions. **Carried.**

Chris Madsen raised the issue of the two year blackout of *The Northern Mariner*. Chris suggested that the blackout period be removed entirely so that the most recent articles would be available for researchers. Paul Adamthwaite pointed out that the blackout period was decided upon over the years in order to protect the subscription base and he remained unconvinced that the time is right for such a step. He also stated that the index is available online within a week of publication but the actual content is not there. George Bolotenko suggested that a more extensive abstract (which is not subject to the blackout) would address some of Chris's concerns.

12. Adjournment. Walter Lewis moved, seconded by Fraser McKee, that the 2012 Annual General Meeting be adjourned. **Carried.**

Respectfully Submitted, Robert L. Davison, Ph.D.

Appendix 1

Canadian Nautical Research Society
Comparative Balance Sheet

ASSET	<u>As at 12/31/2011</u>	<u>As at 12/31/2010</u>
<i>Current Assets</i>		
BMO Operating Account	6582.98	8070.79
BMO Cash Reserve Account	0	0
Investments	13578.76	13535.38
Accounts Receivable	1093.77	2308.77
GST Receivable	0	0
Total Current Assets	<u>21255.51</u>	<u>23914.94</u>
 TOTAL ASSET	 <u><u>21255.51</u></u>	 <u><u>23914.94</u></u>

Canadian Nautical Research Society
Comparative Balance Sheet

LIABILITY*Liabilities*

Accounts Payable	274.84	501.17
Membership Fees Received in Advance	2864	2776.56
Total Liabilities	<u>3138.84</u>	<u>3277.73</u>
 TOTAL LIABILITY	 <u>3138.84</u>	 <u>3277.73</u>

EQUITY*Members' Equity*

Current Earnings	-2483.28	442.87
Retained Earnings	22089.35	21646.48
Unrealized Gain/Loss (OE)	-1775.86	-1819.24
Gain or Loss on Exchange	286.46	367.1
Total Members' Equity	<u>18116.67</u>	<u>20637.21</u>
 TOTAL EQUITY	 <u>18116.67</u>	 <u>20637.21</u>

**LIABILITIES AND
EQUITY**

	<u><u>21255.51</u></u>	<u><u>23914.94</u></u>
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Canadian Nautical Research Society
Comparative Income Statement

	Actual 01/01/2011 to 12/31/2011	Actual 01/01/2010 to 12/31/2010
REVENUE		
<i>Membership</i>		
Individual – Domestic	5030	5490
Individual – Foreign	1724.68	2230
Student – Domestic	120	80
Student – Foreign	25	30
Institutional – Domestic	2018.97	1982.58
Institutional – Foreign	2614.91	2084.91
Supporting	1355	800
Sponsoring	600	435
Total Membership Revenue	13488.56	13132.49
<i>Publications</i>		
NM Sales and Royalties	0	0
Advertising	0	0
NASOH Recoveries	0	0
Total Publications Revenue	0	0
<i>Conferences</i>		
Registration Fees	3055	0
Other	0	0
Total Conference Revenue	3055	0
<i>Investments</i>		
Investment Income	650.39	720.68
Total Investment Revenue	650.39	720.68
<i>Other Revenue</i>		
Other Revenue	88.5	0
Supporting/Sponsorship/Benefactor	0	50
Total Other Revenue	88.5	50
TOTAL REVENUE	17282.45	13903.17

EXPENSE***Administrative Costs***

Bank and Credit Card Charges	601.58	502.43
Total Administrative Costs	601.58	502.43

Publications Costs

Mailing & Distribution	3998.43	4011.36
Printing – General	197.5	0
Other Publication Expenses	0	0
Printing Expense –NM	12845.8	8971.34
NASOH – reduction	-6026.5	-4252.25
Total Printing Expense	6819.3	4719.09
ARGO – Printing	1268.5	828
Total Publications Costs	12283.73	9558.45

Conference Expenses

CNRS Conferences	2695.79	287.74
Total Conferences Expenses	2695.79	287.74

Prize Expenses

Prize Expenses	2250	2250
Total Prize Expenses	2250	2250

Other Expenses

Other Expenses	292	0
Digital	173.4	143.4
Total Other Expenses	465.4	143.4

Membership Expenses

Memberships / Subs	157.59	122.97
Total Membership Expenses	157.59	122.97

Sales Tax Expense

GST/HST Paid	1311.64	548.22
GST Rebate	0	0
Total GST Expense	1311.64	548.22
PST Paid	0	47.09
Total Sales Expense	1311.64	595.31

TOTAL EXPENSE	19765.73	13460.3
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NET INCOME	-2483.28	442.87
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Appendix 2 Cartier Prize Proposal

In view of the dearth of MA theses being completed at Canadian universities in the past few years, and due to the fact that the Cartier Prize has gone several years without being awarded, it is time to revisit the regulations that govern it. The proposal being put forward would see the prize redirected and effectively merged into the same process as the Panting Award. Rather than being a prize that would be awarded for the best MA thesis, it would become one that would reward the efforts of a MA or PhD student who writes a good cognate essay based on maritime research, presents their findings at a CNRS conference and provides an article accepted for publication in *The Northern Mariner*. A winner of the prize would be eligible for a Panting and Cartier Award only once.

The revised Gerald Panting/Cartier Award would be offered in three increments each of which would be worth \$300 and would be divided as follows:

- 1) A \$300 prize for a good thesis or cognate paper at either the MA or PhD level approved by the Prize Committee.
- 2) A \$300 prize for an effective conference presentation.
- 3) The revised Cartier Prize a \$300 award for a published article in *The Northern Mariner*.

A candidate for a prize may qualify for one or more of the prize segments. In addition it is proposed to provide conference organizers with \$500 each year to provide incentives for students to attend a conference for instance reducing fees, providing assistance with travel expenses. It is also proposed to eliminate the provision in the regulations governing the Cartier prize that the Society would own the copyright on submitted work (save, of course, for published articles in *The Northern Mariner*).

This proposal, in the view of the committee, offers several advantages:

- 1) It would widen the field of possible candidates who would be eligible for the prize. In past years there have been only a very few theses being eligible and in some cases no suitable candidate could be found. It would also take into account the changes in graduate programs at major Canadian institutions.
- 2) It would serve to increase the supply of articles for *The Northern Mariner*.

- 3) It would serve as an introduction for graduate students who are considering an academic career into the process of producing work for publication.
- 4) It would widen the level of participation for new scholars in the Society's activities.

Though outside the terms of reference of the committee, the following recommendations are submitted to the AGM. First, in view of the Society's financial position it is also proposed that the sums awarded for prizes be reduced. The prestige of the award is far more important than the dollar amount. The Matthews Prize for the best book should be reduced from \$1000 to \$500 and the one for the best article should be halved as well from \$500 to \$250.

Second, the awards committees for the various prizes ought to be consolidated. One committee will handle the Matthews Award and the other will handle the Student awards system.

Third, subject to considerable discussion, it is suggested that the book that wins the Matthews Prize could be made the subject of a Roundtable discussion that could be published in *The Northern Mariner*. This would serve to engage authors more closely with the Society, connect up the prize to our flagship publication and provoke interesting commentary on the latest contributions to scholarship.

Summaries of CNRS conference papers, May 2012

Natalie Anderson, "British Ballads and Yankee Ditties: The Musical War of 1812."

During the War of 1812, ballads chronicling naval battles circulated on both sides through oral transmission, broadsides, and anthologies. In addition to their entertainment function, these songs spread information about the conflict and served propagandistic purposes of glorifying victories, demonizing the enemy, reinforcing national pride, promoting recruitment, and fostering public support of the conflict. The texts were sometimes parodies, drawing heavily from themes and poetic structures of pre-existing ballads, and certain popular melodies, most notably "Yankee Doodle," "Anacreon in Heaven," and "Brandy-O," were continuously recycled for settings of different texts; as a result of these highly derivative compositional processes, the ballads accumulated complex networks of associations. The songs not only have musical

and literary value in providing insight into ballad culture in Britain and North America during the early nineteenth-century, but also have historical import by revealing contemporary perceptions of the conflict.

In this paper, I will draw comparisons between the music, text, audience, function, and modes of dissemination of the patriotic war ballads of the British Empire and the United States. On the American side, I will discuss "Star-Spangled Banner," "Battle of Plattsburgh," "Decatur and the Navy," "Yankee Thunders," "Constitution and Guerriere," and "Perry's Victory"; on the British side, I will look at "Come all ye bold Canadians," "Shannon and Chesapeake," "Battle of Shannon and Chesapeake," "Rival Frigates," and "Endymion's Triumph." In general, I will demonstrate the relationship between these ballads and the society in which they were created and consumed, showing how the songs were not only passive reflections of contemporary events and attitudes, but also active agents in the collective consciousness that affected the public's knowledge and opinion of the war.

Alexander Craig, "Britons, Strike Home! Amphibious warfare during the War of 1812."

This paper describes the British Admiralty's formation of battalions of marines, incorporating their own artillery and rocket units; the use of these "specialized units" in North America, thereby reducing the military pressure on the British territories of Upper and Lower Canada; the restrictions they imposed on the United States Navy and U.S. privateers in home waters; and their active presence during the destruction of the U.S. capital city and the near capture of the U.S. President. The Royal Marines served in every region of land conflict, except the extreme North West while continuing their traditional role in every naval action.

Robert Davison, "The War of 1812: The Laboratory of Sea Power."

The War of 1812, despite largely being a sideshow of the Napoleonic Wars, was a conflict that helped to define two North American nations. Not only was this war useful to nationalists on both sides of the border at the end of the 19th century but it also served as a great laboratory for naval officers and for amateur and professional strategists to expound 'truths' or 'principles' of sea power. Presumably the war showed the critical importance of naval power centered on battle fleets. The memory of the war, illustrated through the efforts of writers like Alfred Thayer Mahan and others became a great boon for the propaganda of navalism and the efforts at re-inventing the American Navy. The naval

War of 1812 was one of tremendous importance to the development of doctrines of sea power particularly at the end of the 19th century when the United States Navy was in the process of re-creating itself as a blue water force. The War provided a great laboratory to provide lessons on the "proper" naval force for America. In the decades that followed, the literature of the War of 1812 followed many of the trends in American naval policy.

Jane Errington, "In the Midst of War: Keeping Hearth and Home, 1812-1815."

Most accounts of the War of 1812 concentrate on the battles and campaigns of the conflict. We often forget, however, that while colonial and British leaders were working out how best to deploy their relatively meagre forces, most living in the midst of this war were concerned about finishing planting or wondered if the conflict might bring more - or less - business or were preoccupied with keeping hearth and home. Using reports in the press, various diaries and journals, and military reports, "In the Midst of War" explores the North American "home front" of the War of 1812, and particularly how colonial women coped with the vicissitudes of a conflict that often came to their doorsteps. Maintaining the daily rhythm of their lives was increasingly difficult amid rising prices, missing husbands and sons, and fears of invasion. But like the home front of other wars, victory on the battlefield between 1812 and 1814 depended on the ability and willingness of the civilian population – and particularly women – to maintain hearth and home, in any way they could.

Sarah Gibson, "The Indian Act of 1830, an Analysis of Indian-Crown Relations in the aftermath of the War of 1812."

The British Indian Policy of 1830 refocused the Crown's relationship with the "Indians." The policy transferred the department to the respective civilian commands in Upper and Lower Canada. It replaced customary "gifts" with the tools of civilization. It settled Indian nations on lands "reserved" to them and promoted their "civilization" through an agricultural lifestyle, practical education and acceptance of Christianity. Historical memory and the academic historical community identify the British Indian policy as a key moment when the Indians lost their ability to negotiate as equals with the British Crown, in a policy revision initiated by the British for expedient and parsimonious reasons. This paper, however, offers a different perspective. A close analysis of the

correspondence between colonial and imperial officials in 1827-30 reveals a process designed to preserve the British Indian ties represented by the Indian Department. That one "present" was exchanged for another, in and of itself, suggests that the policy revision was negotiated rather than expediently applied for self-serving reasons and it also suggests the Indians' continued influence upon British policy.

John Grodzinski, "'The Navy in Canada have made serious charges:' Preparations for the Court Martial of Sir George Prevost."

Histories of the War of 1812 mention that Sir George Prevost, the Commander-in-Chief and Governor of British North America in the War of 1812, was recalled in 1815 to face charges made against him by the Royal Navy, but none of these works provide a detailed account of how these events transpired and what followed afterwards. This paper will examine the charges submitted against Prevost by Commodore Sir James Lucas Yeo, the preparations for the court martial against him and, in the wake of Prevost's premature death, the effect the unanswered charges have had on the historiography of the War of 1812.

Faye Kert, "On the whole, I'd rather be in Philadelphia: Paintings, Prize and Precedent in the War of 1812."

In July 1812, the ship *Marquis de Somerueles* was returning home to Salem with a valuable cargo when it was hailed by Captain Hickey of HM Sloop of war *Atalante*. Neither captain was aware that they were now at war, but Captain Hickey suspected the American of contravening the British Orders in Council. In Halifax, the *Marquis de Somerueles* and its Italian cargo were immediately proclaimed as prize of war and the judicial process began. The ship and cargo would have been condemned and sold within a few weeks if it hadn't been for 21 paintings and 52 prints destined for the new Pennsylvania Academy of the Fine Arts in Philadelphia. The Academy's board of directors immediately petitioned Judge Alexander Croke of the Vice-Admiralty Court to restore the artworks to their intended recipient and he obliged. His judgement set a precedent for dealing with art as cultural property and has been referred to in cases ranging from the Elgin Marbles to Hitler's seizure of art from European collections during the Second World War. The prize case of the captured paintings is a fascinating

story of culture and conflict.

Walter Lewis, "The Treaty of Ghent and the Great Lakes Region."

This paper probes the consequences of the Treaty of Ghent in the ten years following the war. The Treaty and the subsequent agreements redefined the interactions between American citizens, British subjects and First Nations in the Great Lakes region. From naval disarmament to frontier garrisons and related defensive works to military road construction and troop transportation, the possibility of a resumption of war was weighed against its costs. At the same time, negotiations with First Nations for land rights and removals were actively pursued. In the background, the Treaties' Boundary Commissions defined the frontiers, while the Admiralty created the first hydrographic charts. Finally the Navigation Acts began to be enforced from both sides of the border.

Michael McAllister, "A Very Pretty Object: The Socially Constructed Landscape of Burlington Heights 1780-1815."

Landscape is a way of seeing. It is a social construction. Land is viewed, used and transformed by the humans who inhabit it. The different worldviews of people provided the basis for what Burlington Heights could and should be used for. Following the cycle of scarcity and abundance, the Mississauga people using Burlington Heights were egalitarian, stewards of the land, finding in the natural features around them -- a spiritual potency which defined their place on the landscape. Following the pattern of his merchant patrons, Richard Beasley built material prosperity as well as social and political influence, which he demonstrated by developing his property in picturesque style. Faced with the prospect of losing complete control of the Niagara Peninsula during the War of 1812, the British Army occupied the Heights and exerted a tyrannical influence across a landscape that it considered as indefensible, devious and unhealthy.

Christopher McKee, "Wandering Bodies: A Tale of One Burying Ground, Two Cemeteries, and the U.S. Navy's Search for Appropriate Burial for Its Career Enlisted Dead."

The United States Naval Asylum (later the United States Naval Home) was built at Philadelphia in the late 1820s as a permanent residence for elderly and disabled long-service naval enlisted sailors and Marines many of whom were veterans of the War of 1812. It received the first

residents in 1831. Given the ages of these men, deaths should have been expected. But when a Marine named Jacob Dehart died in 1835 the Asylum's commanding officers realized that no provision had been made for burials.

In Dehart's case the authorities punted, securing a burial site for him in the cemetery of one of Philadelphia's churches. Confronted now with an obvious need to be prepared for future deaths at the Asylum, naval officials selected a site for a simple burial ground, with painted wooden headboards, not far from—and in full view of—the Asylum's main building. At least some of the elderly veterans found this highly visible reminder of the end of life disturbing. So, when the City of Philadelphia asserted its right and intention to cut a street through the part of the grounds occupied by the Asylum's cemetery, the 53 bodies buried there were exhumed in 1846 and moved to a new site over the hill and not visible from the residence hall. Although painted wooden headboards remained in use, the new cemetery moved away from the simple no-frills burial ground through landscaping and carefully laid out gravel walkways.

The Asylum's senior officer in 1846, Commodore Charles W. Morgan, confidently asserted that the new facility would meet the needs of a long future, but by the mid-1860s this cemetery was running out of space for additional burials. Equally problematic, it impinged on the site selected for a new naval hospital. To solve these problems the Navy purchased ten-plus acres of Mount Moriah Cemetery on Cobb's Creek in western Philadelphia County. Mount Moriah was a garden cemetery of the type being developed all over the United States in the mid-nineteenth century, with beautiful architect-designed tombs, winding roads, and elaborate landscaping. While the Asylum's portion of the cemetery did not fully embrace the garden-cemetery ideal, its layout anticipated the many national cemeteries that would soon be created for the Civil War dead, including marble headstones that replaced the painted wooden ones. Early in 1866 some 298 sailor and Marine bodies were disinterred and moved to Mount Moriah where—despite early fears of grave robbers visiting the rural site for the benefit of Philadelphia's medical schools and the recent decline of the private Mount Moriah Cemetery into ruins—they remain today.

In short, within thirty years the Navy had moved from an austere and

functional burying ground for its long-service enlisted veterans to a landscaped and intentionally beautiful permanent memorial for these men who had given their active adult lives to their country's service. This presentation, taken from the social history of Asylum's nineteenth-century residents on which I have been working for a number of years, is richly illustrated with maps and photographs of the Asylum and its successive burial sites.

Peter Rindlisbacher, "A Few Good Paintings: Contemporary Marine Art on the Great Lakes from the War of 1812"

Contemporary visual documents are essential in order to properly understand an historical period. The two and a half year War of 1812 on the Great Lakes was fought with great exertion, respective changes of fortune, at the mercy of wind and weather, in isolation, across great distances, and often under brutal frontier deprivations. These harsh conditions were not conducive for the production of many marine artworks, so few pieces were produced and even fewer have survived. A survey of known contemporary works will be shown, with distinctions made between those created by eyewitnesses vs. distant populists, civilian vs. military artists, and highs vs. lows in terms of technical accuracy and artistic merit. Brief mention will be made of the modern scientific methods currently underway to analyse these early pieces. Certain works will be identified as particularly priceless records of the border war that so influences our international friendship today.

Victor Suthren, "Conjuring The Past: The Navy's Colonial Sailor Program."

When the Royal Canadian Navy's Directorate of History and Heritage received instructions to do what it could to assist in the Navy's observation of the War of 1812 Bicentennial, it had a ready-made tool at its disposal. Known as The Colonial Sailor Program, or CSP, the program had been in operation since 2005, staging a single major commemorative event in a different Canadian community each year. The largest of these was the colourful *Founding of The Royal Navy Dockyard 1759-2009* event, staged at Halifax, Nova Scotia. Timed to coincide with the visit of the Atlantic Tall Ship fleet, the event employed over 20 replica longboats and naval re-enactor boats' crews from Canada, the USA, the UK and Australia to mark the anniversary of the Dockyard's founding. With the advent of the 1812 Bicentennial, the Colonial Sailor Program offered an excellent and cost-effective tool to

enhance public awareness of the naval aspects of 1812's legacy, while supporting activities of the modern RCN such as ship port visits as they marked the Bicentennial. A multi-year continuation of the CSP, beginning with the 1812 Bicentennial in 2012, will provide for continuation of its commemorative programming right through to 2015, utilizing the contracted services of selected naval re-enactors, sail training ships, and replica small boats. Events are planned for Niagara-on-the-lake in 2012, Kingston in 2013, Georgian Bay in 2014, and Northumberland Strait/Halifax harbour in 2015

Victor Suthren, "Every Inch A Sailor: The Napoleonic Sailor in Fiction."

In the years following the great struggle with France that lasted until 1815, several writers appeared who attempted to use the novel as a means of either depicting the Georgian naval world and its realities, or using it as a setting for literary plot lines. Most significant amongst these was the former naval officer Frederick Marryat, author of *Frank Mildmay* (1829) and, famously, *Mr Midshipman Easy* (1836), who in turn was following in the footsteps of arguably one of the first true writers of sea fiction, Tobias Smollett, who in the 18th Century wrote *Roderick Random*. The difficulty facing readers seeking true accounts of life at sea woven into fiction form was the tendency of seamen to not be writers, and few writers to be actually seamen. There were exceptions such as Captain Edward Howard and Captain Frederick Chamier, whose *Ben Brace*, the tale of a lower-deck hand in Nelson's navy, broke new ground in the accurate depiction of the sailor's world. A number of writers of the 19th and 20th centuries wrote about, or involved, the sea in fiction, notably Ballantyne, Low, Molineux, Brady, and James Fenimore Cooper, but it was not until the arrival on the scene of British writer C. S. Forester and his *Horatio Hornblower* series that a new level of accuracy and authenticity was reached in sea fiction. Since Forester there have been over a dozen writers who have brought the benefit of painstaking and accurate research---Dudley Pope and his *Ramage* novels foremost among them---to the writing of the naval novel in the age of sail, including Alexander Kent of the *Richard Bolitho* series, V. A. Stuart, and the prolific Patrick O'Brian of the *Aubrey-Maturin* series. New writers have emerged in recent years, such as Julian Stockwin, James Nelson, William White, Michael Aye, and Dewey Lambdin, and are contributing to the fictional depiction of the Napoleonic era, including the War of 1812, with varying degrees of success. Key to their

future work will be whether the general decline in recreational reading will affect this unique genre of writing as well.

James Walton, "'The Forgotten Bitter Truth:' The War of 1812 and the Foundation of an American Naval Myth"

This paper examines the role of the United States Navy in the War of 1812 and the ways in which the War of 1812 had a profound affect on shaping American attitudes towards their navy. It will contend that the main reasons the USN's performance in the War of 1812 has been remembered positively was the fact that its successes stood in sharp contrast to many other American failures during the war and the way that the ship-to-ship combat of the war fit into an easily understood conception of war as a series of heroic single combats. American battles on the Great Lakes, such as the Battle of Lake Erie, also fit into a similar narrative. The USN had a successful War of 1812 in many ways, but it was simply overmatched by the much larger and more experienced RN. The dominant narrative of American naval performance during the War of 1812 has been one of success. Despite the fact that by mid-1814 the USN had been comprehensively defeated, the U.S. Federal Government was teetering on the edge of bankruptcy and the United States achieved none of its stated war aims in the Treaty of Ghent. This paper will focus on closely analyzing different historical accounts of American naval success in the war of 1812. These accounts will be scrutinized to examine changing American perceptions towards their navy. This analysis will aim to show that the War of 1812 was the decisive event that shaped American perceptions of the United States Navy.

Roy Wright, "Communications on the St Lawrence and the Lakes: Indigenous Boating and Water Ways in Fur Trade and in War."

Limited as it is, discussion of the role of indigenous peoples in the war of 1812 is nearly silent on the wartime consequences of their boating culture and their ways of using waterways to communicate and transport. A contribution to this neglected historical area must begin with clear definition of the distinct ways that Algonquian and Iroquoian nations adapted their aquatic and nautical traditions to the fur trade to the concurrent colonial warfare of which the War of 1812 may be said to be the last. In contrast to the swifter bark canoes of the Northeast Woodlands (well described in Chapelle & Adney, 1964), the dugouts of Iroquoian [originally Caribbean] provenance could carry much greater

loads and resist assault and wear over longer voyages, as long as demand for portaging was limited. Genealogical research on Militia Captain Louis Goudreau of Sault St. Louis [Kahnawake], later Boucherville, has led to reconstruction of the role played by the Iroquois voyageurs in communicating intelligence and transporting men and materiel in time of war. This is but an opening salvo in what must be a full assault on archival, ethnographic, and linguistic resources to answer the many questions which remain.

The Re-incarnation of *Verve I* – in Miniature

by David H. Gray

Yacht design has seen a lot of experimentation over the 150 years or so because yacht racing as an amateur sport really only started in the first half of the 19th Century. Part of this experimentation hinges on the fact that designers try hard to make a fast boat within various sets of measurement rules. As they discovered ways to “beat” the rules, the rule-makers have had to change the rules so as to avoid the “loop-holes” the designers discovered.

By the second half of the 19th Century, British designers often opted for boats with narrow beam and deep draft whereas American designers tended to favour wide beam and shallow draft, sometimes aided by a centreboard. One such example of the former was *Verve I*, a boat designed by George Lennox Watson (1851-1904) of Glasgow, Scotland, who had recently set up the world's first yacht design office dedicated to small craft. He went on to design the Prince of Wales' (later King Edward VII) *Britannia* and four America's Cup challengers: *Thistle*, *Valkyrie II*, *Valkyrie III* and *Shamrock II*. *Verve 1* was built by Allen in Gourock, Scotland in 1877 for Mr. Robert Wyllie of Glasgow. By 1882, *Verve I* was sold to Messrs. Walter Gibson Cassels, Robert Cochran and C.C. Dalton of Toronto – all members of the Royal Canadian Yacht Club (RCYC). They had the yacht shipped to Canada on the deck of a steamer, and how she got to Lake Ontario is not recorded. With all the limitations of her plank-on-edge design, she was a courageous noble-hearted racer, and fought valiantly both against the centreboarders and the more moderate if less modern cutters. Contemporary newspapers aptly likened her to a needle. She was 37

feet 9 inches on the waterline, 7 feet, 6 inches beam, and 6 feet deep in the hold. That means she had about a 9-foot draft and was about 60 feet from tip of bowsprit to end of boom. She is recorded as being the first yacht to use turnbuckles instead of deadeyes to tighten shrouds – in keeping with Watson’s use of leading-edge technology. She raced with much success and was purchased by Messrs. Norman B. Dick and W.D. Thompson, about 1886. She continued to race until 1892, when she was broken up to build the cutter *Zelma*. *Zelma*, in turn, was broken up during World War 1 and her lead ballast sold for scrap – lead fetching a high price due to ammunition requirements.

Mr. Wyllie, who had the first *Verve* built, consoled himself for the loss by building a second *Verve*, by the same designer and builder, in 1881; a slightly larger cutter, measuring between ten and eleven tons, and very successful in Clyde racing. *Verve II* was approximately 42 feet on the waterline, 7 feet 6 inches beam, 6 feet deep in the hold, and over 8 feet draught; narrow, deep, fast – and wet. Like her predecessor she crossed the Atlantic on the deck of a steamer, having been sold to an English gentleman resident in Chicago, at the end of the season of 1884. From him in turn, she was purchased by Mr. A.R. Boswell, and Mr. Ball, and brought to Toronto in 1888. *Verve II* was sometimes referred as the “Chicago *Verve*”, because of her brief sojourn to that city, whereas her older name-sake was referred to as the “Toronto *Verve*”.

Robert Cochran was my great-grandfather, and from family tree information I realize that he bought his share of *Verve* when he was a bachelor and the selling of the boat roughly corresponded to his early days of marriage. How often has that happened? Amongst his possessions was a commissioned watercolour done by William Armstrong, noted marine artist in Ontario. (Figure 1)



(Figure 1)

Verve I sailing on both port and starboard tacks. Note the fine entry.
William Armstrong painting now owned by my cousin.

Image provided by David Gray

As a child, I saw it hanging in my grand-parents' dining room and was thrilled by her zest and expanse of sail. The picture was willed to my cousin, but before it went to him, I took a photograph of it. A friend who is also an antique map, manuscript and art dealer in Ottawa ventured to guess, without seeing the painting, that the picture might be worth in the five figures. Later, I found a reproduction of a second painting of the *Verve* done by Armstrong in a book of his artwork. (Figure 2)



(Figure 2) *Verve I* in the process of gybing. Raising the tack was one way of “de- powering” the mainsail. Note the blunt bow. William Armstrong painting. [Campbell. *Early Days on the Great Lakes*]

Having lost out on inheriting the picture, and having made models of boats and ships most of my life, I decided about 10 years ago to make a model of the *Verve* from scratch. I contacted the RCYC archives to see if there was a half-model of her, but no luck, just some newspaper clippings. Contacting Watson naval architect firm also produced no results. Was the idea futile? Then I found the lines for *Madge*, a boat of the same size designed by Watson in 1879 (2 years after *Verve I* and 2 years before *Verve II*), which also came to Lake Ontario, published in the September 2005 issue of the British yachting magazine “Classic Boats”. I wrote a letter to the editor asking readers for any information about the *Verve*. None came, but my letter won for

me a bottle of single malt whisky. Fatalistically, I considered that this was the best that I was going to get to shape the hull. All I needed to do was to enlarge the plans from 4½ inches to 21 inches. Later, on a visit to Glasgow's transportation museum in 2007, I found, in amongst all the ship models, a model of both *Verve I* and *Verve II*.



Model of *Verve I* & *II* in the Transportation Museum, Glasgow, Scotland.

How lucky could I be! Out came my camera, and I took several pictures of them. The photographs provided the details of deck layout, such as the fact that the bowsprit was slightly left of centre-line of the boat. I built the hull in quarter-inch layers by transposing the hull lines to the top and bottom surfaces of cedar planks and chiseled, filed and sanded them down to shape. The planks were eventually glued together and the hull surface smoothed out. The dimensions for the spars came, in part, by proportioning the length of the spars from a profile diagram of *Genesta*, the 1885 America's Cup contender, and from Armstrong's paintings.

As much as I do not have an original watercolour by William Armstrong, I at least have a three dimensional version of *Verve I* with as

little “artistic license” as my skill level allows. As I complete the model, I realize that I have a few minor technical errors in the rigging, but on the whole, I am satisfied.



My model of *Verve I*.

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Published by The Canadian Nautical Research Society

