

ARGONAUTA



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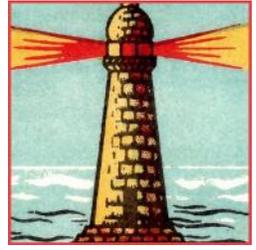


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Editorial

by Erika Behrisch



This issue is about the importance of community. I suppose that, on some level, every issue of *Argonauta* is; the tales told between its covers may be distant in time and space, but they feel close through the range of human experience we all share. The articles gathered in this issue seem especially poignant, though; they articulate the fragility of community, and face the tenuous nature of life. It's a feeling that seems particularly apt in this new world of empty public spaces, tentative gatherings, and absent loved ones. All this last year, a line from Coleridge's *Rime of the Ancient Mariner* has replayed in my head:

Alone, alone, all, all alone,
Alone on a wide, wide sea!
And never a saint took pity on
My soul in agony.

I hear a similar cry in the stories here. They have an almost fairy-tale quality, reminding us of the randomness and inexorability of fate. In Rick James's piece on the Victoria-class lumber schooners of the BC coast, we learn of the bright optimism of the Vancouver and Vancouver Island shipyards of the World War I period, and their ambitions both to compete with the American shipping routes and to participate in international trade. The names of the ships—*Geraldine Wolvin*, *Laurel Whelan*, *Jean Steedman*, each one the wife of a BC lumber commissioner—suggest affection, familiarity, and family; there's even a photo of some of the commissioners and their wives picnicking at the Wallace Shipyards in North Vancouver, Mabel Brown smiling within the unfinished belly of her own namesake schooner. But, as James recounts, the sad (and sometimes shockingly brief) history of the majority of these ships is a cautionary tale, reminding us that even our best efforts and plans can turn to dust. Fraser McKee's brief tale of the *Iolaire* on 1 January 1919 distills that familiar tale to its tragic essence: a small island community anxiously awaits a ship of loved ones, finally—miraculously—safe from the conflict of war. I won't tell you how it ends.

This issue also goes about the daily business of the CNRS, too, and here, our nautical community finds its consolation. The minutes of the 8 May Council and the 2021 AGM offer a tale of stability, communication, and new growth. They include the society's financial reports and the happy announcement of the Keith Matthews Awards for best article in *The Northern Mariner/Le marin du nord* and best nautical book in 2021. This year, the Matthews Awards are especially celebratory of the range of research and writing about the maritime world. This is a good thing. It reminds me that we're all in this ship together, no matter how sere the sails may seem from time to time. And with that, we're back to the Ancient Mariner, who is surprised and delighted by the life he discovers beyond the gunwhales of his own vessel:

O happy living things! no tongue
Their beauty might declare:
A spring of love gushed from my heart,
And I blessed them unaware:
Sure my kind saint took pity on me,
And I blessed them unaware.

WMP,
Erika

President's Corner

by Michael Moir

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The beginning of summer usually brings thoughts of vacation to enjoy the company of family and friends, but it was a busy time for the Society that featured our annual conference on 10 and 11 June 2021, followed by our general meeting the next day. Covid scuttled our 2020 conference and threatened a repeat performance this year, but the initiative and perseverance of Jan Drent, David Collins, and Michael Hadley resulted in a very successful conference. Twenty-four speakers presenting from homes and offices scattered between Japan and Germany explored a wide range of historical, literary, and contemporary issues relating to Canada's Pacific gateway. More than 50 people registered to enjoy memorable performances and several "firsts": the Society's first virtual conference, the first international presentation for Tim Döbler of the German Navy, and the first conference presentation ever by Jordan Kerr of the University of Victoria, who received the Gerry Panting Award for New Scholars. We were struck by the significant number of early career researchers who eagerly shared their innovative work. We hope that they found the conference a positive experience that will encourage future contributions to the Society and the study of maritime history.

The conference was a topic of lively conversation during the annual meeting. There was consensus that while future conferences may meet in person, they must include a digital component so that presenters and members can participate in these gatherings – one of the principal benefits of belonging to the Society – regardless of their location. The cost of transportation and accommodation can be challenging for independent scholars who lack institutional support, so ensuring that host sites offer infrastructure for video conferencing will be an essential part of event planning. The discussion at the annual meeting also raised important issues around the purpose of the conference. Is it a forum for ideas that are works in progress, or should they be seen as another form of publication to be recorded, preserved, and made accessible on the Internet? How do we find a balance that encourages a review of preliminary research findings while offering others a venue to share their finished work, often with a polished visual component, with a global audience? How do we manage intellectual property rights of presenters and content created by third parties? How do we ensure reliable and enduring access to these digital files? On a different but equally important note from the perspective of our members, how do we incorporate a social element in the digital conference format that will promote networking and exchange of information and ideas, interactions that attract so many members to the in-person conferences?

Planning is underway for future conferences, and I look forward to receiving your observations and suggestions based not only our recent conference, but also your insights from participating in the bevy of online workshops, seminars, and lectures offered by museums, libraries, and historical societies during the pandemic. Your input will be very helpful as we prepare to gather in Halifax in 2022, St. John's in 2023, and St. Catharines in 2024 (I'll leave the determination of more devilish destinations to my successor). In the meantime, fair winds and safe travels for those members traversing our countryside and waterways as summer unfolds and our world gradually reopens.

Victoria built Lumber Schooners: Across the Pacific with B.C. Lumber

Rick James



Introduction

The arrival of the CPR (Canadian Pacific Railway) to the Pacific coast at Port Moody, Burrard Inlet, in 1886 marked the real beginning of the forest industry in British Columbia. Along with thousands of new settlers, Canada's first transcontinental railway also brought with it eastern Canadian and American capitalists headed to the west coast eager to exploit the province's vast timber resources. Over the next 25 years, entrepreneurs who invested in the construction of west coast sawmills rushed to fill the orders from the railways for badly needed lumber for trestles, bridges, and railway stations, and also to meet the demands for lumber by immigrants who were rapidly filling Canada's prairies--the "Last Best West"—with thousands of new farms and ranches. (1) But the industry found itself paying a heavy price for ignoring international markets for what proved to be a short-lived domestic market.

Ten days after the First World War broke out in Europe in July 1914, export markets were cut off and all British shipping along the coast from Prince Rupert to Panama was paralyzed. For those coastal sawmills that had come to depend on the offshore lumber trade, the world crisis was disastrous. As the war progressed, the shortage of shipping was exacerbated by the government needs for vessels to transport troops and munitions across the Atlantic. These requirements, along with losses to German submarines, drove freight rates to all time highs. Lumber was stacked up in mill yards and the big export mills were shut down, creating unemployment in BC, while just across the border in Puget Sound, mills were working steadily to fill orders for both local and California markets. (2) The key to the American mills' success was that, over the previous 75 years, they had built up an unusual fleet of lumber schooners for both the coastwise trade and trans-Pacific markets. Jim Gibbs paints a portrait of those busy years in his 1987 book *Windjammers of the Pacific Rim*: "Picture it. Hundreds of great wooden two-masted, three-masted and four-masted schooners sailing up and down this coast supplying the burgeoning cities of California with lumber to build and grow." (3) Shipyards throughout Puget Sound had been building vessels for small as well as big Washington state lumber mill operations like Pope & Talbot and the Port Blakely Mill, which co-owned and operated fleets of schooners. (4)

J.O. and D.O. Cameron, expatriate Americans who were part-owners of an export mill at Genoa Bay on southern Vancouver Island, were at the forefront of a group of lumbermen who realised that, if they were to survive, the BC lumber industry needed its own fleet of carriers. They believed that it was possible to build these vessels in BC by drawing on the wealth of talent and expertise from just over the border. A December 1915 article in a Vancouver trade magazine by master mariner Captain H.W. Copp advocated the building of such boats. This sparked a meeting of the Manufacturers' Association of BC, where Captain Copp suggested that "suitable vessels could readily be constructed locally from B.C. fir at a cost of \$60,000 per vessel." (5)

Pressure applied by shipping interests and the Manufacturers' Association, in combination with the province's worried lumbermen, resulted in the provincial government appointing a special committee of inquiry. Such was the concern of the Richard McBride administration

that, on 31 May 1916, the British Columbia Shipping Act was passed, an act drawn up to encourage venture capital that would support a local shipbuilding industry. The provincial government was willing to provide aid to the aggregate amount of two million dollars to the province's shipping and shipbuilding industries if they were willing to direct their energies specifically to vessels capable of carrying cargoes out to international markets. The Act stated that its intent was to encourage yards to build "ships for the carriage of freight on ocean routes and not to include any vessel intended for use in Provincial coastwise or inland trade." (6)

The Shipping Credit Commission, composed of a superintendent and two directors, maintained control of the Act and ensured the carrying out of its provisions. (7) H.B. Thomson, the superintendent of the Shipping Credit Commission, was fully aware of the work to be done: "[u]pon looking into the matter in the most casual way it must be most apparent that B.C. is suffering in the export of lumber business from competition with the United States where by means of their control of the shipping by owners and brokers they virtually control the business." (8) The Commission was willing to loan up to 55 per cent of the value of the ships under the terms of the Shipping Act if the builders were unable to secure financing elsewhere, and the ships were to be under the commission's control in terms of their loading and charters. (9) The annual subsidy was offered only to those vessels that remained in the continuous service of the BC industry, carried cargo outwards from BC, and returned with cargoes to the province.

Even before the Act passed, Wallace Shipyards in North Vancouver had already signed a contract for two schooners, and the Victoria Machinery Depot was negotiating for another two. (10) Upon the enactment of the legislation, the Cameron Lumber Company, Limited (which ran a sawmill in the Selkirk Water of Victoria harbour) and the Genoa Bay Lumber Company put together their own shipbuilding firm—Cameron-Genoa Mills Shipbuilders, Ltd.—and constructed a shipyard in Victoria's Upper Harbour. On 3 February 1917, the first of six five-masted auxiliary schooners, *Margaret Haney*, was launched from the company yard.

Victoria's wood auxiliary schooners

On 4 February 1917, Victoria residents picked up their *Daily Times* to read some exciting news about what was underway in the city's Upper Harbour. Cameron-Genoa Mills Shipbuilders, Ltd had launched their very first auxiliary schooner, *Margaret Haney*, the morning before: "[w]ith her graceful lines towering above the launching stage, and the great crowd of spectators who eagerly awaited in excited anticipation...a few minutes before 10:00 o'clock the workmen were heard as they rapidly drove out the wedges which held her in leash and on the stroke of the hour with a booming crash she labored from her final fastenings and speeded noiselessly into the waters of the Inner Harbour amidst cheering and whistle blasts that rose from all parts of the harbour...Thus the second lumber carrier of the province's great new era of ship-building was launched." (11)

Three individuals were particularly overjoyed with the success of the launch from the Point Ellice shipyard. The first was the supervisor of the event, Capt. Alexander Gow, who also happened to be marine superintendent for Canada West Coast Navigation Company, Ltd, for whom a total of ten schooners were currently under construction in both North Vancouver and Victoria. The other two gentlemen were J.H. Price and W. Taylor, president and manager of the Cameron Genoa-Mills Shipbuilders, Ltd, respectively. (12) Also among the notables on site to witness the christening of the new vessel were the province's Premier, H.C. Brewster, three of his ministers, R.M. Wolvin, president of Canada West Coast Navigation Company, and H.W. Brown, the company manager. (*Margaret Haney* was named for Margaret J. Haney, wife of the president of the Home Bank of Canada and a director of Canada West Coast Navigation. Most of the other BC built auxiliary schooners

were also named for women related to the directors.)

In its feature article, the *Daily Times* went on to describe in detail the large wooden ships under construction. They were to be of a standard type and all similar in dimensions, capacity, specifications, and equipment. At the time, Wallace Shipyards, Ltd in North Vancouver was contracted to build six, while Cameron-Genoa Mills Shipbuilders, Ltd was to build four. Cameron-Genoa Mills (which actually ended up building a total of six schooners) was owned by brothers James Oscar and Donald Officer Cameron, who were originally from Tennessee and, as it happened, had no prior experience in shipbuilding, let alone lumbering, when they arrived in British Columbia. (13) Another firm was also quickly established at this time; William Lyall Shipbuilding Co. leased land and Wallace's Yard, No. 2 from Wallace Shipyards in North Vancouver, and built another six schooners for a Belgian company. (14)



Image 1: A group including Andy Wallace, Mrs. H.W. Brown, and Mrs. Geraldine Wolvin sit for the photographer in the framed hull of the *Mabel Brown* at Wallace Shipyards Ltd., North Vancouver on 9 July 1916. Note the size of first-growth timber required for the construction of these vessels." Photo from Vancouver Public Library photo, #20058.

These unique wood motor sailers, designed by J.H. Price (who had been appointed president of Cameron-Genoa Mills Shipbuilders in late 1916), were referred to as the *Mabel Brown* class. (They were named for the first Canadian auxiliary schooner to be launched on the West Coast, *Mabel Brown*, built at Wallace Shipyards.) In the words of the *Daily Times*, "[t]hey are five-masted auxiliary schooners, with length along the keel of 225 feet, length over all, 260 feet, beam 44 feet, and depth of hold 19 feet. They will be equipped with auxiliary power, using oil fuel Bolinder type of engines, which will develop 220 horsepower, giving the vessels a speed, under normal conditions, of seven knots under engine power alone. Each ship will require a crew of fifteen men."

The Mabel Brown-- five-masters were "bald-headed" schooners; that is, they had no topsails: the main sails were hoisted from the deck with steam winches, which reduced the need for experienced seamen. With First World War I raging in Europe, good sailors were hard to come by as it was along the Pacific coast. Besides their fore, main, mizzen, jigger, and spanker sails, the vessels were also rigged with a fore staysail and inner, outer, and flying jibs. They were all rated as some 1,500 gross tons, with a carrying capacity of around 1,500,000 board feet of lumber. Their two semi-diesel, auxiliary engines were made by J & C.G. Bolinders Mekaniska Verkstad, Stockholm, Sweden and rated at 160 brake horsepower each. (15)

The launching of the second of the Cameron-Genoa Mills schooners, *Laurel Whalen*, on 24 March 1917 was no less a celebratory occasion than the launch of *Margaret Haney*. The ship was sent on its downward course once "little Marjorie L. Brewster," eleven-year-old daughter of the Honourable Harlan Brewster, Premier of British Columbia, smashed a bottle of champagne against its bow. "Amidst the hoarse blasts of whistles and cheering of thousands of spectators, the gaily bedecked hull of the auxiliary schooner *Laurel Whalen* glided speedily down the ways," reported Victoria's morning paper the *Daily Colonist*. (16)



Image 2: Launching of *Laurel Whalen* from Cameron-Genoa Mills Shipbuilders yard, Victoria's upper harbour, 24 March 1917. Photo from British Columbia Archives and Record Service, Catalogue No. HP1929.

When they heard a cacophony of whistles sounding off in the harbour some three months later, on 13 June 1917, local citizens who happened to be downtown at the time began asking whether the Kaiser might be dead or the War had come to end, according to a *Times* reporter. (17) While not quite that exciting, the din and noise marked another successful

launching, this time of the schooner *Esquimalt* from Cameron-Genoa Mills' shipyards. Exactly two months later to the day, on 13 August, the *Victoria Daily Times* reported that the "fourth successful launching of...Cameron-Genoa Mills Shipbuilders, Ltd, the schooner *Malahat* was sent down the ways...before a large crowd of interested spectators...The vessel is owned by the Canada Steamship Lines, having been acquired by that concern from the H.W. Brown interests." (18)



Image 3: *Malahat* building on Cameron-Genoa Mills Shipbuilding ways, 1917. What is probably the *Jean Steedman* and two of four wood cargo steamers also built by the company in the midst of construction lie off to the left. Photo courtesy of Ronald Greene, Capital Iron collection, Victoria.

The paper went on to note that, after the masts were stepped and the rigging set, the ship was to shift over to Genoa Bay and Vancouver to load a cargo of lumber destined for Melbourne, Australia. However, because of the war still going on in Europe, there were few experienced deep-water sailors around the docks and, before *Malahat* could cast off, a crew had to be found. As one measure to fill bunks, the vessel's owners informed the *Daily Times'* reporter that they were making special accommodations for apprentices in order for "any bright boy of fair education of 17 years and upwards to sign on."

While all the auxiliary schooners were launched with high expectations for their futures (the final two that Cameron-Genoa Mills built were *Jean Steedman* and *Beatrice Castle*), in reality, most had short and disappointing careers in the off-shore lumber trade. *Margaret Haney* had perhaps the most disastrous career of the six ships built. After loading lumber in Vancouver, the ship left on its maiden voyage to Calcutta, India, on 1 May 1917. (19) Eighty-five days out, it ran onto a mud flat seven miles outside of the port of Bombay. Once clear and steaming again at full speed, it ran up on a rock, tearing away part of its keel while damaging the rudder. The lumber schooner was repaired in Bombay and then chartered to trade on the Indian coast. The *Victoria Daily Times*, which reported this news on 5 December that same year, noted that it was improbable that *Margaret Haney* would return to British Columbia until after the war. (20) Two years later, in December 1919, the vessel was in Mediterranean waters and, throughout the spring and summer of 1920, was likely trading in European waters. Finally, on 23 July 1920, a Lloyd's List entry identifies it as "on fire 5916228"—59 degrees 16 minutes North, 22 degrees 8 East places the schooner in the Baltic Sea at the mouth of the Gulf of Finland. The final entry for the vessel, 28 July, reported that *Margaret Haney* was towed into the port of Hanko, Finland: "Vessel burnt totally destroyed." (21)

The second of the Victoria built motor sailers, *Laurel Whalen*, was named after the wife of Canada West Coast Navigation Company director James Whalen. Soon after launching, *Laurel Whalen* loaded 1,551,401 board feet of lumber at the government wharf in Vancouver and departed Burrard Inlet on 23 June 1917 for Port Adelaide, Australia. After completing a fast voyage of 47 days out to Australia, the ship began its voyage home on 10 November, after having had repairs done to one of its engines in Sydney. Unfortunately, the schooner ran into a bad gale off Tasmania and had to stop in New Zealand to fix its rudder. The ship finally arrived home to Canada's west coast in March 1918. After taking on another load of

lumber at Genoa Bay and Chemainus, *Laurel Whalen* left again for Australia for its second—and what was to be its last—deep-water lumber voyage on 25 April 1918. (22)

As soon as the vessel cleared west coast waters, *Laurel Whalen*'s log book began to fill with one crew misdemeanour after another. Apparently, it was far from a happy ship, and its "Agreement or Articles and Account of Crew" for this particular voyage make for some entertaining reading. For instance, on 10 May 1918, Captain Hugh Docherty wrote, "I certify that J. Nolan Donkeyman was in possession of a revolver & Shot for same. I, the Master, asked him to give it to me so I could take charge of it. (No one to have concealed firearms on ship.)" Donkeyman was indignant and threatened to "have it back with all that's due him in Honolulu. As he made an English steamer pay him off before." Conditions aboard ship were apparently so bad that, upon arrival in Honolulu in late May—and only a month out—six crewmen deserted. Unfortunately, the only record of the voyage is that of its captain, since apparently none of the crew wrote of their experiences to lend some insight into his character.

Laurel Whalen arrived in Sydney in July 1918, delivered its load of lumber, and then cleared for the voyage home in November with a cargo of wheat, hides, and tallow. However, mechanical problems began to plague the ship once again and it had to stop in New Zealand on New Year's Day, 1919, where it remained for over six months—much to the distress of the crew, who demanded to be paid off. When the captain refused, a court action ensued. The final ruling eventually decided in the crew's favour, and they received all their back pay due along with free passage home.

The trouble-plagued schooner was finally able to get away from New Zealand in July 1919, but after only a few days out, it was chased by a British gunboat who suspected it of having a German spy aboard. A few days later, the ship had the misfortune to run into a typhoon. After nearly sinking a number of times, *Laurel Whalen* finally put into Papeete, Tahiti on 25 August, partially submerged with six feet of water in its holds. After a survey was completed, its hull was discovered to be riddled with teredos, and it remained derelict in the South Seas port throughout the winter of 1919-20. (23) Early in 1920, the powerful San Francisco tug *Hercules* was sent out across the Pacific to Papeete to return the stricken vessel to the west coast. After tug and tow passed through the First Narrows to enter Vancouver's Burrard Inlet on Friday, 9 April, local papers declared that they had just completed the longest tow on record. (24)

After a survey was completed on the unfortunate vessel, *Laurel Whalen* was found to be in such bad shape that it was sold to R.P. Butchart in December 1920, who cut it down for barge use by his BC Cement Company industrial development just outside Victoria, on Saanich Inlet. (25) Later, after a short career as a floating salmon cannery for Millerd Packing Company in the 1920s (and a failed attempt as a floating cabaret in English Bay, Vancouver in the summer of 1936), the hulk was finally scuttled at Royston on the east coast of Vancouver Island, in August 1936, for use as a logging company breakwater. (26)

Esquimalt, the third of the Victoria-built schooners, was initially to be sold to a shipping concern before launching but, when the deal failed to materialise, ended up chartered to the Canada West Navigation Company instead. On 1 August 1917, *Esquimalt* cast off from the Cameron-Genoa wharf and headed out under tow for loco, up Burrard Inlet, to bunker oil. From there it was to shift over to Genoa Bay to begin loading lumber cargo, and then onto Chemainus to top off its 1,600,000 board feet capacity at the Victoria Lumber Company mill before setting sail for Melbourne on 21 August. (27) A notation in the ship's Victoria registry recorded that on 13 October, and probably while still in Australia, *Esquimalt* was sold by H.W. Brown & Company to French interests.

Captain Lacroix, then assigned to piloting ships through the Suez Canal, noted that, at the arrival of the schooner *Esquimalt* in 1919, the ship was not doing well: “[a]t the beginning of 1919, a low-sinking schooner, the “Esquimalt” arrived at Port-Tewfick, which had to be lightened in Suez harbor and put on the floating dock as soon as possible. The drought had opened the seams above the waterline; he had more than a meter of water in the bilge and his pumps were damaged. When I visited, I noticed that the waterproofing of the planks was made with a sort of dried and combed moss instead of good hemp tow and covered with cement as pitch. For twenty days, the caulkers worked non-stop on this ship, which had to release in Malta a few days later.” (28) In 1922, *Esquimalt* was sold by the Naval Société Marseillaise, renamed *Mektoub*, and was eventually wrecked in Haiti on 15 July 1923.

Another auxiliary schooner, *Jean Steedman*, slid down the ways on 22 September 1917 with Victoria’s *Daily Colonist* noting that “the Jean Steadman [sic] is the fifth vessel launched...for the H.W. Brown interests.” (29) Early in December that same year, the *Daily Times* reported that *Jean Steedman* “is moored here fully rigged, but it is not expected that she will go on berth until she has been equipped with her engines, delayed in delivery from Sweden. Right along-side her is the schooner *Beatrice Castle*, which was launched on November 23. The latter vessel is now being got ready for sea.” (30)

Both *Jean Steedman* and *Beatrice Castle* were having their engines installed in the Inner Harbour in January 1918. Once completed, *Jean Steedman* was to load lumber at Fraser River mills for Australia. Though the outward journey was successful, on the return home from Sydney to Vancouver, the schooner encountered “terrific gales...Difficulties were increased because of the fact that the Jean Steadman [sic] carried a big deckload of 800 casks of coconut oil, 200 tons of tallow and 200 hundred cases of honey. The hold was crammed full of wheat.” Though the ship’s headgear and rudder were carried away in the storm, Captain O. Manning was still able to bring his ship into Vancouver without help. (31) Four years later, *Jean Steedman* was lying in Cardiff, Wales, and sold by its mortgagers to “foreigners” (Egyptians), according to its Victoria ship registry entry. In 1924, Lloyd’s of London recorded *Jean Steedman* as being owned by Ibrahim Bey Sid Ahmed of Alexandria, Egypt. (32)

H.W. Brown & Company had initially planned to sell *Beatrice Castle*, the sixth and last schooner (launched by Cameron-Genoa Mills on 23 November), to the Castle interests of Duluth, Minnesota, a company that operated the Zena Iron Works in Vancouver. Instead, the ship was purchased by French interests—A. Gallusser & Company—in January 1918, and renamed *Stasia*. (33) (The manager of Canada West Navigation announced on 2 January 1918 that, while nine of the fleet of 12 schooners built in North Vancouver and Victoria were to remain under the administration of the company, three had changed hands.) (34)

During its maiden voyage to France via the Panama Canal, *Stasia* ran into heavy weather, became partially filled with water, and was forced into Oakland, California, where it was drydocked for over two months. From here the vessel was chartered to carry a cargo of iron and lumber to China. (35) From there, it was to sail for Marseilles, France, headquarters of A. Gallusser & Co. But on the voyage across the Pacific in 1918, *Stasia* had engine problems, and then lost its rudder and two sails to a typhoon. Then, sometime in the winter of 1918-19, the schooner caught fire in Shanghai, burned to the waterline, and was a total constructive loss. According to a report in the Victoria *Daily Times* on 19 December 1918, the fire started in the engine room through the upsetting of a kerosene lamp, and the flames quickly spread to the oil tanks. (36) The ship lay in Shanghai, waterlogged, for a few months until finally raised and repaired. In July 1919, the wireless operator on the *Empress of Japan* (who had also happened to sail on *Stasia* when it first went out to China) reported when they reached Shanghai that *Stasia* had already left the Shanghai International Dock and was

believed to have sailed off to France. (37) Five years later, Lloyd's recorded that the ship was owned by Goplaldas Trikamjee, Bombay, India.

While it could be argued that these five-masted schooners were never commercially successful—each had very short lives in deep water trading—they arrived in an era when the economic viability of large sailing vessels was coming to an end. Nevertheless, they did serve a useful purpose for a short while following the end of the Great War and before steamers and motor ships came to dominate the seaways. Art Jones looked back on these final years for deep-water sailing aboard one of the Wallace Shipyard-built schooners, *Jessie Norcross*, with nostalgia and fondness:

“The ‘Mabel Brown’ vessels were good sea-boats, and had fairly good lines. They weren’t clippers or old-time packet boats when it came to speed, just a general average of six miles per hour. The best week I can remember we logged 1100 miles. That was north of New Zealand and the engines running all the while. After being in the Australian square-rigger grain ships, these five-masted schooners seemed like a sailor’s dream of heaven. A wheelhouse, electric light, steam to hoist the anchor, compressed air to hoist sail. No brass and varnish work to look after. No chipping hammer. One yard instead of ten or fifteen, and only two persons on the ship knew what it was for. One was the skipper, the other myself. There were no gaff topsails so the boys didn’t need to go any higher aloft after dark than the top bunk.” (38)

Jessie Norcross made three lumber voyages and finally ended up loading a general cargo in Indochina for France. In Marseilles, it was taken over by new owners, a Paris company, which also bought four other of the West Coast-built auxiliary schooners, one being the Cameron Genoa-Mills-built *Jean Steedman*. Art Jones recounts that “the five that got to France didn’t earn their fuel oil there and ended tied up for nearly two years...the (*Geraldine*) *Wolvin*, (*Jessie*) *Norcross*, and (*Jean*) *Steedman* were sold to Egyptians for what could be got...\$8,800 each. That is where I left them in 1922. The last I heard of them they were in the ‘boneyard’ in Alexandria.”

While the West Coast-built auxiliary schooners did have short and rather disappointing careers overall, the most famous of the group, *Malahat*, proved to be the exception. The schooner was to remain actively engaged in the Pacific lumber trade up until 1922, and went on to be involved in other rewarding ventures well into the 1940s. It was launched from the Point Ellice shipyard of Cameron-Genoa Mills Shipbuilders in August 1917 and, after fitting out, shifted just across the harbour to Canadian Puget Sound Mills to take on 400,000 board feet of laths and lumber. (39) (The ship’s Victoria registry notes that the first owner was the Malahat Motorship Company, Ltd, with the mortgagee Canada Steamship Lines, Ltd of Montreal, Quebec.) (40)

After loading in Victoria, *Malahat* was towed to Port Alberni, by the CPR’s steam tug *Nitinat*, where it was to top off its load with 1,200,000 board feet of square timbers. Upon arrival at Port Alberni, the schooner was temporarily tied up with an injunction restraining loading until a dispute was settled as to exactly whose cargo was to be loaded and shipped to Australia. Once the matter was settled by Mr. Justice Morrison on 2 October 1917, the ship was cleared and, on 13 October, set sail for Sydney, Australia. Since the ship’s engines had yet to arrive from Sweden, Captain Thomas F. Morrison had gaff topsails and staysails bent to make up for the lack of auxiliary power. (41)

Malahat arrived in Australia on 17 December 1917 after a voyage of 66 days. It discharged its cargo, set sail across the Pacific, and was back in Seattle on 17 May 1918. Here, the vessel was re-registered in Victoria on 17 July with the note, “on a/c of change of propulsion to Motor Ship Twin Screw.” (42) Regardless that its two Swedish engines were finally

installed, a later captain, John Vosper, recalled that “the Malahat was best under sail, her two engines being too small.” (43) This would become more evident later on in the ship’s career.

The ship’s articles for the schooner’s second voyage commenced the same day as its new registry. The Canada Steam Ship Lines, of Montreal, was listed as the managing owner, while Thomas Morrison remained as master. *Malahat* loaded some 1,500,000 board feet of lumber at Victoria and Chemainus, then set sail for Iquique, Chile, on 18 July, where it arrived on 14 September 1918. Carrying on, the ship stopped in Talara, Peru, late in October, made Honolulu on 27 November, and reached San Francisco on 13 January 1919. (44)

M.B. McLaren, who signed as an eighteen-year old crewman for this voyage, shared his experiences with Victoria *Daily Times* writer Pat Dufour back in 1962. (45) He noted that in Iquique, Chile, *Malahat* loaded a cargo of nitrates destined for England. (Chile had cut off diplomatic relations with Germany while the war was on, and 18 German ships sat on their anchors interned there. McLaren recalled that their crews had the run of the port and went ashore still carrying their sidearms.) From here, the ship proceeded to Peru for supplies and then headed for Honolulu, only to learn there that the war was over and the cargo was no longer needed. The nitrates were consequently sold to local plantation owners and the ship set out for San Francisco in ballast. Looking back, McLaren recalled that the auxiliary schooners were “sweet sailing ships,” but that “they had a nasty habit of opening at the seams when they were in the tropics. I can remember caulking in temperatures between 100 to 125 degrees. We lads would go almost blind with that tar and sun and when we couldn’t stand it any more we’d go to the fo’c’sle and stick damp bandages over our eyes until we felt well enough to start all over again.”

From San Francisco, the schooner took on a cargo of gasoline for Japan, arriving sometime in March. *Malahat* left Yokohama in ballast to arrive in at Astoria, Oregon, on 1 May 1919. It cleared the Columbia River port three weeks later and was off again on another lumber voyage, this time to Port Pirie, Australia. From there, it was back across the Pacific to Callao, Peru, which it reached in November, and then a stop in at Taltal, Chile, in January 1920. Two months later, the vessel was in Hawaii. *Malahat*’s logbook was finally delivered up at Portland, Oregon, on 10 April 1920, after completing a voyage that was nearly two years long.

On 26 May 1920, *Malahat* once again cleared Astoria; this time, it was under the command of Master W.A. Steeves and bound for Adelaide, Australia. Ruth Greene, author of the 1969 book *Personality Ships of British Columbia*, wrote that the schooner took on lumber from a small port in Oregon, destined for Australia once again, and after the cargo was delivered, sailed with coal from Newcastle, New South Wales to Callao. Here the vessel left empty and headed up the coast of the Americas to arrive in at San Francisco on 10 April 1921. (46) A new agreement was drawn up for *Malahat* in San Francisco on 8 August 1921. Canada Steam Ship Lines were still the owners, but now H.C. Neilson took over as master. *Malahat* was again bound for Australia, probably with lumber from Grays Harbour, Washington, since it stopped there en route. Soon after departing Auckland, New Zealand, the schooner was badly damaged in a gale and then upon reaching Hawaii in its voyage across the Pacific, was blown ashore. Once back afloat, the ship continued on to arrive into Seattle on 11 July 1922. With that, the vessel’s career as a deep-water lumber freighter came to an end, and by May the next year it was lying idle in Vancouver harbour—but not for long. In the summer of 1923, the *Malahat* was acquired by an Archibald MacGillis, and a new line of endeavour was to become available to the Victoria-built vessel, one that was about to make it famous along the West Coast from British Columbia to Ensenada, Mexico: rum running.

Malahat soon proved to be the most successful of the Canadian “mother ships,” the floating warehouses that sat out in international waters in “Rum Row” off the American west coast during the Prohibition years. It started out off the Farallon Islands, just outside the Golden Gate, but in the final years—when things got too hot off the California coast—the ship moved down to sit off Ensenada, Mexico until Prohibition was finally brought to a close in 1933. It was off the Mexican coast that the schooner was recognized as “The Queen of Rum Row.”

Once Prohibition was over, it appeared at first that *Malahat's* days under sail were over, but once again the schooner was able to undertake a new endeavour; it became a log barge for pioneer timber entrepreneur Gordon Gibson and his family, who worked out of the west coast of Vancouver Island at Ahousat. *Malahat* was lying at Burrard Drydock's wharf in North Vancouver with writ against it in 1934 when the Admiralty Court finally sold it to the Gibsons for \$2,500. They soon set to work making some alterations and fitted the vessel out with steam donkeys for loading and unloading logs. Gibson was quick to claim that he had just created the world's first self-powered, self loading and unloading log barge. But after a number of frightening close calls operating the under-powered motor sailer in the treacherous and confined waters of British Columbia, they wisely decided it was best to delegate *Malahat* towline. (47)

The log-beaten hull finally met its end entering Barkley Sound under tow of the tug *Commodore* when it foundered about five miles off Cape Beale on the outside shore of Vancouver Island on March 23 1944. It was subsequently towed into Uchucklesit Inlet, Barkley Sound, and abandoned. Around a year later, since the Department of Transport was required to caution mariners to stay well clear of the derelict, they told the owners to move it to a safer location. It was then decided to retrieve the hulk and tow it around the inside of the island to Powell River. Here, *Malahat* was to join a floating breakwater made up of a string of hulked warships and freighters to protect the town's big pulp and paper mill's log pond. However, when it was arrived in November 1945 the log

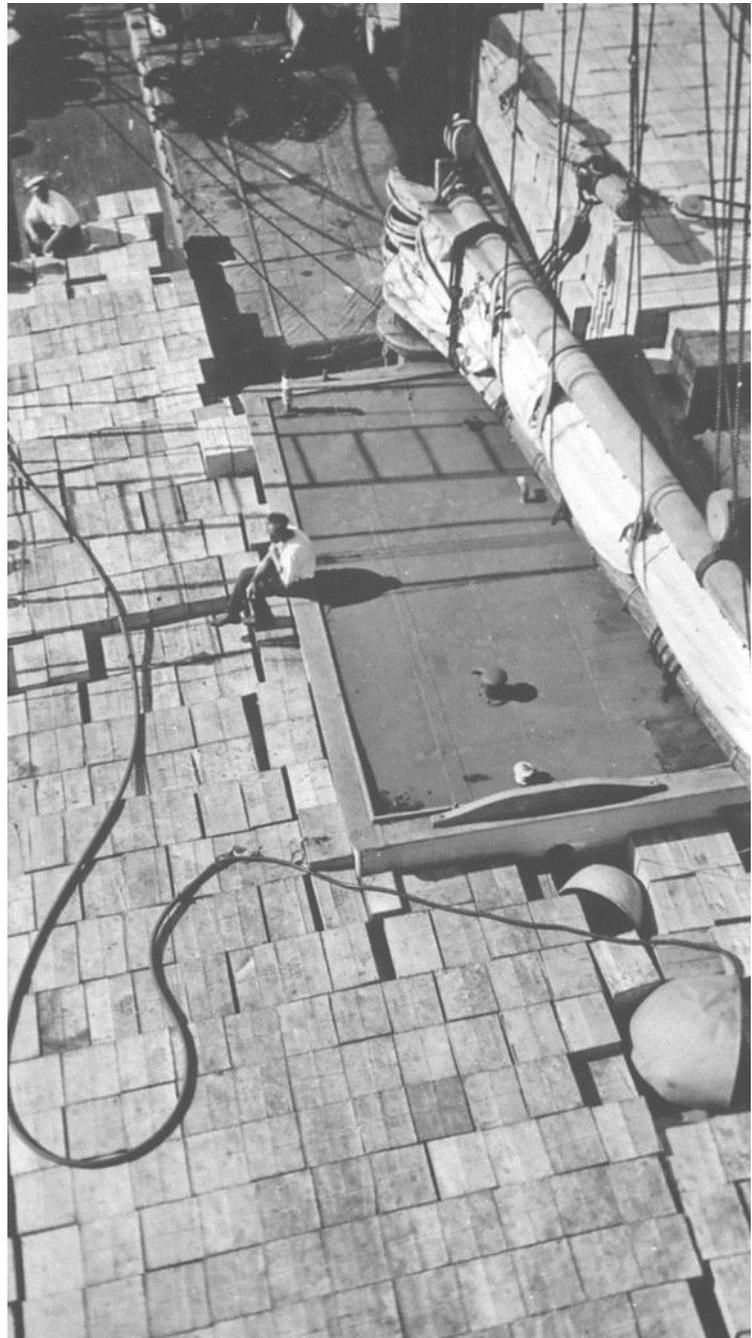


Image 4: This bird's eye view of the deck from up in the *Malahat's* rigging shows just how loaded down the mother ships were sitting out on Rum Row. Photo from "Mrs. Captain" Emmie May Beal (wife of Captain Stuart Stone) collection, taken out on Rum Row, Ensenada, "the smugglers' headquarters" sometime in the early 1930s.

barge was so badly battered, it was disposed of—sunk off the end of the breakwater. The following summer the log-pond crew placed a half box of powder inside the ship and blew a hole in its bottom. It was thought the barge would sink quickly; instead, it took eight hours for the old hulk to slip beneath the waves.

Many years later, the wreck site was examined by the Underwater Archaeological Society of BC in 45 dives over six expeditions between November 1997 and March 2001. Once its identity was indeed confirmed as *Malahat*, the site went on to be registered and declared a particularly significant underwater archaeological heritage site. In an episode of *Sea Hunters* titled “*Malahat: Queen of the Rum Runners*,” hosted by James Delgado, Executive Director of the Vancouver Maritime Museum at the time and shown on Canada’s *History Channel* in 2002, the UASBC’s volunteer divers were filmed exploring the wreck while the author, Rick James, detailed its active and particularly fascinating life working throughout Pacific waters. (This episode is available online; simply enter “The Sea Hunters Malahat.”) (48)



Image 5: The *Geraldine Wolvin*, built in Wallace Shipyards Ltd., North Vancouver, is seen passing Point Grey under sail and bound for the open Pacific with its holds filled and deck stacked high with West Coast lumber. Photo from Vancouver Public Library collection, #20272; photo by Dominion Photo Co.

Though *Malahat* had somewhat of a successful seagoing career, overall, the unusual fleet of British Columbia-built five-masted auxiliary schooners ended up a commercial failure. When the Great War came to an end with the signing of the Armistice on 11 November 1918, returning cargo ships flooded the market, freight rates dropped, and large sailing vessels were unable to compete with the modern lumber-carrying steamer or motor ship. Their carrying capacity was too low and, with their unreliable, underpowered engines, most ended up getting into trouble in foul weather.

What British Columbia's government stimulus programme did accomplish, though, was to help establish a shipbuilding industry on Canada's west coast. The high wages attracted thousands to shipyards in Burrard Inlet and Victoria harbour, and kept them working up until 1920. (49) The work ranged from auxiliary schooners to wooden and steel freighters, and pumped over \$100,000,000 into the economy. (50) More importantly, wood shipbuilding provided employment to thousands more in the logging industry; it kept the sawmill industry alive. Enormous quantities of timbers and planking were needed—around 50 million board of wood annually—in the construction of wooden motor sailers and steamships, all of which were launched from Victoria and Vancouver shipyards. (51) Wood ships kept Victoria's economy alive throughout the First World War—though the Province's vast first-growth forest stands were somewhat reduced in the process.

Postscript

According to Newton Cameron, his father, D.O. and uncle, J.O. Cameron were forced to sell off Cameron-Genoa Mills Shipbuilding after their financing was cut off following a change in the provincial government in September 1918. Also, a fire at their Cameron Lumber Co. mill on 8 June 1917—which destroyed the planing mill, box factory, cross arm machinery, and machine shop for a total loss of \$80,000—played a major factor in stretching their financial resources to the breaking point. The shipyard was finally turned over to the Foundation Company in September 1918 after completion of the six auxiliary schooners and four wood cargo steamers. (52)

Endnotes

1. Wikipedia provides a good explanation of the government advertising term "Last Best West." In essence, it was an advertising gimmick used to market and sell the Canadian Prairies to prospective immigrants, to advertise the Canadian west abroad, as well as throughout eastern Canada, during the nation's expansive western settlement period which ran from 1896 until the start of the First World War. One of the key considerations for the government in this recruitment of settlers was the fear that Americans would stream north across the 49th parallel and overrun the southern parts of Canada's sparsely populated North-West Territories. The Canadian Government was afraid that what happened to Mexico in relation to Texas and the United States could happen out in their own west, and worked hard to bring settlement to the area. The programme proved so successful that, in 1905, the provinces of Alberta and Saskatchewan came into being.
2. W.A. Carrouthers, "Forest Industries of British Columbia," *The North American Assault on the Canadian Forest: A History of the Lumber Trade between Canada and the United States*, ed. A.R.M. Lower. Toronto: The Ryerson Press, 1938, p. 271.
3. G.W. Taylor, *Timber: A History of the Forest Industry in B.C.* Vancouver: J.J. Douglas Ltd., 1975, p. 102.
4. G.W. Taylor, *Shipyards of British Columbia: The Principal Companies*. Vancouver: J.J. Douglas, 1986, p. 86.
5. G.W. Taylor, *Timber*, p. 103
6. British Columbia, Statutes, Bill No. 43, 1916, "An act respecting shipping and to make provision for aid to the ship-building industry in the Province of British Columbia." *British Columbia Shipping Act*, S.B.C. 1916, chap. 57; House of Commons order, 13 March 1916, L.A.C., RG 42 B-1, vol. 255, f. 37491.
7. *Western Lumberman*, vol. 13 (June 1916), p. 26.
8. "Ship Margaret Haney Successfully Launched," *Victoria Daily Colonist*, 4 February 1917, p. 20.

9. "Ship Margaret Haney Successfully Launched," *Victoria Daily Colonist*, 4 February 1917, p. 20.
10. G.W. Taylor, *Timber*, p. 103.
11. "Ship Margaret Haney Successfully Launched," *Victoria Daily Colonist*, 4 February 1917, p. 20.
12. J.H. Price, as it happened, was American, although he originally started out in shipbuilding in England. He eventually went out to Australia and continued on in the industry, finally settling back on the Pacific coast where he began designing and building lumber schooners in Washington and Oregon. For some years, he was manager of the St. Helens Shipbuilding Co., St. Helens, Oregon, a subsidiary of the Charles R. McCormick Lumber Co. The City of Portland was the first of the many schooners designed and built by Price, and was claimed to be the biggest single-deck ship ever constructed, according to the *Daily Colonist*. G.W. Taylor, *Shipyards*, p. 87; "Shipbuilding Firm has New President," *Victoria Daily Colonist*, 26 November 1916, p. 19.
13. Jamie Cameron, "Cameron Brothers Pioneered Island Timber Industry," *Victoria Th Daily Colonist*, 5 January 1969, pp. 10-12. Rick James, personal communication with Newton Cameron (son of D.O. Cameron), early 1990s. As it happened, the author attended Oak Bay High School in the early 1960s, where one of his close friends was a Russ Cameron. While we often mused with our buddies about all the adventurous things we were to do after we graduated--working on a fishboat, going logging up coast, etc.—Russ's responses always caught us off guard: "I'm going to get into lumber milling." As it happens, Russ is grandson of J.O. Cameron, and today is President of the Independent Wood Processors Association, British Columbia.
14. The six wooden schooners built by Wallace Shipyards in North Vancouver were *Mabel Brown*, *Janet Carruthers*, *Geraldine Wolvin*, *Jessie Norcross*, *Mabel Stewart*, and *Marie Bernard*. William Lyall, president of Lyall Construction Co., Montreal (who was also a director of Canada West Coast Navigation Co.), obtained an order to build six auxiliary schooners of 2,500 deadweight built for their own account: *Cap Palo*, *Cap Vincent*, *Cap Nord*, *Cap Vert*, *Cap Horn*, and *Cap Finisterre*. These six auxiliary schooners were all to carry topmasts and have a larger spread of canvas; therefore, they could stand more sail-power and weren't "bald-headed." McCurdy's p. 285-6.

In December 1918, Belgian interests bought them but, when they turned up in Europe, refused to accept the six schooners. Four were finally purchased by French interests, and one was operated by Lyall for about two years and then sold to Italians. The last and final one launched, arrived in Europe, and then vanished from the record. "Jessie Mac only slightly damaged," *Victoria Daily Colonist*, 4 April 1918, p. 13; G.W. Taylor, *Shipyards*, p. 89.
15. The cylinders of these "crude oil" semi-diesel engines had diameters of 16.5 inches and strokes of 20 inches. Hugh Garling, who sailed on *Malahat* when it was a mother ship to the rum running fleet, considered the Bolinders "primitive"—as did any of those who had to deal with them. He noted that a blow-torch was welded to each cylinder head for starting from cold, and that the two exhausts ran up the spanker mast nearly to the masthead. Hugh Garling, "Rum Running on the West Coast: A Look at the Vessels and People," *Harbour & Shipping*. Vancouver: August 1989, p. 30.
16. "Thousands Witness Schooner Launching," *Victoria Daily Colonist*, 25 March 1917, p. 25
17. "Third Schooner is Launched at Night," *Victoria Daily Colonist*, 14 June 1917, p.15.
18. "Malahat Launching was a Great Success," *Victoria Daily Times*, 13 August 1917, p. 8. Art Jones of Nanaimo, B.C., who sailed as a seaman aboard the Wallace Shipyards' *Jessie Norcross*, provided an insight into how the owners went about manning the schooners to local Vancouver marine reporter Norman Hacking back in 1954: "[t]he first two years of her career she was the most successful of the sister ships, largely due to her happy-go-lucky crews, both on deck and below. They were mostly miners and loggers to start with, but they soon caught on and became as good a crew as one could want." Art Jones. Letter to Norman Hacking, 1954. Quoted in Norman Hacking, "Ship & Shore" column. *Harbour & Shipping*, June 1986, p. 17.
19. "Esquimalt will soon commence loading," *Victoria Daily Colonist*, 1 August 1917, p.11. This article, after noting that *Margaret Haney* had reached Bombay on July 25—"an eighty-six day voyage, which covered 12,000 miles"—stated that "Capt. Jimmy Boyd, who went out as master, is an experienced skipper, having been for years with the Weir Line. He retired from the sea and has a big apple ranch at North

Yakima, Wash., but the shortage of masters resulted in an effort being made to dig him out of retirement and he finally conceded to take charge of the Margaret Haney.”

20. “Margaret Haney Had Mishap on Maiden Voyage,” *Victoria Daily Times*, 5 December 1917, p. 10.
21. Lloyd’s of London. *Lloyd’s List*. London: Lloyd’s of London, 1919 & 1920. Memorial University of Newfoundland, Maritime History Archives.
22. Canada. Department of Marine and Fisheries. “Log Book for Canadian Foreign Sea-going Ship” and the “Agreement or Articles and Account of Crew” for *Laurel Whalen’s* lumber voyages 1917-1920. Vancouver Maritime Museum Fonds: AM335, Series S1, City of Vancouver Archives.
23. Charles Defieux. “Laura Whalen’s Long Tow Recalled by Real Old Salt,” Vancouver: *Sun*, 1 September 1966, p. 45. “Laurel Whalen Arrives”, San Francisco: *Chronicle*, 9 April 1920, p. 21.
24. “Tangle Over Laura (sp) Whalen,” Vancouver: *Daily Province*, 12 April 1920, p. 15.
25. *Laurel Whalen*. Transport Canada, Vancouver Ship Registry, No. 19/1917, Vol. 10. “Closed 2nd April 1924. Registered anew consequence of material alteration. Changed to sailing tow barge March 1921” No.32/1924 Vol. 16. Geoff Meggs, *Salmon: The Decline of the British Columbia Fishery*. Douglas & MacIntyre, 199, pp.137-8. “Harbour & Shipping News Dragnet,” *Harbour and Shipping*. Vancouver: November 1923, p. 35.
26. *Comox Argus*, 11 May, 20 August 1936.
27. “Esquimalt will Soon Commence Loading,” *Victoria Daily Colonist*, 1 August 1917, p. 11. “Esquimalt Leaves to Load Cargo,” *Victoria Daily Colonist*, 2 August 1917, 11.
28. *Esquimalt*. Transport Canada, Victoria Ship Registry, Vol .G, No. 4, 1917, p. 78.

The French Government ordered 40 five-masted schooners equipped with auxiliary steam machinery to be built in Oregon and Washington, which also included one built by Cameron-Genoa Shipbuilders Ltd: *Esquimalt*. Most of these five-masted schooners got a very short life, and the majority of the schooners ordered by the French Government were laid up after the war. The schooner arrived in Port Tewfik (Suez Port today) early in 1919, where Captain Lacroix happened across it. [http:// uim.marine.free.fr/flotte-etat/schooners/esquimalt.htm](http://uim.marine.free.fr/flotte-etat/schooners/esquimalt.htm)
29. “Schooner Launching Set for Tomorrow,” *Victoria Daily Colonist*, 21 September 1917. “Fifth Auxiliary Ship is Launched,” *Victoria Daily Colonist*, 23 September 1917, p. 25.
30. “Margaret Haney Had Mishap on Maiden Voyage,” *Victoria Daily Times*, 5 December 1917, p. 10.
31. “Engines arrive for auxiliary schooners,” *Victoria Daily Times*, 17 December 1917, p. 14; “May carry lumber and iron to China,” *Victoria Daily Colonist*, 18 January 1918, p. 13; “Quits local ship for Yankee steamer,” *Victoria Daily Colonist*, 12 December 1918.
32. *Jean Steedman*. Transport Canada, Victoria Ship Registry, Vol G, No. 15, 1917, p. 90. Lloyd’s of London. *Lloyd’s Register of British and Foreign Shipping*. London: Lloyd’s of London. 1924-25.
33. “Engines arrive for auxiliary schooners,” *Victoria Daily Times*, 17 December 1917, p. 14; “Schooner Passes to Hands of French,” *Victoria Daily Colonist*, 9 January 1918.
34. “Beatrice Castle Sold to French,” *Victoria Daily Colonist*, 3 January 1918, p. 13.
35. “May carry lumber and iron to China,” *Victoria Daily Colonist*, 18 January 1918, p. 13.
36. “Stasia Burns in Shanghai Harbour,” *Victoria Daily Colonist*, 18 December 1918, p. 12; “Crew of Stasia; Burned Orient, is returning here,” *Victoria Daily Times*, 19 December 1918, p. 10.
37. “Unfortunate Stasia Has Left Shanghai,” *Victoria Daily Colonist*, 18 July 1919, p. 19.

38. Art Jones 1954 letter to Norman Hacking. "Ship & Shore," Vancouver: *Harbour & Shipping*, June 1988, p.17
39. "Malahat Launching was a Great Success," *Victoria Daily Times*, 13 August 1917, p. 8. Greene, Ruth. "Schooner Malahat, Queen of the Rum Fleet," *Personality Ships of British Columbia*. Vancouver: Marine Tapestry Publications Ltd., 1969, pp. 219-220. "Schooner Malahat on berth at local mills," *Victoria Daily Times*, 17 September 1917, p. 10.
40. *Malahat*. Agreement or Articles and Account of Crew: 17 September 1917.
41. "Stops loading of schooner Malahat," *Victoria Daily Colonist*, 29 September 1917, p. 13; "Schooner Malahat to complete cargo," *Victoria Daily Colonist*, 2 October 1917, p. 13. Canada. Dept. of Marine and Fisheries. Mercantile Shipping Office (Vancouver). British Columbia Records and Archives Service, GR-0215, Box 44, File 1.
42. Canada Transport. Victoria Ship Registry. No. 13/1918, Vol. G, p. 11.

 "The Malahat brought a cargo of horns, hides, pelts, copra, hardwood and other freight, which she is discharging at Pier 9 (Seattle)...As soon as the vessel completes discharging she will be towed to Victoria, B.C. where she will be equipped with engines and converted into an auxiliary power schooner. The value of tonnage is too high to depend on the wind and we are going to put engines in the Malahat before she begins her next voyage, which will probably be with lumber from the North Pacific to Australia," said Captain Morrison. "Victoria-built boat arrives at Seattle," *Victoria Daily Colonist*, 18 May 1918, p. 11.

 Dick Hammond, who wrote a chapter about his father's experiences working at Wallace Shipyards during the First World War in his book *Tales of Hidden Basin*, declared that "The Mabel Brown and her five sisters were obsolete when they were designed. Over-masted and under-engined, they were indeed not one thing or another. A five-masted full-rigged ship needs a large crew to operate it, far more than would be economically viable. And unless the sails can be furled quickly, any sudden squall would be dangerous. The two Bollinder [sic] semi-diesels were too small to drive such a heavy ship; they were undependable and old fashioned before they were installed. The war had brought a surge of mechanical advances in its wake and although this was hardly obvious at the time, the day of the sailing ship was over." Dick Hammond. *Tales of Hidden Basin*. Harbour Publishing, 1996, p. 245.
43. John Vosper in Ruth Greene. "Schooner Malahat, Queen of the Rum Fleet," *Personality Ships of British Columbia*. Marine Tapestry Publications Ltd., 1969, p. 220.
44. "Malahat will take lumber to Iquique," *Victoria Daily Colonist*, 18 July 1918, p.? *Malahat*. Agreement or Articles and Account of Crew: 17 July 1918. Canada: Dept. of Marine and Fisheries. Mercantile Shipping Office (Vancouver). British Columbia Records and Archives Service, GR-0215, Box 44, File 1.
45. Pat Dufour. "They Sailed Bald-Headed Schooner," *Victoria Daily Times*, 23 May 1962, p. 55.
46. Ruth Greene. *Personality Ships of British Columbia*. p. 220.
47. Gordon Gibson. *Bull of the Woods*. Douglas & MacIntyre, 1980, pp. 88-120. Ruth Greene. "Schooner Malahat, Queen of the Rum Fleet," *Personality Ships of British Columbia*. Marine Tapestry Publications Ltd., 1969, pp. 224-227.
48. Rick James and Jacques Marc. *Historic Shipwrecks of the Sunshine Coast*. Underwater Archaeological Society of British Columbia, 2002, pp. 39-47
49. The Cholberg Shipyard in Victoria's Inner Harbour continued on after the war and completed three four masted schooners in 1919: *Gunn*, *Vancouver*, *Margaret F. Sterling*, and *Tradewind*, and the five-masted schooner *S.F. Tolmie* in 1921. Jim Gibbs, *Windjammers of the Pacific Rim*. Schiffer Publishing Ltd., 1987, p. 186. Gordon Newell, ed., *The H.W. McCurdy Marine History of the Pacific Northwest: 1895-1965*. Seattle: Superior Publishing Co. 1963, p. 286.
50. G.W. Taylor. *Shipyards*, p. 104.

51. By the middle of the First World War, British shipping losses from the U-boat campaign were so serious that several programmes were launched to cope with the emergency. As a result, the Imperial Munitions Board placed contracts for 48 wood construction steamers. S.C. Heal. *Conceived in War, Born in Peace: Canada's Deep Sea Merchant Marine*. Cordillera Publishing Company, p.xi.
52. Cameron, Newton (son of D.O. Cameron). Communications with Rick James early 1990s.

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Author Biography

Rick’s work has been published in numerous periodicals including *The Beaver: Canada’s History Magazine*, *The Sea Chest: Journal of the Puget Sound Maritime Historical Society*, *Pacific Yachting*, and *Western Mariner* magazine. In 2011, a collection of some of his maritime stories were published in *Raincoast Chronicles 21: West Coast Wrecks & Other Maritime Tales* by Harbour Publishing. He is also the author or co-author of a number of popular reports published by the Underwater Archaeological Society of British Columbia. His most recent (2018) book—which garnered three major awards—was *Don’t Never Tell Nobody Nothin’ No How: The Real Story of West Coast Rum Running*. His website is www.rickjamesauthor.ca



The Loss of HMV *Iolaire* on Lewis, 1 January, 1919

Fraser McKee

The loss of the Royal Navy's requisitioned motor yacht HMV *Iolaire* just after the end of the devastating First War is known to few, even among readers of naval history. The yacht wrecked on the aptly named Beasts of Holm, a series of rocks at the entrance to Stornoway harbour on the east coast of the Isle of Lewis, off Scotland's west coast—an isolated spot. Yet for the modestly populated Lewis and its neighbour, Harris (to its south), the wreck—after all seemed safe after over four and a half years of continuous war losses—was devastating.

At the end of 1918, a motley great crowd of veterans and civilians had collected at the Kyle of Lochalsh in southwestern Scotland, all attempting to get home to the Outer Hebrides for New Years at least. There is doubt as to how many were actually crammed on to two ships, *Iolaire*, a Royal Navy converted ex-yacht, and the normal ferry, *Sheila*. *Iolaire* was over 37 years old, built at Lieth by Ramage and Ferguson as *Miome*, and had been requisitioned in 1915. The *Sheila* took on most of the Army and civilian passengers, with *Iolaire* taking the RNR naval ones as an emergency solution for the three-hour trip, far longer than the normal journey for the two small ships.

The *Sheila* left first and safely arrived in Stornoway to cheering crowds, half of which continued to wait for the naval contingent aboard *Iolaire*. The dark night passage wasn't made easier by a half gale blowing from the south-east, accompanied by snow. With about 283 in total aboard, cheerful, singing, and anticipating being home for New Years, the three hours passed. But *Iolaire's* skipper missed—by some few hundred yards or so—the rather narrow entrance to Stornoway at the head of its long narrow bay, despite a lighthouse on its south shore. The yacht drove ashore onto the dangerous rocks to the north, the Beasts of Holm, at 1:55 a.m. Within half an hour the ship had rolled to starboard, broken its back, and slipped back off the rocks into fifteen meters. Drowned were 174 from Lewis, 7 from Harris, almost all RNR, and many who had been serving in the trenches with the Naval Brigade's five Divisions. 20 of 27 crew also perished, including the Master and mate, who were not islanders. The *Iolaire's* radio and lights failed quickly, and no charts or logs were ever recovered; no one knows why the ship went off course. Of the 283 aboard (the yacht's normal capacity was about 80), only 82 were saved when one sailor got a rope ashore onto Lewis. Rescue attempts were delayed by the locale's remoteness and lack of useful facilities for such an event. An inquiry was held in February 1919, but with few facts available, little was accomplished. As usual, the Admiralty played down the loss—after too many such cases in the past four years.

There is a book by John MacLeod, *When I heard The Bell* (Birlinn Ltd., Edinburgh, reprint 2010), that tells the story in much detail and the lasting effect of the loss on the Isles.

Member Fraser McKee has been helped in telling this brief tale by Dr. Ken and Rhoda MacRitchie, both originally from Harris, and John Murdo Morrison, of that isle still. Fraser is the author and co-author of six books on Canadian naval and Merchant Navy history, and has a distant Ross relative from Sky in the Western Isles.

Draft Minutes of the Council meeting held using videoconferencing software,

Saturday, 8 May 2021

Present: Michael Moir, President; Tom Malcomson, First Vice-President; Ian Yeates, Second Vice-President; Richard Gimblett, Past President; Faye Kert, Honorary Member; [Ambjörn](#) Adomeit, Isabel Campbell, Walter Lewis, Jeff Noakes, Chris Perry, Margaret Schotte, Councillors; Roger Sarty, Chair of the Editorial Board and Secretary; William Glover, Chair of the Awards Committee.

Regrets: Errolyn Humphreys, Treasurer; Sam McLean, Membership Secretary; Richard Goette, Winston “Kip” Scoville, Councillors.

Calling to Order

Michael Moir called the meeting to order at 10:35 hrs.

Approval of Agenda

Margaret moved; Faye seconded. Carried.

Minutes of Council’s Previous Meeting

Walter moved; Isabel seconded acceptance of the minutes for 20 March 2021. Carried.

Financial Update (see Attachment A)

Michael reported that finances are healthy. Domestic membership renewals are slow, but there is an increase in electronic memberships and foreign and institutional memberships, so revenues for 1 January to 30 April 2021 (\$8585) are ahead of the same period in 2020 (\$7195).

Discussion noted the importance of NASOH’s per-issue subsidy to *The Northern Mariner/Le marin du nord* to enable the Society to meet the increased costs of future issues owing to our plan to use York University printing services for mailing of hard copy issues as well as printing. Rich Gimblett will alert Warren Reiss to our publishing plans, and loop in Roger to send notices to Warren about our publication dates.

Faye reported that mailing costs for review books have soared during the pandemic because she has not been able to access our US post office. The stable of reviewers has grown, including folks outside of North America, but mailing books to them is a problem. She notes that publishers now prefer to send e-copies of books. Michael and Isabel observed that universities, and also Directorate of History and Heritage, are now giving priority to acquisition of e-books. Discussion noted the challenges created by the fact that most e-books do not have hyper links between the note numbers and note texts, and that many publishers still place notes at the back of the book instead of at the foot of the page.

Membership Report

Michael presented Sam’s report, noting that our membership is stable, but supporting Sam’s comment we must continue efforts to attract younger members.

Isabel suggested holding a panel during our annual conference with government maritime historians commenting on how young scholars can get positions in the government. Jeff added that we could include members from both the larger and smaller museums. Isabel and Rich Gimblett noted, from their own experience, that the government needs capable people for ATIP staffs, and that a history background is excellent preparation. Chris noted that many armed forces public affairs officers have a history background. Tom noted that Martin Hubely at the Nova Scotia Museum and Keith Mercer at Parks Canada in Halifax are both maritime historians who have done well in government.

Michael supported the idea of a panel, but observed that in view of the limited number of younger scholars at CRNS conferences, it might be better to organize as a special online event.

Publications

Michael reported that Paul has done a test scan of an early issue of *Argonauta*. Older typeface is causing problems with OCR, so we will need proofreaders to go over scans before they are posted; we will be looking for volunteers.

Discussion about the desirability of an index for *Argo* concluded that it would be too ambitious for the value-add over even moderately successful OCR (even 70 percent accuracy identifies keywords). An index is quite interpretive, and so needs a large and ongoing commitment by an experienced individual. There was agreement that, in addition to OCR, a list of all articles should be provided.

The Northern Mariner/Le marin du nord

Issue number 3 of 2020 has now been mailed, and production of issue number 4 is well advanced after a slight delay for peer review of two articles. Peer review for the first 2021 issues is in hand.

Moved by moved by Ambjörn; seconded by Tom, that

1. Cheryl Fury and Serge Durflinger be reappointed to the Editorial Board for a three-year term as representatives of the Canadian Nautical Research Society;
2. Lincoln Paine be reappointed for a three-year term as a representative of the North American Society for Oceanic History, with a second appointment to be confirmed by Council at a later date;
3. Roy Fenton be reappointed for a three-year term as a representative of the maritime historical community outside North America;
4. Matthew Heaslip be appointed for a one-year term as a representative of the maritime historical community outside North America; and
5. Roger Sarty be reappointed as Chair and Richard Gimblett appointed as Vice-chair for 2021-2022.

Carried.

Conferences

Michael reported that the arrangements for Victoria, 10-12 June 2021, are well under way and details available online: https://www.cnrs-scrn.org/admin/conferences_e.html

Regarding Halifax in 2022, Chris Perry reported that the Archivist at Admiralty House had given tentative approval for the use of their facilities, to be confirmed when the Curator

returns from maternity leave in September. Chris will inquire about the wifi service at Admiralty House.

Awards

Bill Glover reported that he is still chairing the book awards this year; Rich Gimblett is replacing Bill only on the articles awards because Bill has an article being considered. Tom reported on the submission for the Cartier MA prize.

Faye moved; Isabel seconded that Council creates a single Awards Committee consisting of five persons. Its Chair would be elected by Council through the annual report of the Nominating Committee, and would be an ex-officio member of Council (voice but no vote). The Chair would recruit four additional persons for the committee. Under the guidance of the Chair, the committee will strike groups of three members to adjudicate the awards: the Matthews book award, the Matthews article award (this group will also determine the winner of the Pritchard Prize), the Cartier Prize, and the CNRS Merit Award. Recipient(s) of the Panting Bursary will be determined by the conference program committee in consultation with Council.

Carried.

Michael presented the draft that he and Rich Gimblett have prepared for the Pritchard award: "The James Pritchard Prize is awarded annually for the best contribution submitted by a student and published in *The Northern Mariner/Le marin du nord* as selected by the Awards Committee. The winner will be announced at the Society's annual conference and will receive an award of \$300."

Agreement in discussion that the web version of the announcement should be linked to the tribute celebrating Jim's life that appeared in *The Northern Mariner/Le marin du nord*: https://www.cnrs-scrn.org/northern_mariner/vol25/tnm_25_1-6.pdf

Website

Michael reported on his consultations, and presented two options:

- A. Maintain the status quo but work with Paul Adamthwaite, the webmaster, to overhaul the website to meet the POUR principles of the *Accessibility for Ontarians with Disabilities Act* (AODA): content is PERCEIVABLE through colour, size, typeface, and sound; OPERABLE in terms of being able to simply manipulate interface and navigation components; UNDERSTANDABLE (consistency of elements, intuitive in appearance and operation, use of plain language); and ROBUST so that it can be interpreted by a wide variety of browsers, devices, and technologies.
- B. Replace the existing site with a new site using Gutenberg, the new editing software developed by WordPress.

The wide-ranging discussion included issues of security (the existing site, HTML in a Linux operating system, is secure, but there may be issues with Wordpress), and the costs of a new website, roughly estimated at \$5000 to \$15,000. A key issue is that it will be wise to await the launch of the York digital publishing portal for *The Northern Mariner/Le marin du nord*. An essential requirement for the new website is that it work effectively with the York digital publishing portal to promote and provide access to the journal.

Consensus was for option "A," with the need to revisit the website issue when we've had experience publishing with York digital journals.

Proposed Amendments to Bylaws (see Attachment B)

Michael explained that the purpose of the amendments was to allow for an Associate Treasurer, adjust the size of council to account for the large numbers now attending (as many as fourteen participating), similarly adjust the size of quorum, and allow for meetings through conferencing software, previously discouraged by Corporations Canada, but now permitted as a result of the pandemic.

Changes moved by Tom; seconded by Ambjörn.

In discussion, Bill noted that the last revision of the bylaws was a project he undertook more than ten years ago when Chris Madsen was president. Ian suggested that the changes be highlighted in yellow and published in *Argonauta*. Isabel noted that the motion should include a correction for the publication of *Argonauta* with issues being identified as Winter, Spring, Summer and Fall, our current practice, instead of by month.

Carried. The resolution will be included with the call for the AGM for ratification by the membership.

Adjourned 12:06 hrs.

Respectfully submitted,
Roger Sarty
Secretary

Attachment A: Financial Statements as of 30 April 2021

CNRS

Comparative Balance Sheet

	<u>As at 04/30/2021</u>	<u>As at 04/30/2020</u>	<u>Difference</u>
ASSET			
Current Assets			
BMO Operating Account	35,492.92	35,345.53	147.39
BMO Cash Reserve Account	0.00	0.00	0.00
Investments	8,014.14	7,003.29	1,010.85
Accounts Receivable (note 1)	1,318.50	0.00	1,318.50
Total Current Assets	<u>44,825.56</u>	<u>42,348.82</u>	2,476.74
TOTAL ASSET	<u>44,825.56</u>	<u>42,348.82</u>	2,476.74
LIABILITY			
Liabilities			
Accounts Payable	0.00	0.00	0.00
Membership Fees Received in Advance	0.00	70.00	-70.00
Total Liabilities	<u>0.00</u>	<u>70.00</u>	-70.00
TOTAL LIABILITY	<u>0.00</u>	<u>70.00</u>	-70.00
EQUITY			
Members' Equity			
Current Earnings	6,499.44	5,794.62	704.82
Retained Earnings	39,966.60	39,135.53	831.07
Unrealized Gain/Loss (OE)	-1,640.48	-2,651.33	1,010.85
Total Members' Equity	<u>44,825.56</u>	<u>42,278.82</u>	2,546.74
TOTAL EQUITY	<u>44,825.56</u>	<u>42,278.82</u>	2,546.74
LIABILITIES AND EQUITY	<u>44,825.56</u>	<u>42,348.82</u>	2,476.74

Generated On: 05/06/2021

Note 1: Amounts owing from NASOH

Attachment A: Financial Statements as of 30 April 2021

CNRS

Comparative Income Statement

	<u>Actual 01/01/2021 to 04/30/2021</u>	<u>Actual 01/01/2020 to 04/30/2020</u>	<u>Difference</u>
REVENUE			
Membership			
Individual - Domestic	2,870.00	2,940.00	-70.00
Individual - Foreign	645.00	320.00	325.00
Student - Domestic	100.00	25.00	75.00
Student - Foreign	0.00	0.00	0.00
Institutional - Domestic	1,340.00	1,235.00	105.00
Institutional - Foreign	1,575.00	1,575.00	0.00
Supporting	1,580.00	690.00	890.00
Electronic Membership	475.00	410.00	65.00
Total Membership Revenue	<u>8,585.00</u>	<u>7,195.00</u>	1,390.00
Publications			
NM Sales and Royalties	100.76	254.54	-153.78
Total Publications Revenue	<u>100.76</u>	<u>254.54</u>	-153.78
Other Revenue			
Investment Income	28.88	49.44	-20.56
Exchange Rate	18.57	864.95	-846.38
Total Other Revenue	<u>47.45</u>	<u>914.39</u>	-866.94
TOTAL REVENUE	<u>8,733.21</u>	<u>8,363.93</u>	369.28
EXPENSE			
Administrative Costs			
Bank and Credit Card Charges	198.32	225.13	-26.81
Prepaid Mailing and Distr. Expense	450.00	450.00	0.00
Total Administrative Costs	<u>648.32</u>	<u>675.13</u>	-26.81
Publications Costs			
Mailing & Distribution	182.20	340.00	-157.80
Printing Expense -NM	2,344.00	2,375.86	-31.86
NASOH - reduction	<u>-1,318.50</u>	<u>-1,264.50</u>	-54.00
Total Printing Expense	<u>1,025.50</u>	<u>1,111.36</u>	-85.86
Editing and Translation Expense	58.70	183.50	-124.80
Book Review & Editorial Support	0.00	0.00	0.00
Total Publications Costs	<u>1,266.40</u>	<u>1,634.86</u>	-368.46
Other Expenses			
Digital	143.40	213.40	-70.00
GST/HST Paid	175.65	45.92	129.73
Total Sales Expense	<u>319.05</u>	<u>259.32</u>	59.73
TOTAL EXPENSE	<u>2,233.77</u>	<u>2,569.31</u>	-335.54
NET INCOME	<u>6,499.44</u>	<u>5,794.62</u>	704.82

Draft Minutes of the Annual General Meeting held using videoconferencing software
Saturday, 12 June 2021

Present

Council: Michael Moir, President; Tom Malcomson, First Vice-President; Ian Yeates, Second Vice-President; Richard Gimblett, Past President; Sam McLean, Membership Secretary; Barry Gough, Honorary Member; Faye Kert, Honorary Member; Ambjörn Adomeit, Isabel Campbell, Walter Lewis, Jeff Noakes, Chris Perry, Winston “Kip” Scoville, Margaret Schotte, Councillors; and Roger Sarty, Chair of the Editorial Board and Secretary.

Members: Paul Adamthwaite, David Collins, Andrew Cook, Jan Drent, William Glover, Michael Hadley, Peter Kikkert, Chris Madsen, Fraser McKee, Gord Miller, Meaghan Walker, Maurice Smith, Camilla Turner, Bob Turner.

Calling to Order

Michael Moir called the meeting to order at 13:01 hrs EDT.

All motions were moved and seconded by Tom Malcolmson and Ian Yeates, respectively, at the appropriate points throughout the meeting.

Proposed amendments to By-Law 1

Motion that the proposed amendments to By-Law 1, approved by Council on 8 May 2021, be confirmed.

Michael explained that the main amendments were to allow for the new position of Associate Treasurer on Council, and to allow Council and the AGM to meet through video conferencing technology, which the government has allowed as a result of the pandemic.

Carried.

Approval of Agenda

Motion to adopt carried.

Minutes of AGM's Previous Meeting

Motion to approve minutes of AGM of 15 August 2020 carried.

President's Report

Michael noted the challenging times: the pandemic, the discovery of the unmarked gravesites at the Kamloops, BC former residential school, and the attack on the Islamic family in London, ON. Discussion noted the importance of people coming together to pursue education and learning in associations like the CNRS to a vibrant and democratic civil society, especially in stressful times.

Michael extended a special welcome and congratulations to the student participants in the conference, and noted the student awards offered by the Society. He highlighted the important achievements since the last AGM, despite the pandemic. These include our first—and very successful—virtual conference, thanks to the exceptional efforts of the organizers,

David Collins, Jan Drent, and Michael Hadley. The Society welcomed Peter Kikkert as the new editor of *The Northern Mariner/Le marin du nord*, who has already taken the lead in the transition of the journal to open access electronic publishing through York University's digital journals. *Argonauta* continues to move from strength to strength under Erika Behrisch. Paul Adamthwaite, who has for so long given "steadfast and rigorous" service as our webmaster, is well along in a project to scan and post on the website all the pre-digital issues of *Argonauta*, dating back to 1984. Michael thanked the members of Council for their hard work, support and advice. Maurice Smith commended Michael for his "calm steady leadership."

Chris Madsen asked about relations with NASOH. Discussion noted the Society's deep appreciation of NASOH's important, continuing support in funding for *The Northern Mariner/Le marin du nord*, Warren Riess's efficiency in the distribution of the hard copies of the journal to NASOH members, and Lincoln Paine's essential help and sage advice on editorial matters. Gord Miller suggested we make more concerted efforts to inform NASOH members about our conferences, and Chris Madsen suggested we give more coverage to NASOH in *Argonauta*, and supply more material for the NASOH newsletter.

Treasurer's Report

Motion that the financial statements prepared by Errolyn Humphreys for the year ending 31 December 2020 be accepted. Carried.

Michael observed that our finances are stable, but that we need to be conservative in view of the change for *The Northern Marine/Le marin du nord*, as well as *Argonauta* to digital open access, these previously being membership privileges. Happily, this change has not so far caused a noticeable negative impact on renewals. Chris Madsen asked about additional costs in view of the rise in price for paper. Walter Lewis estimated that it might add \$1000 for the print copies of *Northern Mariner* for this year because of the production of additional issues to get back on schedule. Michael noted that we also have another increase of \$1000 per year because mailing of the print copies of the journal will be done by York University print services; mailing is a major burden that has most recently been carried by Walter Lewis. Paul Adamthwaite commented that, having been responsible for mailing the journal for many years, it is indeed a not very pleasant burden; he opined that this delegation of the task to York was a wise expenditure that would help conserve the energy of the Society's production team.

Membership Report

Sam McLean reported that there have been no lapses in renewals because of the pandemic. Digital memberships remain stable at 25 out of a total of 106 domestic memberships. We have two or three new student memberships, but our goal is more. International and NASOH memberships continue to drop slowly. We are reaching out to promote international members; NASOH memberships are tied in to the larger issue of increasing our participation in NASOH activities and inviting their participation in ours.

Gord Miller asked if Sam could target renewal notices to those who had not renewed and thus avoid multiple notices to those who have already renewed. Sam replied that he is trying to target after sending out initial calls.

Maurice Smith meets weekly with a group of local academics in Kingston, who note the changing nature of the academic community, both staff and students. He suggested that Council examine how the potential membership for CNRS has changed in the past ten years to see what needs we can better meet. Michael observed that we've endeavoured to bring

and have successfully brought more youthful members onto Council—Sam and Ambjörn—and are delighted that we now have Erika and Peter as the editors of the publications. Sam and Peter noted that efforts are underway to make *Argonauta* and *The Northern Mariner/Le marin du nord* more welcoming to junior authors, and good choices for a first publication. Bill Glover commended the editors and the conference organizers for reaching out to young authors and presenters more effectively than we have been able to in the past. Discussion followed about the challenges of communicating with universities. Ambjörn's and Sam's efforts to reach out to departments have had little result. Peter and Chris noted the need to get in touch with individual teachers and students who are working in maritime areas, as Gord Miller helped the organizers do at the University of Victoria. Sam is encouraged by Peter's idea of doing Zoom podcasts with authors of articles from the journal as they are released on the website. Sam observed that this is a good adaptation of the UK tradition of regular seminars to the more challenging geography of North America. Faye observed that the feature on the NASOH website of posting books available for review has been successful in attracting reviewers from as far away as South America.

Chris Madsen noted from his experience as President that we are really an association of independent scholars, and significantly, our younger presenters describe themselves in this way. Once people leave university, they are often looking for associations, and these are the people who have the interest to join a society like ours. Michael added that our field is wider than just history, and includes the whole range of studies related to maritime affairs. Fraser McKee noted that Chris's observation is especially true for retired people, and suggested looking for connections with university alumni organizations.

14:10 hrs-14:25 hrs – Break

Publications Reports

Roger introduced Peter, the new editor of *The Northern Mariner/Le Marin du nord*.

Peter outlined his plans to bring out the four issues of volume 31 (2021) by the end of the year. The first issue of volume 31 will be out in July, and many of the submissions for the remaining three issues are in hand. His second big goal is to post past issues on the York University digital journals site; he has now posted all four issues of volume 30 (2020), but it will be a long-term project to do the same for all the volumes.

Pete has posted new guidelines for submissions on both the CNRS website and the York digital journals website. They have also been published in *Argo*. These include a new category, "commentary," generally shorter pieces of 1000 to 5000 words that introduce an historical document, map, work of art, or artifact. The guidelines also encourage literature reviews of up to 9000 words as readers enjoy the reflections of experts on particular topics and fields. He also intends to hold a podcast about two weeks after the publication of each issue, with a five-minute summary of each article by the author followed by a question and answer period. Walter Lewis added that a podcast should be timed to follow mailing of issues to print subscribers by perhaps two weeks, to allow for proper distribution before the podcast.

A discussion of web presentation of additional material, including opportunities for beginning scholars, followed. As possible models, Gord Miller suggested <https://www.facebook.com/groups/BCNauticalHistory/> and <https://www.bchistory.ca/category/videos/>. Camilla Turner recommended <https://www.nauticapedia.ca/>.

Paul Adamthwaite is always looking for content to post on our website. For written material, RTF format is preferred. Several members commented on the suitability of Richard Lindsey's pre-recorded conference presentation on Esquimalt's Cole Island magazine facility for posting on the web.

Discussion about recording presentations at future conferences for web posting raised the issue of copyright for illustrative material, which can become complex for material posted for general access. Walter noted that some presenters do not wish to be recorded, and it is essential to pre-arrange consent as well as to address copyright.

Nominating Committee Report

Motion that the slate of candidates recommended by the Nominating Committee be elected as officers and councillors at large of the Society for 2021-2022:

President:	Michael Moir
1st Vice-President:	Thomas Malcomsom
2nd Vice-President:	Isabel Campbell
Treasurer:	Errolyn Humphreys
Associate Treasurer:	Ian Yeates
Secretary:	Richard Goette
Membership Secretary:	Sam McLean
Councillor (Comms):	Winston Scoville
Councillors:	Ambjörn Adomeit, Walter Lewis, Jeff Noakes, Christopher Perry, Margaret Schotte, Meaghan Walker

Richard Gimblett noted that the changes in the proposed slate are Ian Yeates in the new position of Associate Treasurer, Isabel Campbell as Second Vice-President, Richard Goette as Secretary, and Meaghan Walker as Councillor. Meaghan is new to the Society. She completed her PhD at the University of Alberta in 2020. Her doctoral dissertation is about the clothing supplied to ratings and marines during the French Wars (1797-1815). She is presently a post-doctoral fellow in the Global Maritime History program at Memorial University of Newfoundland.

Richard called for nominations for a vacant position as Councillor. There were no nominations.

Motion carried.

Future Conferences

Discussions are under way for the use of Admiralty House at CFB Halifax for the 2022 conference.

Locations for the 2023 and 2024 conferences are under consideration, including the possibility of a joint conference with NASOH in one of those years.

Gord Miller recommended having a virtual component of future conferences. Michael reported that Council is working to achieve this. Gord also suggested examination of copyright issues to allow permanent posting of presentations, when so desired by the authors, so that they can count as publications.

Awards

Winners of the Jacques Cartier MA Prize, Matthews Book Awards, and Matthews Article Award for 2020 were announced by the chairs of the respective juries. Their citations are attached to the minutes.

Michael Moir announced that the CNRS Merit Award was presented to William “Bill” Glover in recognition of his work as Editor of the Society’s journal, *The Northern Mariner / Le Marin du nord*, for two five-year terms. Michael thanked Bill for his many years of service to the Society and to the advancement of nautical research, and for ensuring the survival of the journal during its most challenging times.

Adjourned 15:34 hrs.

Respectfully submitted,
Roger Sarty
Secretary

Attachment A: CNRS Comparative Balance Sheet and Income Statement as at 31 December 2020

Attachment B: The Jacques Cartier MA Prize for 2020

Attachment C: The Keith Matthews Book & Article Awards

Attachment D: CNRS Merit Award presented to William Glover

CNRS

Comparative Income Statement

	Actual 01/01/2020 to 12/31/2020	Actual 01/01/2019 to 12/31/2019	<u>Difference</u>
REVENUE			
Membership			
Individual - Domestic	4,110.00	3,750.00	360.00
Individual - Foreign	695.00	635.00	60.00
Student - Domestic	25.00	145.00	-120.00
Student - Foreign	25.00	0.00	25.00
Institutional - Domestic	1,425.00	1,520.00	-95.00
Institutional - Foreign	1,810.00	1,785.00	25.00
Supporting	2,135.00	1,525.00	610.00
Electronic Membership	560.00	0.00	560.00
Total Membership Revenue	<u>10,785.00</u>	<u>9,360.00</u>	1,425.00
Publications			
NM Sales and Royalties	603.61	332.80	270.81
Conferences			
Registration Fees	0.00	3,388.00	-3,388.00
Investments			
Investment Income	175.60	141.74	33.86
Other Revenue			
Exchange Rate	2,475.61	0.00	2,475.61
TOTAL REVENUE	<u>\$14,039.82</u>	<u>\$13,222.54</u>	\$817.28
EXPENSE			
Administrative Costs			
Bank and Credit Card Charges	486.91	738.55	-251.64
Prepaid Mailing and Distr. Expense	0.00	0.00	0.00
Total Administrative Costs	<u>486.91</u>	<u>738.55</u>	-251.64
Publications Costs			
Mailing & Distribution	3,469.12	2,375.07	1,094.05
Printing - General	319.94	0.00	319.94
Printing Expense -NM	11,573.86	5,735.70	5,838.16
NASOH - reduction	-6,452.55	-2,507.85	-3,944.70
Total Printing Expense	5,121.31	3,227.85	1,893.46
Editing Expense	315.50	494.40	-178.90
Total Publications Costs	<u>9,225.87</u>	<u>6,097.32</u>	3,128.55
Conference Expenses			
CNRS Conferences	0.00	2,209.40	-2,209.40
Prize Expenses			
Prize Expenses	0.00	1,250.00	-1,250.00
Other Expenses			
Other Expenses (note 1)	2,500.00	0.00	2,500.00
Digital	213.40	514.99	-301.59
Total Other Expenses	<u>2,713.40</u>	<u>514.99</u>	2,198.41
Sales Tax Expense			
GST/HST Paid	782.57	776.51	6.06
TOTAL EXPENSE	<u>13,208.75</u>	<u>11,586.77</u>	1,621.98
NET INCOME	<u><u>\$831.07</u></u>	<u><u>\$1,635.77</u></u>	-\$804.70

Notes:

(1) Honorarium payment in appreciation for editorial assistance

CNRS

Comparative Balance Sheet

	<u>As at 12/31/2020</u>	<u>As at 12/31/2019</u>	<u>Difference</u>
ASSET			
Current Assets			
BMO Operating Account	32,559.62	28,217.38	4,342.24
BMO Cash Reserve Account	0.00	0.00	0.00
Investments	8,014.14	7,656.59	357.55
Accounts Receivable (<i>note 1</i>)	0.00	1,246.50	-1,246.50
Member Receipts	0.00	600.00	-600.00
TOTAL ASSET	<u>\$40,573.76</u>	<u>\$37,720.47</u>	\$2,853.29
LIABILITY			
Liabilities			
Accounts Payable (<i>note 2</i>)	777.64	513.56	264.08
Membership Fees Received in Advance	1,470.00	70.00	1,400.00
TOTAL LIABILITY	<u>\$2,247.64</u>	<u>\$583.56</u>	\$1,664.08
EQUITY			
Members' Equity			
Current Earnings	831.07	1,635.77	-804.70
Retained Earnings	39,135.53	29,870.13	9,265.40
Unrealized Gain/Loss (OE)	-1,640.48	-1,998.03	357.55
Gain or Loss on Exchange (<i>note 3</i>)	0.00	7,629.04	-7,629.04
TOTAL EQUITY	<u>\$38,326.12</u>	<u>\$37,136.91</u>	\$1,189.21
LIABILITIES AND EQUITY	<u>\$40,573.76</u>	<u>\$37,720.47</u>	\$2,853.29

Notes:

(1) Accounts Receivable in 2019 represented amounts owing from NASOH for TNM recoveries

(2) Amounts owing to Canada Post and Faye Kert for mailing and supply expenses

(3) As per discussion at last meeting of the Executive, Gain or Loss on Exchange is closed out at each Year End and now included in the Current earnings

Attachment B: The Jacques Cartier MA Prize for 2020

The recipient of this year's Jacques Cartier Prize is Garison Ma, whose aptly titled thesis, "A Marriage of Intersecting Needs: The Procurement of the Canadian Patrol Frigates by the Pierre Trudeau Government, 1977-1983," explores the politically twisted path to the acquisition of the Canadian Navy's fully combat capable frigates, an effort to modernize not only the navy but also the domestic shipbuilding industry. Ma clearly places his narrative within the existing historiography of the post-1960 military and political scene in Canada. The clash of civilians with naval officers over the proper course for the navy's development, Trudeau's policy shift around separating Canada from the United States concerning North American security, and his about face in recommitting to NATO and European defence play a major part in Ma's work. He also touches on the pressures from economically depressed areas in Canada, the failing shipbuilding industry and partisan politics. What he offers are new insights from the archives and interviews with some of the participants in the events. Ma lays out a more complex relationship between politics (foreign and domestic), the economy, and the needs of the navy than has previously been produced. Garison Ma has much to offer the discipline of history—in particular maritime history—and the committee hopes to read and hear more from him in the future.

Tom Malcomson and Margaret Schotte

CNRS Keith Matthews Awards

Bill Glover

Matthews Award for the best article published in *The Northern Mariner/Le marin du nord*, 2020

This report for the Matthews Award for Best Article published in the journal in the cover year 2020 (Volume XXX) demands advance disclosure of a couple of administrative points. To begin, the composition of the Committee had to be substantially altered, given that two of the members have articles under consideration and recused themselves: Bill Glover was replaced as Chair by Richard Gimblett, and Roger Sarty was replaced by Peter Kikkert; Ian Yeates remained as the continuing regular member. Additionally, while Society members will not likely have received the final edition (XXX:4) by the time of announcement at the Annual General Meeting, the Committee was in possession of that number as laid out for printing, and as such were confident in being able to judge them fairly.

In general, the Committee found the duty of judging to be a difficult but pleasurable one. All of the articles under consideration this year were enjoyable to read, and without any hesitation can be described as significant contributions to their subject areas, filling gaps in the existing scholarship. Yet they are also literally “all over the map” in terms not just of geography but also chronology and field of interest, ranging from pre-Confederation Canada to late-19th and mid-20th century Britain, to post-Revolutionary Russia, to contemporary Black Sea Turkey.

Special Recognition: the three-part series by Hugh Murphy, “Research Organisations in British Shipbuilding and Large Marine Engine Manufacture, 1900-1977”

This is a thorough examination of an under-examined aspect of maritime history, it is ambitious in chronological scope and the detailed variety of sources, and indeed is likely to be the standard reference on the subject.

Best Article Award: Caroline Finkel, “Henry Felix Woods and the Black Sea / Bosphorus Entrance Maritime Safety System, Then and Now”

This is a unique and compelling blend of historical research, the study of material culture, and public history. As an account of the development of a navigation safety system complemented with an inventory of sites remaining in existence, this piece breaks new ground in making Maritime history accessible.

Keith Matthews Book Awards

The books we are recognizing this year represent an interesting mix of “firsts.”

Keith Matthews Award for a Deserving Special Recognition: Helen Edwards, *Dutchy’s Diaries*

In 2017 for books published in 2016 we added an award for a book deserving of special recognition. In my annual letter to publishers calling for submissions for consideration for the Matthews Awards I have written,

“Increasingly we had become concerned that we did not have a means for honouring important areas of maritime publishing that did not fit the academic mould. Therefore we introduced the Keith Matthews Award for a Book Deserving of Special Recognition.

“A book winning the Award for Special Recognition might be a work of a very regional or local focus, or perhaps a memoir without the scholarly apparatus that is expected of the best book award. However, it must be a book which, in the view of the committee, offered an important record that would be cited by future historians because it has captured an important aspect or quality of maritime life.

“The intent of the second award is to provide the committee with flexibility and to end an apples and oranges sort of comparison. Part of that flexibility of course means that this award need not be given if we feel that the books submitted will not provide that important reference for future years. We hope that offering it will encourage the many small presses that have been submitting books that could not compete successfully with a full academic study. We believe that this is an important part of promoting the study of all aspects of maritime history.”

This year the award is given to *Dutchy's Diaries*, the journals of John Crispo Inglis Edwards, ultimately a commodore in the Royal Canadian Navy, covering the years 1916 to 1926 edited by his daughter-in-law Helen Edwards. As a journal, it is most definitely a form of memoir, and as it has been self published, it is absolutely the product of the smallest form of a small press. I believe this may be the first time we have recognized a self-published book. That it has the usual editorial and copy editing shortcomings that are to be expected of such a publication must in no way be allowed to detract from what the committee agreed was its fundamental importance more than meeting the award requirement that it “offered an important record that would be cited by future historians because it has captured an important aspect or quality of maritime life.” One of the committee members described it as a “most useful primary source of the experiences of a typical Canadian naval officer in the dire years of the RCN—i.e., the interwar period.” Another wrote, “[t]his document collection offers an interesting primary account of a naval career spanning the First World War and interwar years. I enjoyed the daily details of naval life, the inclusion of photos and other archival materials throughout the text, and found the glossary and annotations useful. I am a fan of document collections and believe that this book will aid future researchers.” Your committee was agreed.

The contrast between his service in Canada and with the RN—we might even say the “real” navy—could not be more stark. Taken as a whole, it gives us a better appreciation of how young officers’ heads could have been turned by the allure of the Royal Navy and things British. Providing the “colour” of RCN life in those early years is in itself an important contribution. But, at least to my mind, there is one specific entry that is of utmost importance. My committee colleague spoke of “the dire years of the RCN.” How else could one describe the period following the Conservative decision essentially to cancel the navy? So, on 10 August 1922, we have the journal entry of the just-turned 26-year-old Edwards stopping at Ottawa en route from Victoria to Halifax: “Went to the Naval Dept. where I saw Capt. Hose. Told him I didn’t see many prospects in the RCN & was thinking of leaving the service. He told me he was sorry to say that his advice was that if any one had a good job to go to he would advise them to take the offer.”

While historians may have suspected such a comment, this is I believe the first time it has been substantiated.

Our thanks are due to Helen Edwards for having brought out this first volume of Edwards’ journals. Congratulations.

Keith Matthews Best Book Award

Honourable Mention: Eileen Reid Marcil, *The PS Royal William of Quebec: The First True Transatlantic Steamer*

It is a pleasure to recognize Eileen Reid Marcil's *The PS Royal William of Quebec: The First True Transatlantic Steamer*. Emily was a founding member of CNRS and has done significant research on Quebec shipbuilding. Earlier works include *The Charley-Man: A History of Wooden Ship Building in Quebec, 1763 - 1893* and *Tall Ships and Tankers: The History of Davie Shipbuilding*. She has written for the *Dictionary of Canadian Biography* and published in our journal, amongst other venues. I sincerely hope that next year CNRS will remember to send her congratulations on her 100th birthday. How many of us will publish a book such as this when we are 98!

Committee members described the book as “[w]ide ranging scholarship to put it mildly on this vessel ... The book is well illustrated, and attractively packaged. The story is told well,” and “[t]his is a good-looking, well-produced book. I very much enjoyed the plethora of visuals included by the author. It tells a good story. The main point of the book is to address the controversy over which steamship deserves the title: ‘first true transatlantic steamer.’” We must also recognize the work of the publisher, Baraka Books of Montreal, for the production values noted by committee members.

Keith Matthews Best Book Award: Joseph Scanlon, edited by Roger Sarty, *Catastrophe: Stories and Lessons from the Halifax Explosion*

Each of us on the committee wondered on receipt of the book, what more could be said about the explosion. The answer is given by the comments of one committee member.

A great deal has been written on the Halifax Explosion, but by integrating observations from the fields of disaster studies and disaster and emergency management with new historical accounts of the event, Scanlon has made an important contribution and offered new insights. Scanlon's assessment of the actions of survivors in the aftermath of the explosion, on the organized and well-coordinated local response, on the problems caused by the deluge of assistance, and the media distortions of the disaster are all examples of his reinterpretation of traditional understandings of the event. Sarty's introduction also makes a novel contribution to the historiography of the Halifax Explosion by providing the military context that explains the profoundly important role played by the military in response in the explosion's aftermath.

As we have recognized for the first time a self-published book and a nonagenarian author, so I believe for the first time we are making posthumous award. Joseph Scanlon completed the manuscript in 2007 and died in 2015. He was associated for many years with the School of Journalism at Carleton University. Through journalism and reporting on disasters, he became interested in the study of disasters. Ultimately, he served as the president of the International Research Committee on Disasters and was recognized for a lifetime contribution to the sociology of disasters. It is that dimension that makes this work important. We owe thanks to his family who did not throw the manuscript away. Fortunately, Roger became involved with the project, and now we have this book. In their comments, the committee noted the significant contribution Roger made to this work.

Roger has four times been recognized as the co-author of a best book award recipient. Now his work as an editor preparing a draft for posthumous publication is being acknowledged. Five book awards is an indicator of the importance of Roger's work to maritime history in Canada. Congratulations and thank you.

Finally, I would like to say thank you to my committee colleagues. It has, as usual, been a pleasant and informative experience. Having been the awards committee chair since the 2010 award year, and certainly involved in some earlier decisions, it is time for me to step aside. Thank you for the opportunity, and best wishes to the new committee and chair going forward.

Attachment D:

CNRS Merit Award

The CNRS Merit Award is presented to William “Bill” Glover in recognition of his role as Editor of the Society’s journal, *The Northern Mariner / Le Marin du nord*, for two five-year terms: July 2001 (XI:3) to April 2006 (XVI:1), and July 2015 (XXV:3) through Winter 2020 (XXX:4). Both times he stepped into the breach at critical junctures (the first following the sudden retirement due illness of the original editor, and the second for an “interim” period pending the search for a new permanent editor), meaning that without his selfless efforts the journal might have been lost as a peer-reviewed quarterly publication. Impressively, he performed the role as an independent scholar without institutional support, and for the first term without the benefit of a managing production assistant. An accomplished author and teacher in his several careers, Bill has consistently brought the journal to high standards, not least by encouraging and welcoming scholarship across the whole range of maritime studies.

Argonauta Guidelines for Prospective Authors

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject-matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts.

For those producing specialized, original academic work, we direct your attention to *The Northern Mariner*, a peer-reviewed journal appropriate for longer, in-depth analytical works also managed by the Canadian Nautical Research Society.

Except with proper names or in quotations, we follow standard Canadian spelling. Thus, the Canadian Department of Defence and the American Department of Defense may both be correct in context.

For ship names, only the first letter of the names of Royal Canadian Navy ships and submarines is capitalized, and the name appears in italics. For example:

Her Majesty's Canadian Ship (HMCS) *Protecteur*

Her Majesty's Canadian Ship (HMCS) *Preserver*

Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)

Former HMCS *Fraser* rather than *Ex-Fraser*

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HMS *Victory*

HMAS *Canberra 3*

Following current industry standard, ships are considered gender-neutral.

Although *Argonauta* is not formally peer-reviewed, the editors carefully review and edit each and every article. Authors must be receptive to working with the editors on any revisions they deem necessary before publication; the editors reserve the right to make small formatting, stylistic, and grammatical changes as they see fit once articles are accepted for publication.

Articles should conform to the following structural guidelines:

All submissions should be in Word format, utilizing Arial 12 pt. Please use endnotes rather than footnotes. All endnotes should be numbered from 1 consecutively to the highest or last number, without any repeating of numbers. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars.

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With each submission, please include a brief (5-7 sentence maximum) biography.



The Canadian Nautical Research Society

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- ☛ *Argonauta*, a quarterly on-line newsletter, which publishes articles, opinions, news and information about maritime history and fellow members.
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