

# ARGONAUTA

The Newsletter of



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## **ARGONAUTA**

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## EDITORIAL

## (I)

It is with heavy hearts that we write this particular editorial. After a good deal of deliberation, we have notified the Chair of the Editorial Board that after the October 1996 issue of *ARGONAUTA* we will no longer edit this publication. The reason for this decision is both practical and, we have to admit, at least slightly selfish.

The selfish side of the coin has to do with other things that we would like to do with our lives. One of us has been involved either as editor or book review editor since the inception of the newsletter almost twelve years ago; the other of us has been involved for seven years. While we recognize its importance in linking a Society with members scattered the length and breadth of the world's largest country, we can no longer justify the sacrifice required,

especially to our families. Each issue of *ARGONAUTA* requires a minimum of 200-300 hours worth of work, effort we have never begrudged the Society but which at this point we can no longer justify easily. We trust that in a Society as generous as CNRS this rationale will be well understood.

The second reason for standing down has to do with our conception of what is best for the Society. When we, along with Gerry Panting, took over *ARGONAUTA* from Ken Mackenzie, we introduced a number of what we hoped would be useful features. Increasingly, however, editors become less creative and their efforts, quite frankly, more stale. It is our belief that by turning the helm over to a new editor or editorial team we can do our part to rejuvenate what has become one of the most important maritime organs of communication in the world.

It is also perhaps as well to spell out a bit more clearly the role that we

believe we can still play. We are willing to continue to edit *The Northern Mariner/Le Marin du nord*, a journal for which we still believe we have fresh visions. Moreover, because we have been relatively successful in putting together the infrastructure necessary to produce CNRS' publications, we are also willing to continue to act as publishers for *ARGONAUTA*, even if the time has come for others to edit it. We are spelling all this out at this point so that members interested in taking over *ARGONAUTA* will have plenty of time to ponder their decision and to discuss it with the Editorial Board. We are also willing to participate in such discussions in any way that those involved think useful.

To be honest, we have enjoyed doing *ARGONAUTA* over the years. In a modest way we are also proud of the contributions that, with the assistance of so many honourable members of the Society, we have been able to effect. But in all fairness – and for the good of a Society about which we care deeply – we believe that the time has come for others to assume the direction of the newsletter.

## PRESIDENT'S REPORT

By Faye Kert, President  
Canadian Nautical Research Society

The recent furore over the 1st Airborne Regiment's fall from grace led me to reflect on concepts like history and tradition and how such things affect the national psyche. It is a sad reflection on both the military and civilian segments of society when a regiment that had earned its battle honours the hard way was unable to combat media missiles and heat-seeking videos. On the other hand, when attempts were made to get the same sort of mileage out of videotapes of "Crossing the Line" hijinks, the Navy neither over-reacted nor apologized and the issue died. Obviously, neither case is as clear cut as I have stated, but it makes one wonder where political correctness ends and respect for tradition begins.

Poor judgement and taste aside, what

makes the initiation rituals of the Airborne different from Neptune wearing a rag mop wig and inducting sailors who cross the Equator for the first time into the naval fraternity? Both are rites of passage, team-building activities that create bonds and the esprit de corps necessary in a fighting unit. Fortunately, the Navy usually conducts its initiations in international waters out of sight of those who might be offended.

As an historian, I could not help but wonder if the Navy's 600 years of tradition through the RN and RCN played a role in squelching an attempt to discredit its members. Would the Airborne have survived had it had a longer history? How old must an organization be before its loss became unthinkable? Now that the Royal Navy has lowered the flag and sailed out of the Bermuda Dockyard for the last time, is this the beginning of the end? Needless to say, I don't have any answers to these questions, but I think they are worth pondering.

On a completely different note, I have attended two maritime conferences in the past few months and gathered all sorts of interesting bits of information I would like to share. At the Conference for Underwater Archaeology in Washington, DC last January, I attended a session in which several speakers from state and federal agencies described their efforts to protect sunken shipwrecks and other submerged sites from a variety of dangers ranging from treasure hunters to commercial dredgers. It was interesting to learn how the US Army Corps of Engineers could tie up undesirable permit requests in endless layers of bureaucratic red tape while avoiding an outright refusal. Or how a state archaeologist had to explain wreck protection legislation to the police before they could use it for the first time to stop a dive operation from pillaging a site. The presence at these sessions of representatives from the Departments of Canadian Heritage and Transport Canada, as well as Canada's Receiver of Wreck was most encouraging.

The second conference I attended was

the annual meeting of the North American Society of Oceanic History held in Wilmington, NC. Once more, a slate of excellent papers and a tour of the warship USS *North Carolina* Memorial and Museum provided plenty of food for thought. For those members who attended last year's joint CNRS-NASOH meeting in Vancouver, you may remember NASOH's annual John Lyman Book Awards for excellence in maritime history. This year's "must haves" for your book case are Briton (Tony) Busch's excellent study *Whaling Will Never Do for Me* (University Press of Kentucky, 1994), Ira Dye's fascinating study of two naval captains in the War of 1812, *The Fatal Cruise of the Argus* (Naval Institute Press, 1994), Ed Marolda (ed.), *By Sea, Air, and Land: An Illustrated History of the U.S. Navy and the War in Southeast Asia* (Naval Historical Center, 1994) and *Arctic Artist: The Journal and Paintings of George Back, Midshipman with Franklin, 1819-1822* (McGill-Queen's University Press, 1994), a beautifully rendered art book edited by Canadian author C. Stuart Houston.

Number three in the Triple Crown of conferences for me this year is our own CNRS Annual General Meeting. Scheduled for late August instead of spring this year, we have arranged it to coincide with the International Commission of Maritime History conference in Montréal August 27 to September 3, 1995. Mark the last week of August on your calendars and read *ARGONAUTA* for the final details. We are looking at holding our sessions at HMCS *Donnacona* at 2055 Drummond Street. In addition, organizers are working on reserving reasonably-priced accommodations in a city that promises to be even more popular than usual at summer's end.

The CNRS is the Canadian subcommission of the International Commission of Maritime History, and as such, is the host organization for this very important meeting. Since this is the first time that the meeting has been held in Canada, I would encourage any members who can to make a special effort to attend some of the sessions.

## ARGONAUTA MAILBAG

Sirs:

I have just finished reading the January 1995 *ARGONAUTA* and, on your invitation, I wish to comment on its new triple-column format. Excellent change! While the decrease in column-width has the pleasing optical effect of spanning an entire sentence all the time, the smaller font has two advantages: it has a comforting appearance and it packs more substance onto a page. Congratulations!

Hendrik (Hank) J. Barendregt  
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Sirs:

The Charlotte County Museum in St. Stephens, New Brunswick is planning an exhibit, possibly next year, in which they will feature their Chinese collection of china and furniture as one example of cargo brought back to that area aboard local ships. It would be of considerable assistance if anyone could recommend a book, article, or a person who could provide background data about this trading route.

Ruth Cumming Spicer  
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## ARGONAUTA COMMENTARY

Some Comments on "Research report:  
Report on the Falkland Islands  
Expedition  
(*ARGONAUTA*, January 1995)

by Eric D. Lawson  
Bowen Island, British Columbia

I would like to clarify and enlarge on two statements in this report.

The first concerns the fastenings for the 'tween deck hanging knees which had been driven up through the main deck of the *Egeria*. These fastenings appear on the main deck beside frame numbers



eighteen and twenty-two on each side of the vessel. There is also at least one fastening protruding opposite frame number twenty-seven on the starboard side. These fastenings appear only in these specific places. As Bob correctly says, it was not normal practice to fasten in this manner.

There is a very probable explanation for these fastenings being driven through the deck in these locations. In 1864, while the *Egeria* was at anchor at Bombay, the captain of a nearby steam vessel engaged his engines full astern in order to prevent a collision with another vessel which was about to cross his bow. In the process, the steam vessel backed into the *Egeria* and caused the loss of "four shrouds of her main rigging, all chain plates and channels, 6 stanchions, two timbers, waterways, and covering boards cut through. In addition to this her bulwarks were smashed from the break of the poop to the mainmast."<sup>1</sup>

It is my opinion that the force was sufficient to have been transmitted longitudinally through the two beams so as to shear the fastenings at either end. The report does not state which side of *Egeria* was struck and the insurance adjuster's report has not been found, but the fact that certainly one fastening in the knee against frame number twenty-seven on the starboard side has been replaced suggests the ship may have been struck on that side. Whatever the reason for the refastening of the knees, the reason the fastenings protrude above the main decking can probably be explained quite easily.

The fastenings referred to are within the poop and in this area the deck around them is original. *Egeria* was given a new deck in 1867<sup>2</sup> but it is unlikely that the deck within the poop was replaced for the simple reason that wear would have been negligible in this part of the vessel. In addition, replacement would have been made difficult, to say the least, because of cabins, storerooms and other fixtures. Faced with having to try and cut out and then replace twelve two-inch long pieces of decking, the decision was made simply

to drive the fastenings right through and fasten them over the decking.

With regard to the use of narrow board in the 'tween deck ceiling, I noted one board of triangular shape directly above the waterway between frames twenty-two and twenty-seven on the port side. This board was indeed undersize, being just one inch thick. Lloyd's rules called for the planks "ceiling twist decks" to be two and three-quarter inches thick.<sup>3</sup> Tucker, the surveyor, noted that the planks installed were in fact five inches thick. There are several places where the planks can be measured. I found that in the curve of the stern, the lower ceiling planks were two and three-quarter inches thick and that this increased to at least five inches in the top planks next to the underside of the main deck beams. A door cut through the hull on the port side thirty feet, nine inches forward of the inner post provides a profile of all the planking from 'tween deck level to the underside of the main deck beams at a point where the hull starts its straight run toward the bow. Here the planks gradually increase from five inches thick to become six and a half inches thick next to the main deck.

The short, under thickness plank is a friction fit, not fastened. It seems unlikely that the builder would have deliberately made this piece thinner just to save costs, especially as he had an abundant supply of wood and his own sawmill. The fact that it is a friction fit suggests that it is a replacement piece for a damaged or removed original. That this is indeed the case is supported by recent analysis which has shown that the wood is not in fact tamarack, red pine or pitch pine as called for by Lloyd's and which their surveyor stated was used. This piece of wood is in fact Eastern White Pine (*Pinus Strobus L.*).

#### References:

1. *Bombay Gazette*, May 9, 1864.
2. Lloyd's survey, August 23, 1859.
3. *Ibid.*

#### *"It is Time for Canada to Ratify the Law of Sea Convention"*

by Robert Huebert

[Rob Huebert is a research fellow at Dalhousie University's Centre for Foreign Policy Studies. His *Comment*, which first appeared in the Halifax press, is reprinted here with his permission. Those interested in this issue are also encouraged to look at Wayne Norman's "A Dialogue for the Sea" in the October 1992 issue of *The Northern Mariner/Le Marin du Nord*. The Editors]

On Wednesday, November 16, 1993 the United Nations Convention of the Law of the Sea came into force. Even though Canada played a major role in the drafting of the convention, and has benefited greatly by its provisions, Ottawa has not yet ratified it.

The convention represents the most complex and comprehensive international agreement negotiated to date, and provides a detailed set of rules, regulations and norms to govern the use and management of the oceans. It was completed in 1982 and signed by over 150 states and entities. In order to come into force it required the ratification of sixty states. On 16 November, 1993, Guyana became that 60th state.

The Canadian delegation was one of the largest and most highly competent throughout the entire period of negotiations. As a result, Canadian gains were substantial. On the basis of its geography, Canada received rights to one of the world's largest economic exclusive zones (EEZ) and continental shelves. (It is worth noting that, to date, Canada only has declared a 200-mile fishing zone and 100-mile Arctic pollution protection zone, and not a 200-mile EEZ.)

It is also provisions of the convention that give Canada the right to stop foreign fishing within 200 miles of its coastline. Canada also received the international right to impose special regulations to protect its Arctic waters. The convention also contains provisions for the protection of the marine environment, regulates the undertaking of marine science within a state's EEZ

and provides for the peaceful settlement of maritime disputes — all of which directly benefit Canada.

Yet, despite all of these gains, Canada has signed the convention but has not ratified it. There are four main reasons for this.

First, Canadian officials felt that they would be in a better position to make the convention acceptable to other Western states, particularly the United States and United Kingdom, if they refrained from ratifying it. They believed that if Canada had ratified while the US and UK remained opposed, they would be unable to influence their allies in favour of the convention.

Second, Canadian officials feared that since no industrial state had ratified it (Iceland, Yugoslavia, Malta and Cyprus were the only western states to have ratified until very recently), Canada would have to bear the brunt of the costs of any bureaucratic mechanisms created by the convention.

A third reason for Canada's reluctance to ratify was the growing recognition that the commencement of the commercial development of deep-seabed mining was increasingly moving off into the future. Since no one knows when mining will occur, officials were unwilling to commit Canada to a regime that may be obsolete before mining ever occurs.

A fourth factor that was very important in the 1980s was the continental focus of the Mulroney government. Improving American-Canadian relations was a priority of that government, so ratifying an international agreement strongly opposed by the US was not important for the Mulroney government.

The net result of these four considerations was that Canada, while continuing to express its support of the convention, did not ratify it. However, recent events have altered the basis of almost all of these objectives.

In August 1994, a special session of the UN rewrote the section of the conven-

tion that was opposed by the industrial states. Countries such as Germany and Australia have since ratified the convention with many others in the industrial world planning to do so soon. Canada no longer has to be concerned about being the only major industrialized state to have ratified. Furthermore, the changes to the mining sections should protect Canadian mining interests both on land and at sea. Last, and perhaps most significant for the Canadian position, the pre-election position of the Liberals, as outlined in their Red Book, stated that they were committed to ratification if elected. However, in the period since the election, there have been no indications that this promise will be fulfilled.

Canada should ratify the convention as soon as possible. From a perspective of self-interest, it has gained tremendously from the specific articles of the agreement. Any objections that it had were eliminated with the rewriting of the deep-seabed mining provisions that were renegotiated this August. Its reluctance to become party to the convention now only serves to undermine its previous gains.

At a more altruistic level, Canada also needs to think about its international obligations. Historically, Canadian governments have always considered the negotiations of multilateral agreements to be the best means of ensuring international peace and security. The convention offers such an agreement for the peaceful and orderly means of regulating the uses of the oceans.

While it is not perfect, it is a very important step forward. Canadian reluctance to ratify is hurting both Canadian and international interests. The time has arrived for ratification.

#### ARGONAUTA ARTICLES

##### AN ANNOTATED LIST OF CANADIAN CUSTOMS PREVENTIVE SERVICE PATROL BOATS, 1903-1931

by David J. McDougall

The following lists all Canadian Customs

Preventive Service patrol boats in use between 1903 and 1931, with additions and corrections to an essay published in *ARGONAUTA* in 1990 on the Customs harbour craft and Preventive Service patrol boats in use between 1887 and 1931.<sup>1</sup> As a generalization, most were sixty feet or less in length but the dimensions for several have not been found. Nor is information always complete on where some were stationed, the size of their crews or their speed. Similar corrections and additions have already been made to an essay on the larger Customs Preventive cruisers (i.e. seventy-five or more feet in length), published here in 1989.

#### Patrol Boats Acquired between 1903 and 1936

In the first two decades of the 1900s the only small vessel known to have been used by the Preventive Service was the sloop-rigged *Puritan*. Purchased in Digby, Nova Scotia she patrolled the upper end of the Baie des Chaleurs from 1903 to 1911 with a three-man crew, one of whom was a cook. Initially based at Pasbebiac, Québec, she was later at Dalhousie, New Brunswick.<sup>2</sup> The *Puritan* was previously identified incorrectly as a chartered steam yacht in use on the Baie des Chaleurs between 1903 and 1906.<sup>4</sup>

Rum-running on Canada's East Coast increased considerably in the early 1920s. To supplement the patrol work of the larger cruisers, the Preventive Service therefore began employing small vessels for patrolling near the coasts. Between 1922 and 1926 fifteen schooners and motor launches were either purchased or rented (sometimes for only a few months); ten of these were still in use as patrol boats in 1926. None had been built for that express purpose and, accordingly, few were fast enough to catch gasoline and diesel-powered rum-running vessels.

#### The Numbered Patrol Boats

Between 1923 and 1926 ten vessels, all but one acquired by purchase, were named sequentially *Patrol Boat No. 1* to *Patrol Boat No. 10*. *Patrol Boat No.*

*I* was formerly the *Marona*, seized for smuggling off Sydney, Nova Scotia in September 1921, then purchased by the Preventive Service in March 1922 and eventually sold in March 1927. Built at Tancook, Nova Scotia in 1912, she was schooner-rigged with two masts, measured 45.0 x 13.0 x 6.9 feet, 16.21 gross and 14.95 net tons, and equipped with a gasoline engine that gave her a speed of 4½ knots when registered.<sup>5</sup> In 1926 she was reported to have a speed of 6 knots and a crew of four.<sup>6</sup> It appears to have begun patrolling the Baie des Chaleurs from a base at Dalhousie, New Brunswick in the spring of 1922.<sup>7</sup> Then from August 1923 until autumn 1926 it operated out of a base at Gaspé Bay.<sup>8</sup>

*Patrol Boat No. 2* was originally the *Vagrant*, an American sailing yacht, place and year of building unknown, schooner-rigged with two masts, oak construction, 52.0 x 13.8 x 6.3 feet, 22 gross and 19 net tons, with two gasoline engines which gave her a speed of 12 knots when registered.<sup>9</sup> In October 1921, it was seized for smuggling at Gabarus Bay, Cape Breton.<sup>10</sup> The following spring it was purchased for the Preventive Service, then stationed at North Sydney, Cape Breton until sold in September 1931. In 1926 it carried a crew of six armed with two rifles and had a speed of 9 knots.<sup>11</sup> It had previously been incorrectly identified as *Patrol Boat No. 3*.<sup>12</sup>

*Patrol Boat No. 3* was originally the *Edna H.*, seized for smuggling off Sydney, Nova Scotia in November 1922, subsequently purchased in 1923 for the Preventive Service and stationed at North Sydney, Nova Scotia until early May 1930 when sank after striking an obstacle in Glace Bay harbour.<sup>13</sup> It had been built at Tancook, Nova Scotia in 1910, schooner-rigged with two masts, 47 x 12.9 x 6.2 feet, 19.19 gross and 13.05 net tons; the vessel was equipped with two gasoline engines which gave it a speed of 11 knots when registered.<sup>14</sup> In 1926 *Patrol Boat No. 3* carried a crew of six armed with two rifles and had a speed of 8 knots.<sup>15</sup> The vessel had previously been identified incorrectly as *Patrol Boat No. 2*.<sup>16</sup>

*Patrol Boat No. 4* was formerly the *Stumble Inn*, an ex-US submarine chaser seized by Customs on Lake Erie, transferred to the Preventive Service in 1924 and stationed at Cape Breton in 1925. This vessel has been discussed in considerable detail in previous essays.<sup>17</sup>

*Patrol Boat No. 5* was a motor launch which appears to have been first stationed at Pictou, Nova Scotia in 1925.<sup>18</sup> The following year it was reportedly stationed in New Brunswick (probably at Chatham) until 1928<sup>19</sup>. It had a speed of 9 knots and carried a crew of three.

*Patrol Boat No. 6* was apparently the fast "Viper" speed boat first used at North Sydney in the spring of 1924 which, "with considerable speed, a 45 horsepower engine and a semi-flat bottom could go into waters too shallow for *Sagamore*, *Vagrant* and *Edna H.*"<sup>20</sup> Given the name *Patrol Boat No. 6* in 1925, it remained in use at North Sydney until replaced by the *Tenacity* in 1928.<sup>21</sup> In 1926 it was reported to have a crew of three and a speed of 12 knots.<sup>22</sup>

The only information on the motor launch *Patrol Boat No. 7* is that it was rented from 1 September to 30 November, 1925 at an unknown location.<sup>23</sup>

There is a similar lack of information about *Patrol Boat No. 8*. This motor launch was a Preventive Service patrol boat from 1926 until sold in April 1929.<sup>24</sup> Stationed at an unidentified location in Nova Scotia in 1926, it carried a crew of one and had a speed of 10 knots.<sup>25</sup>

*Patrol Boat No. 9* was built at Chatham, New Brunswick in 1919 by the Miramichi Foundry and Machine Works, and was originally named *Vimy* by its builders. This motor launch measured 32.8 x 8 x 4.5 feet, 3.96 gross and 3.33 net tons and was equipped with a four cylinder gasoline engine giving it a speed of 8 miles per hour when registered.<sup>26</sup> Purchased by the Department of Customs and Excise in 1926 it was reported to carry a crew of two and have a speed of 13 knots.<sup>27</sup>

It patrolled the Miramichi Bay and River from 1936 to 1929.<sup>28</sup>

*Patrol Boat No. 10* was a motor launch built at Halifax in 1906, measuring 39 x 9 x 4.8 feet, 12.74 gross and 9.48 net tons.<sup>29</sup> Carrying the name *Helena* when purchased in 1927 from the Lunenburg Foundry Co., it carried a crew of two and was probably stationed at Lunenburg.<sup>30</sup> In 1930 it was apparently sold, then repurchased and equipped with a new engine in 1931.<sup>31</sup> It was then stationed at Big Bras d'Or as a replacement for the *Whirl* and transferred to the RCMP in 1932.<sup>32</sup>

#### Other small vessels in use as patrol boats between 1923 and 1926

Little information has been found for four vessels, each of which was used for no more than one season. The small motor launch *Moto* of Charlottetown, Prince Edward Island was rented from 6 June to 14 October, 1923.<sup>33</sup> The auxiliary schooners *Cheticamp* and *Bernice* were each rented for eight months in 1925, the former apparently stationed at Eastern Harbour and the latter at Cheticamp, Nova Scotia.<sup>34</sup> The *Robert L. Lewis* was rented for the month of September 1926 at an unknown location.<sup>35</sup>

The motor launch *G*, which by 1924 had been at the marine dock at St. John, New Brunswick for more than two years, was transferred from Marine and Fisheries to Customs late that year and used as a patrol boat with a three man crew at Yarmouth, Nova Scotia until sold in 1928. Built for the Canadian government during World War I at the time of the transfer it was reported to have a speed of about 10 knots. Two years later its speed was reported to have been 7½ knots.<sup>36</sup>

The *Madeline A.* of Wedgeport, Nova Scotia was chartered in May 1926 and with a crew of five was stationed at Shelburne, Nova Scotia until the end of 1928. Built at Mahone Bay in 1912, this two-masted auxiliary schooner measured 64 x 18.2 x 7 feet, 39 gross and 27 net tons and was equipped with a 14 horsepower gasoline engine giving



it a speed of 8 knots.<sup>37</sup>

#### Patrol Boats acquired from 1927 to 1931

In 1927 the Preventive Service was re-organized and its budget substantially increased. It therefore began replacing the schooners and motor launches then in use with new, faster motor launches. Thirteen (about two-thirds) were designed and built for the Preventive Service (six in southern Ontario, four in Nova Scotia, two in Québec, one in northern Ontario, two in British Columbia). Other motor launches were purchased, a few were rented for two or three months and some outboard motorboats were in use. On 1 April, 1932 almost all of these vessels were transferred to the Marine Section of the Royal Canadian Mounted Police.<sup>38</sup>

#### Ditchburn Boats Limited, Gravenhurst, Ontario

This Ontario boat-building firm built six mahogany-hulled motorboats for the Preventive Service in 1927. Reported to be an improved version of the British high-speed torpedo boats built by Thornycroft during World War I, they were thirty-eight feet in length with a v-shaped bottom to a point just ahead of midships, where there was a step of about four inches and then nearly flat to the stern. Equipped with 280 horsepower three cylinder Stirling gasoline engines, they had a nominal speed of 35 knots, carried a crew of three and were armed with a tripod-mounted machine gun and two rifles. The registered tonnages (probably net) were 5.86 tons for *Beebe*, *Behave* and *Whippet* and 6.12 tons for *Bristle* and *Whirl*. A tonnage for the *Vigil* has not been found.<sup>39</sup>

A few months after the first two were delivered in September 1927, the *Beebe* was at Ingramport on St. Margaret's Bay, the *Behave* (Figure 1) at Chester on Mahone Bay and the *Whirl* at Canso. Initially only intended to be stationed at mainland Nova Scotia ports between Yarmouth and Canso, by the spring of 1928 others were stationed in New Brunswick with the *Bristle* at



Fig. 1: *The Behave*.

Source: The author.

Saint John and the *Whippet* at Port Elgin.<sup>40</sup> However, though *Vigil* was probably delivered in 1928, there is no information on her station until 1932 when she was an RCMP Marine Section patrol boat at Riverport near LaHave, Nova Scotia.<sup>41</sup> *Whippet* was subsequently lost when it sank in Northumberland Strait after colliding with patrol boat 0-29 in 1929.<sup>42</sup> *Whirl* was destroyed by fire at Big Bras d'Or, Cape Breton in 1930.<sup>43</sup> When the other four were transferred to the RCMP in 1932, *Beebe* was at Jedore, Nova Scotia, *Behave* at Ingramport, Nova Scotia, *Bristle* at Saint John, New Brunswick and, as noted above, *Vigil* was at Riverport, Nova Scotia.<sup>44</sup>

#### O.A. Ham Yacht Works, Mahone, Nova Scotia

In 1928 this Nova Scotia boat-building firm built the diesel-powered wooden-hulled patrol boats *Ellsworth* and *Bay-*

*man*. Apparently sister ships, they were nearly as large as the small Preventive Service cruisers *Chaleur* and *Madawaska* which, two years later, were built by Ditchburn Boats at Gravenhurst, Ontario.<sup>45</sup> The *Ellsworth* (Figure 2), 60 x 121 x 5.3 feet, registered tonnage 9.56 (apparently net) tons and a 100 horsepower Fairbanks-Morse diesel engine, began patrolling from a base at Yarmouth, Nova Scotia in the summer of 1928 with a crew of four armed with two rifles.<sup>46</sup> About 12 per cent of its construction cost came from the proceeds of the sale of the *G*.<sup>47</sup> In 1932 it was an RCMP Marine Section patrol boat stationed at Barrington Passage near Nova Scotia's most southerly point.<sup>48</sup> The *Bayman*, stationed at Saint John, New Brunswick, had the same size crew and registered tonnage as the *Ellsworth* but was unarmed. It was not transferred to the RCMP in 1932.<sup>49</sup>

In 1929 O.A. Ham built the two

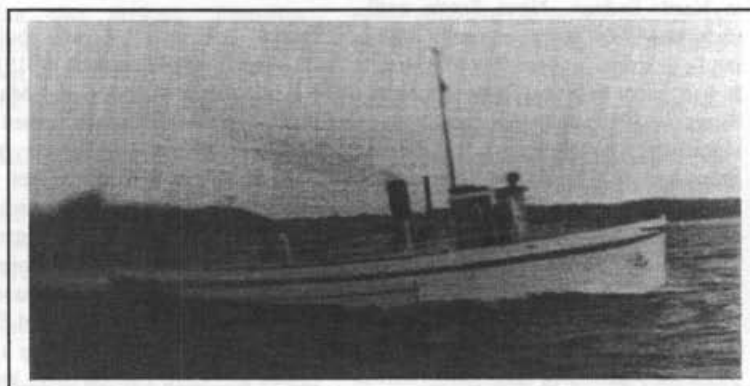


Fig. 2: *The Ellsworth*.

Source: The author.





Fig. 3: The Fernand Rinfret.

Source: The author.

smaller gasoline-powered motor launches *Fernand Rinfret* and *Guardian*. These were similar in size but of different design to the launches built by Ditchburn Boats at Gravenhurst, Ontario in 1927. The *Fernand Rinfret* (Figure 3) was named in honour of the Montréal journalist, author and politician who was Canada's Secretary of State in 1929.<sup>50</sup> The launch had a reported speed of eighteen to twenty miles per hour, measured 38 x 9 x 3 feet and was armed with a mounted machine gun. In the spring of 1929 it began patrolling the St. Lawrence River between Montréal and Trois Rivières; the next year it was stationed at Québec City to patrol down river as far as Rivière-du-Loup on the south shore and Île aux Coudres on the north shore.<sup>51</sup> In 1932 it was an RCMP Marine Section patrol boat stationed at Québec.<sup>52</sup> The *Guardian*, apparently a sister to the *Fernand Rinfret*, had a registered tonnage of 5.86 (probably

net) tons, carried a crew of three and was armed with one rifle. Equipped with a 180 horsepower six cylinder Sterling engine, it began patrolling off Halifax at the end of April 1929.<sup>53</sup> In 1932 it was an RCMP Marine Section Patrol boat at that port.<sup>54</sup>

#### Woodward-McCrae Boat Works, North Hatley, Québec

This firm built the motor launches *Tenacity* and *Stalwart* for the Preventive Service in 1928. No information has been found on their dimensions, but photographs show that they were very similar in design and probably about thirty-five feet in length. *Tenacity* (Figure 4) replaced *Patrol Boat No. 6* at North Sydney, Cape Breton in 1928; it had a registered tonnage of 3.24 (probably net) tons, carried a three-man crew and was unarmed.<sup>55</sup> In 1932 it was transferred to the RCMP Marine Section.<sup>56</sup> *Stalwart* (Figure 5) was com-

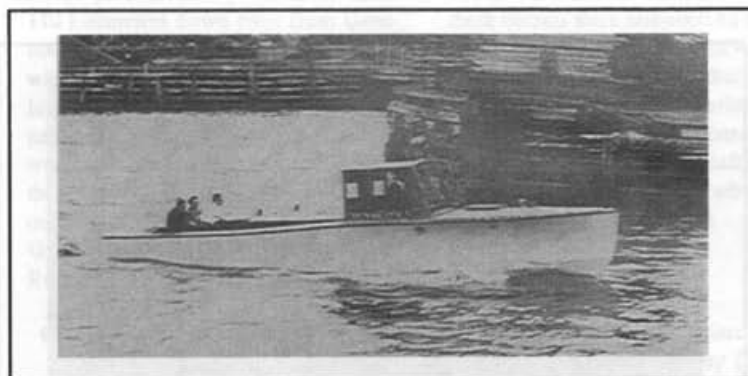


Fig. 4: The Tenacity.

Source: The author.

pleted the same year as *Tenacity* but for unknown reasons was not assigned a master until mid-July 1930. Initially stationed at North Sydney, in 1932 it was an RCMP Marine Section patrol boat at Little Bras d'Or, Cape Breton.<sup>57</sup>

#### Anderson Boat Works, Kenora, Ontario

The *Fort Francis* (Figure 6) was built in Kenora, Ontario in 1927 by Anderson Boat Works.<sup>58</sup> It was stationed at Rainy Lake on the international boundary between Ontario and Minnesota, then transferred to the RCMP in 1932. It was then sold and replaced by the RCMP Marine Section patrol boat *Fort Francis II*.<sup>59</sup>

#### S.R. Wallace, North Vancouver and the Hoffer-Beeching Shipyard, Vancouver, British Columbia

Prior to 1928 the only Customs vessel on Canada's Pacific coast was the rented patrol boat *Winemac* in the Strait of Georgia, half of whose costs was paid by the Department of the Interior.<sup>60</sup> Early in 1927 the Royal Commission on Customs and Excise recommended that there should be two Preventive Service patrol boats on the West Coast: a sea-going boat for the west coast of Vancouver Island and a speed boat for the Strait of Georgia.<sup>61</sup> Both boats were built in 1928. The *Dispatcher* (Figure 7), the larger of the two, was built by S.R. Wallace with a mahogany hull, 48 x 10.6 x 4 feet, and two 290 horsepower Stirling gasoline engines which gave it a speed of 26.7 miles per hour on a trial run. Stationed at Vancouver to patrol the Strait of Juan de Fuca, it carried a crew of four and was armed with a mounted machine gun.<sup>62</sup> In 1932 it was an RCMP Marine Section patrol boat at Vancouver.<sup>63</sup> The *Imperator* (Figure 8), built by Hoffer-Beeching Shipyards Ltd., had similar dimensions to the motor launches built by Ditchburn Boats in 1927 and O.A. Ham in 1929 but was designed for conditions on the West Coast. Thirty-five feet in length with a nine foot beam and equipped with a 175 horsepower Hall-Scott engine,



Fig. 5: *The Stalwart*.

Source: *The author*.

*Imperator* had a nominal speed of 20 knots but made 26.5 knots in trials.<sup>64</sup> In 1932 it too was an RCMP Marine

sion on Customs and Excise enquired about her speed in 1927, the boat's master avoided a direct answer by



Fig. 6: *The Fort Francis*.

Source: *The author*.

Section patrol boat at Vancouver.<sup>65</sup>

**Other Motor Launches  
Owned and Rented by  
the Preventive Service  
between 1927 and 1931**

The motor launch *Customs A*, first in use as a harbour craft at Halifax in 1926, was employed as a Preventive Service patrol boat outside the harbour from 1928 until the new patrol boat *Guardian* began patrolling off Halifax in the spring of 1929. *Customs A* had a registered tonnage (probably net) tons, carried a crew of four, was unarmed, and not among the other launches transferred to the RCMP in 1932.<sup>66</sup> When a member of the Royal Commis-

sion on Customs and Excise enquired about her speed in 1927, the boat's master avoided a direct answer by saying "A lot of people would like to know that." However, he conceded that it could be five miles an hour faster.<sup>67</sup>

The 0-27, 0-28 and 0-29 were the first motor launches purchased by the Preventive Service when expansion of the fleet began in 1927. Where and when they were built is not known; they were probably naval vessels built during World War I. 0-27 and 0-28 were purchased from Montréal owners, 0-28 apparently having been seized by Customs; 0-29 was purchased at Charlottetown, Prince Edward Island. All three carried three-man crews, the former armed with one rifle, the others with two rifles each.<sup>68</sup> It is not known where 0-27 was stationed from 1927 until it appears at Letete, Passamaquoddy Bay, New Brunswick in 1932 in the service of the RCMP<sup>69</sup>. 0-28 appears to have been at LaHave, Nova Scotia in 1928 then Dalhousie, New Brunswick when it was sold after being transferred to the RCMP in 1932.<sup>70</sup> 0-29, based at Souris, Prince Edward Island, sank after colliding with *Whippet* in Northumberland Strait in August 1929. At the time, it was reportedly thirty-three feet long with a speed of 22 knots. Both 0-27 and 0-28 probably had similar dimensions and speed.<sup>71</sup> After the accident, 0-29's master was placed in command of the *Shamrock*, which was rented at Port Elgin, New Brunswick for the remainder of the season.<sup>72</sup>

The motor launch *Neguac*, named for a community on the north side of Miramichi Bay, was purchased at Saint John, New Brunswick in mid-June, 1928, apparently to replace the motor launch *Eldred* which had been rented earlier in the year. In 1929 and 1930 it was stationed at Chatham, New Bruns-



Fig. 7: *The Dispatcher*.

Source: *The author*.



Fig. 8: *The Imperator*.

Source: *The author*.

wick.<sup>73</sup> When transferred to the RCMP in 1932, it was stationed at Shippigan, New Brunswick.<sup>74</sup>

The small, unarmed *Tillicum*, with a one-man crew, was at Yarmouth, Nova Scotia from about 1928 to 1931 but was not transferred to the RCMP in 1932.<sup>75</sup> This was probably the launch of the cruiser *Bayhound* (ex-yacht *Tillicum*), purchased by the Preventive Service in 1927.<sup>76</sup>

Besides motor launches, the Preventive Service used a few outboard motorboats to patrol portions of the Canadian-American boundary. Part of that boundary follows the St. Lawrence River from Lake Ontario to Cornwall, Ontario. In 1928 an outboard motorboat was stationed on the river at Gananoque, Ontario, about fifty kilometres from Lake Ontario. It was replaced in 1931 by the motor launch *Gananoque*, while an outboard motorboat was stationed at Morrisburg, Ontario, about 110 kilometres down river from Gananoque. Another outboard motorboat was stationed that year at Grand Manan Island at the southern end of the international boundary between New Brunswick and the state of Maine.<sup>77</sup> All of these vessels – the *Gananoque* and the outboard motorboats at Morrisburg and Grand Manan – were transferred to the RCMP in 1932.<sup>78</sup>

#### Comments on Patrol Boat Names, Designs and Stations

The names of most of the patrol boats

built for the Preventive Service after 1926 appear to have been intended to suggest speed and watchfulness in somewhat the same way that the names of many of the larger cruisers implied a deterrent to smuggling.<sup>79</sup> The fast patrol boats built in Ontario in 1927 were probably better suited to large lakes than to the Atlantic coast because a poorly reproduced newspaper photograph of the *Beebe* taken in September 1927 shows her to have had an open cock-pit, while *Beebe*'s sister ship, *Behave* (Figure 1), had been modified to give the crew more protection from rough seas and the weather.<sup>80</sup> To judge from photographs of other gasoline-powered motor launches built for the East Coast in 1928 and 1929 (Figures 3, 4, 5) these were designed to give more protection from waves and weather. The two West Coast patrol boats, designed by H.S. Hoffar of Vancouver, were modeled on fast American rum runners and high speed fishing scouts.<sup>81</sup> Some of the information on where these vessels were stationed on the East Coast has been found in newspapers published in Halifax, Sydney, Saint John, Campbellton and Charlottetown. A search of other newspapers on the East Coast might provide information on where patrol boats for which little else is known were located.

#### Notes

In addition to the sources cited here, I wish to thank M.B. Mackay (Halifax, Nova Scotia) and Geoff Robinson (Tyne Valley, Prince Edward Island)

who provided advice on sources of information for several patrol boats.

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## ARGONAUTA COLUMNS

### MARINERS OF THE WESTERN ARCTIC

by John M. MacFarlane

The mariners of the Western Arctic tend to be somewhat anonymous — overshadowed by the ships they operated and maintained. Just as colourful as mariners anywhere, these are some snippets which highlight a few of them.

Mike Amos was an Eskimo mariner in the crew of the schooner *Fort Hearne*. He was an excellent local knowledge navigator and able-seaman working on the *Fort Hearne* all summer and the ship was stationed in Vancouver by the Hudson's Bay Company in those days. A typical story is that the skipper liked him because he was a very conscientious sailor and good worker. He kept asking him, "You know I am very short of crew, why don't you stay on until Vancouver?" Mike said, "No, I don't want to, I've done my summer's work...and besides I want to get ready to fish and have some good times in Tuk." The ship did the last call at Tuktoyaktuk and unloaded their cargo. They then loaded the cargo bound for Vancouver. The captain then said to Mike, "Well, you're a great guy. Why don't you come into my cabin and have a drink with me." So they went in and the bottle went on the table. Mike Amos said that the next thing he remembered was waking up and hearing the engines operating at high speed. He looked out the porthole and there was the Alaska coast! While he socialized with the skipper the crew slipped the lines and headed up the coast. So, shanghai-ed, Mike joined the ship for its trip to Vancouver, even if he was a little unwilling. Down in the North Pacific they experienced just awful weather and as it turned out it was only the captain and Mike Amos who were able to stand on their feet.

James Asasela (also known as Jim Fiji) was a Samoan who became an Arctic mariner by chance. He was brought to the United States to be part of a human "exhibit of the races" at the 1893 World's Fair. After the fair, in an effort to return home, he travelled to San Francisco, joining a ship crewed by Hawaiians in the mistaken belief that he was heading toward Samoa. Instead he found himself in the Arctic as part of a three-year voyage. He found the first year very hard but learned to adapt. His love of the Arctic increased and he immediately signed on with another whaler for a further three year voyage upon returning to San Francisco. After that voyage he was discharged in the Arctic where he trapped and whaled for many years. He became a member of the Canadian Arctic Expedition proving a useful addition to the team. At the end of the expedition he pursued a dream of returning to retire in Samoa in the lap of luxury with the money he had saved over the years. He got no further than San Francisco hearing the stories of how his native land had changed in the twenty-five years since his departure. He returned in 1919 to the Arctic with C.T. Pedersen and lived out the rest of his life in the Arctic. His son was accidentally shot at Aklavik. Late in his life he went out on the ice to get a seal and the ice broke off and drifted out to sea. He was never found. Jim Fiji harbour is named after him.

An Eskimo mariner, Fred Carpenter had developed skills at using the magnetic compass for navigation in the high Arctic despite the magnetic anomalies and wild variations which occur there. He seemed able to interpret the results and could remember compass behaviour in each place from previous voyages. He not only went as far as Baillie Island before heading north into the open Arctic Ocean and crossing the hundred nautical miles towards Sachs Harbour but he always did this voyage at the end of the navigation season, to take advantage of the northern dusk. Timing his departure from Baillie Island, he used the glow from the windows in the houses at Sachs Harbour to take a bearing for the final stages of the

voyage. He was also capable of taking bearings on the sun and the polar star to make intuitive decisions about the course he should follow.

Occasionally they were caught in the ice. One time Carpenter and seven other schooners were caught in the ice. Captain Pedersen had taught him that in a case like that he should find a very large piece of ice and shelter the vessel behind it so that the pack ice could not bear directly on it. They were there two weeks eating seal and bear but unable to find a route through the ice. A natural leader, the other schooner owners deferred to Carpenter to make the decision on what to do next. They would tell him, "Fred you have a good head...just like a rock." But after two weeks the crews of the other boats were anxious to get home. Fred scanned the clouds on the horizon looking for the dark reflection of open water. When he saw some to the east he gave the decision to follow his boat "just like mother" back to Sachs Harbour. After seventeen hours of travel they finally saw Cape Kellett and they knew they were saved. After the return one woman told him "Fred, good thing you returned. One more day and I put a bullet in your head!"

Captain William Hugh Gillen, (1872-1930) was born at Win Harbour, Nova Scotia. Gillen served in a number of ships in the 1890s including the *Beat*, *Irma*, *J.H. Dexter* and *Carrie C.W.*, arriving in Victoria via Cape Horn. He then joined the 161 ton *Thistle* out of Victoria in 1897. He entered the sealing trade and halibut fishery in the *Enterprise*, the *Jessie*, and the *Saidie Turpel*. He was later the coxswain of the first Banfield Lifeboat on Vancouver Island's west coast. After serving in a number of other vessels he delivered the HBC schooner *Nigalik* to Herschel Island in 1926 returning to Vancouver on the *Patterson* with C.T. Pedersen. The RCMP engaged him to be the first captain of the *St. Roch* in 1928 with Henry Larsen as mate. In 1929 he took command of the *Old Maid No. 2* for the Hudson's Bay Company. They carried a deck cargo of 100,000 feet of lumber to the Mac-

kenzie Delta. Although battered in the return voyage they returned safely to Vancouver. While preparing for a second voyage in 1930 Captain Gillen was mysteriously drowned in Vancouver harbour.

Ejnar Mikkelsen was a Danish-born (1880) mariner-explorer. He was involved in several explorations of Greenland in small boats and an expedition to Franz Joseph Land. He served several years at sea as a mate and master. He was the leader of an Arctic expedition in 1907 to try to find the land reported to exist in the Arctic Ocean north of Alaska. He purchased the sailing vessel *Duchess of Bedford* and sailed from Victoria, BC in the last expedition to search for new lands in the Arctic Ocean. He led an expedition to the northeast of Greenland in 1909-12 and spent two years waiting for a rescue after having been abandoned by his crew and his vessel crushed in the ice. He was Inspector General for East Greenland 1934-50.

Peter Norberg was a whaler from Hernoesand, Sweden. Described as a small and tough man, he brought the yacht *El Sueno* into the Western Arctic from Alaska with his partner Henry Bjoern. He lost his life taking a raft built of small trees down the upper rapids of the Coppermine River. The idea had been to sell the wood as firewood when it arrived at the settlement. He never arrived and was believed drowned in the rapids. Peter Norberg's son, Johnny, was Master of the vessels *Nigalik* and the *Nanuk II*. He married Bessie Clarke, the daughter of Mr. Clarke (of the HBC & Canalaska Company). He died at Tuktoyaktuk.

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#### MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie  
East LaHave, Nova Scotia

##### S.S. Blue Hill

#### Specifications:

Official Number:	970433
Built:	William McKie, East Boston, USA
Date Built:	1887
Gross Tonnage:	187.31
Overall length:	135 feet
Breadth:	18 feet
Draught:	7 feet
Engine:	38 rhp
Propulsion:	Screw

#### History:

Built in 1887 for the Rockland and Ellsworth Steamboat Company, *Blue Hill* was a particularly well-proportioned example of the medium-sized wooden coastal steamers then coming into service. Her owners, for some reason, believed they could compete with established short-haul shipping companies operating out of the Maine Central railheads at Rockland and Ellsworth. They were mistaken and, after only one full year in service, *Blue Hill* was sold to Nova Scotia interests.

About this time, the owners of the Yarmouth and Shelburne Steamship Co. had become concerned that their one steamer, the *SS LaTour*, was having some difficulty in handling the peak traffic on its run between Barrington and Yarmouth. This traffic consisted in the main of fishery products from the numerous way ports and, perhaps in anticipation of a continued growth in this market, *Blue Hill* was purchased in 1889. Initially, it was planned to use *Blue Hill* as a substitute for *LaTour*, during periods when the seasonal traffic volume warranted the use of a larger vessel. This arrangement was tried out until 1891. However, any advantages to

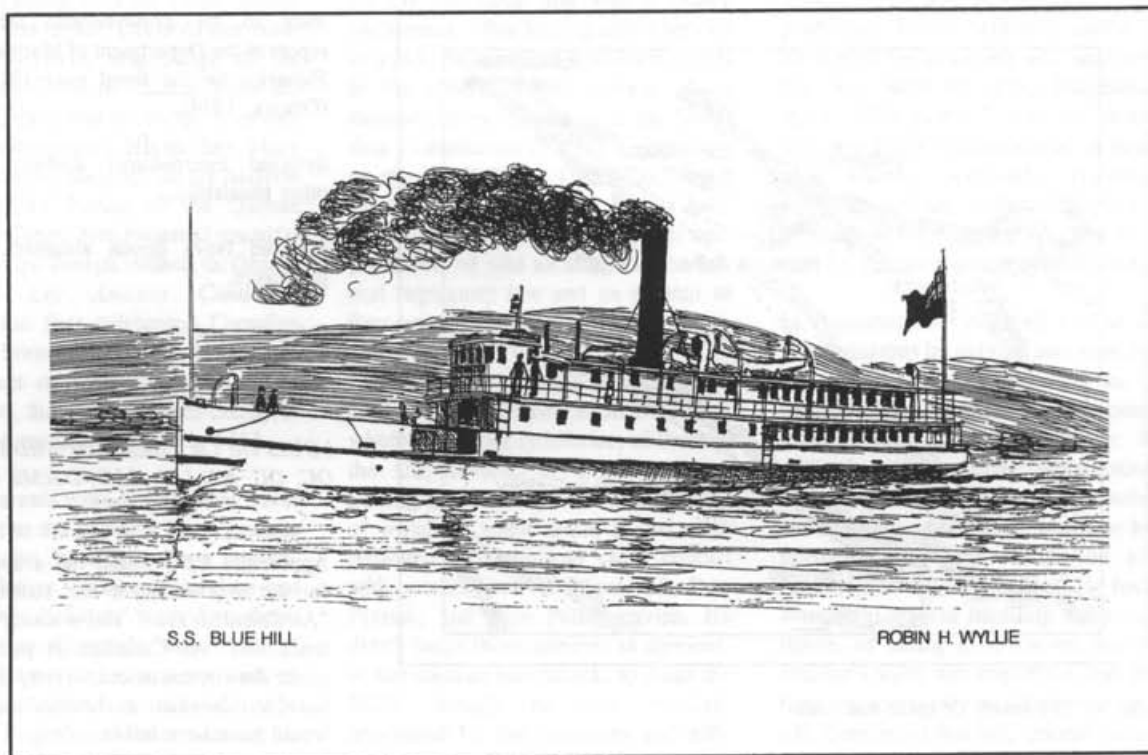


Fig. 9: S.S. Blue Hill from photographs and post cards in the author's collection. Note the height of the flag masts.

be gained were far outweighed by the cost of maintaining a second steamer. As a result, *Blue Hill* was placed on the market at the end of the season.

In 1893, the Victoria Steamship Co. Ltd. of Baddeck was awarded the Baddeck-Iona mail contract and urgently required a suitable vessel to meet its terms. *Blue Hill* was purchased and, in keeping with then current inland waters practice, her masts were replaced with a short signal pole on top of the wheelhouse, on which her navigation lights were displayed. She was also equipped with extra tall vertical masts at bow and stern, which doubled as steering aids. The vessel appears to have ideally suited to her new task, which involved two round trips daily, except Sunday, between Baddeck and Iona, with stops at intermediate points along the way. In addition to picking up and delivering the Royal Mail, *Blue Hill* carried all of the Baddeck, Washabuck and, once weekly, the Boularderie traffic to and from the Intercolonial Railway wharf at Iona.

Catherine MacDermid, daughter of Captain Dan MacRae, remembered *Blue Hill* in the December 1976 issue of the *Cape Breton Magazine*:

"I grew up on the *Blue Hill*. Spent a lot of time there. My father was Captain MacRae and he was on *Blue Hill* for 25 [in fact he commanded the vessel for only twenty years]. It made two trips a day over to Iona; it connected with a train in the morning going west and in the evening going east. They carried the mails and that's how people traveled before cars. Usually tourists came in the spring and stayed the summer.

He'd almost live in the wheelhouse. The morning trip was at seven over to meet the train and he'd get home for noon hour, then at 3.30 he left for Iona again. Well usually we'd get out of school by then and get on the trip. Many's the time I steered. I remember my father telling me to keep the flag mast in line with the steeple of the catholic church over in

Iona. They used to stop at Washabuck, Mackay's Point, and certain days of the week it went over to Boularderie and then up.

The *Blue Hill* was a handsome thing. Long slim beautiful white boat. Down below, lovely big wide staircase going up to the second deck; and all round were upholstered cushions, seats all around of red plush. And through the middle of the thing the smokestack went up with a beautiful finish all over — and around the bottom was a big round seat. It had an organ set up there, mirrors and all that nice finish. It was not a rough boat at all. It was a very fine lady-like boat. — "

*Blue Hill* was re-boilered just before the outbreak of World War I; her single large boiler was replaced with two smaller ones and her tall elegant smokestack was replaced with two shorter funnels, which quite spoiled her nice proportions. In 1913, somehow or



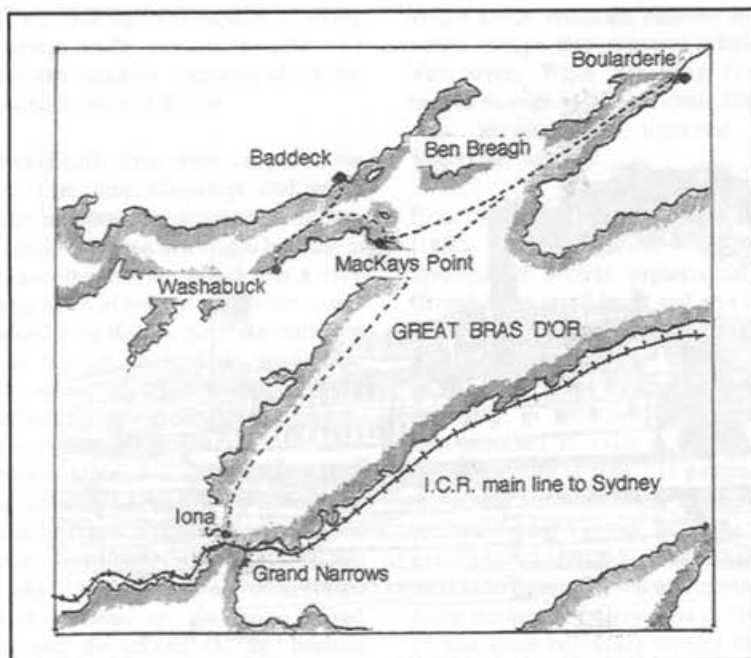


Fig. 10: The Bras d'Or Lakes mail route.

another, one of the replacement boilers was allowed to run dry and went on fire. The boiler was completely destroyed and its funnel collapsed on the deck, causing considerable damage. After a replacement boiler had been installed and the vessel had been put back in order, Captain MacRae was dismissed. It was something to do with a law suit, perhaps in connection with insurance liability and the boiler fire.

Initially, there was some difficulty in filling MacRae's position, but eventually Captain Richard Burke from Ingonish took the job. His mate George Dolomont, who later succeeded him as captain of the mail boats, recalls how during the war, between runs, *Blue Hill* did its patriotic bit by towing gunnery targets back and forth off Ben Breigh while naval vessels took pot shots at them, firing down the Big Bras d'Or toward the Grand Narrows Bridge.

*Blue Hill* was still running in 1927, but after thirty-four years she had begun to show the strain. There are conflicting accounts about *Blue Hill*'s demise. According to Captain Dolomont, *Blue Hill* sank in the basin at Little Bras

d'Or. "Just wore out. Put there to die." Her successors, *Lutherian*, *Pearl Cann*, and *Shenecadie* (ex-*Tomahawk*) continued carrying the mails between Iona and Baddeck until the government terminated the contract in 1959.

#### Sources:

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ment to the Forty-seventh Annual report of the Department of Marine and Fisheries for the fiscal year 1913-14 (Ottawa, 1914).

Selected Intercolonial Railway and other timetables.

Selected Nova Scotia almanacs and gazetteers.

Selected Shipping Registers.

#### OBITUARY

LOUIS DE LA CHESNAYE AUDETTE,  
OC, QC, BA, LPh, LLB, DScMil (hon)  
1907-1995

Apparently CBC Radio ran a contest for the best ending to the statement, "As Canadian as..." The winning sentence was "As Canadian as possible under the circumstances." Pretty good, but "As Canadian as Louis Audette" would have been better.

Not that Louis, as he insisted on being addressed, was typical. A native of Ottawa, he lived much of his life in the Sandy Hill district, with Sir Wilfrid Laurier, Sir Robert Borden, and Rear-Admiral Walter Hose among the neighbours of his childhood. He was bilingual, utterly bi-cultural and patrician to the tips of his fingers in the very best sense. He saw privilege as an obligation to serve. During his last stay in hospital, a family member of a young historian whom he had helped delivered some of Louis' splendid silver tableware to the nursing staff, explaining that Mr. Audette was not one who would understand plastic knives and forks. Had Louis been able to speak at the time (mercifully, it was only for brief periods that he could not), he would have roared with laughter, protested the special treatment, and wept at the consideration ("That's one of the curses of old age: tears are never far from the surface.")

"I was tremendously astute in my choice of parents," he often said. Although he spoke of them constantly, he seldom discussed their achievements and lineage. I wish he had done so, for



these obviously bore on Louis' development. His father, Louis Arthur Audette (1856-1941), was Judge of the Exchequer Court of Canada (now the Federal Court) and the recipient of two honorary doctorates. His mother, Mary Grace, was the daughter of Sir Andrew Stuart, Chief Justice of the Québec Superior Court. Her maternal grandfather, Philippe-Joseph Aubert de Gaspé, authored *Les Anciens Canadiens* (1863), the first celebrated Canadian novel in French, and she was the direct descendant of Charles Aubert de la Chesnaye, the great fur trade entrepreneur who came to Canada in 1655.

Louis' parents were both fluently bilingual, but to the children Mrs. Audette claimed she "understood no French" and his father likewise insisted he had no English. In Louis' immediate family, therefore, Canada's "two solitudes" simply did not exist; looking back to the apparently easy inter-marriage between English and French among his ancestors in the Québec élite, one wonders from where the idea came.

Louis adored the French and English languages, speaking and writing both beautifully and with grammatical perfection. (His voice and speech reminded me of a somewhat Britified version of E.G. Marshall in the 1960s courtroom television drama, *The Defenders*.) He read voraciously and treasured the company of writers and scholars. Many proudly sent him copies of their books and articles, but I don't think any, anglophone or francophone, escaped without finding a sheaf of neatly typed stylistic corrections enclosed with the warm thank you note.

Like his father, Louis' career bridged the two cultures. He took his LLB at the Université de Montréal, was called to the bar in 1931, and practised there until he joined the RCNVR in 1939. There had never been any question as to whether he would enlist, or in which service. His eldest brother, whom he deeply admired, had been severely wounded and permanently disabled in 1917 at Vimy Ridge; Louis for his part had always been drawn to the sea during summers at the family cottage at

Rivière du Loup and was a skilled yachtsman. After leaving active service in 1945, he launched a brilliant career in the federal public service. As a member, then chairman, of the Maritime Commission (1947-59), chairman of the Tariff Board (1959-72), and a director or senior officer with a half-dozen other agencies and crown corporations, he was an innovator in federal regulatory law and an advisor to four prime ministers.

Louis completely lacked the widespread habit of seeing Canada as an extension, whether superior or inferior, of France, the US, Britain, or anywhere else. During his wartime service, almost all of which he spent at sea in the north Atlantic, he came into close contact with personnel of the Royal, US, Free French, and Free Polish navies. He didn't judge those services as services, or use them as benchmarks to judge the RCN, though he was certainly impressed by the resources and efficiency of the US base as Londonderry that often refitted his ships. His interest was in individuals, as seamen, as people. Some he respected, others he didn't, but their nationality, or social class, never "mattered a damn" to him.

Not surprisingly he assessed institutions in the cold but humane light of their success in attracting good people, treating them justly and encouraging them to grow in both professional skill and character. Viewing Canada, as he did, as an ancient nation that in nearly 400 years had firmly implanted the essentials of democracy and rule of law, he did not see the country or its institutions as being the least bit fragile. Quite the contrary: he was always convinced of the possibilities for change for the better, and thus felt free to criticise. Individuals and organizations, including the navy when he was a civilian member of the 1949 Mainguy inquiry, and all three armed forces when he was a founding member of the court martial appeal board in 1951-9, felt the sting of his incisive words.

What he most often found lacking was "education," by which he meant the cultivation of critical thinking by broad

studies in the arts and sciences. Most problems, Louis believed, could be overcome by gathering and analyzing the facts with an open, imaginative spirit. ("Pre-ju-dice" was for him a dark word that he pronounced as three, each equally accented.) Historical study, he was also convinced, was one of the best tools for opening the mind and for grasping practical problems.

In retirement he indulged two of his great passions by delving into maritime history. At least as important as his manuscripts, publications and public lectures was his role as a teacher. He willingly submitted to the interrogations of young and not-so-young scholars about the many events of which he had personal knowledge. Often he also became a friend and mentor. He had a wonderful way of instilling self-confidence, of letting it be known that the scholar's work was important, and that they were uniquely qualified to bring it off. Convinced that full, critical history was especially important to the development of Canada's armed forces and defence institutions, he showed particular interest in and kindness to the staff and students of the military colleges and the directorates of history. Readers of this newsletter and *The Northern Mariner* will know how much he valued and enjoyed CNRS.

As a bit of a gadfly, Louis did not look for recognition. He was surprised and moved by the recognition he did receive, especially from the navy community. There has never been a prouder recipient of the Admiral's Medal or of the honorary doctorate in military science from Royal Roads Military College. Among the last messages he received was that a building at Naval Reserve Headquarters in Québec City was being named for him, and he was very pleased. Still, I think the truest memorial is the mental picture all of his friends share of the impish, impeccably attired man, eyes twinkling, leaning forward in his easy chair with the enthusiasm of a schoolboy, issuing forth with those wicked one-liners.

Roger Sarty  
Ottawa, Ontario

## ARGONAUTA NEWS

APOLOGIES TO BOSTON  
MILLS PRESS

We try to ensure that both *ARGONAUTA* and *The Northern Mariner/Le Marin du nord* are as error-free as possible. In the January 1995 issue of *TNM/LMN* our review of William J. Frappier, *Steamboat Yesterdays on Casco Bay: The Steamboat Era in Maine's Calendar Island Region* did not identify the publisher, Boston Mills Press. We apologize to the Press for this lapse.

COURSE ON "PRESERVING  
MARITIME HERITAGE"

This summer, CNRS members Garth Wilson and John Summers will once again offer a ten-day immersion course for museum and heritage professionals and senior students. "Preserving Maritime Heritage" is offered by the Cultural Resource Management Program at the University of Victoria between 5 and 14 July to introduce students to the legacies of our maritime past, from archival documents and charts to floating vessels and shipwrecks. Topics include: the growth and nature of maritime collections; philosophical and ethical considerations; current professional networks and resources; approaches to preservation and conservation; curatorial concerns and issues; collections and information management systems; preserving, maintaining and using floating vessels; preserving and interpreting underwater archaeological sites; approaches and resources for research and interpretation. The collections of the Maritime Museum of British Columbia provide a focus for the course; a variety of maritime historic sites will also be explored through field work and practical exercises.

Information and registration materials can be obtained from Joy Davis, Program Director, Cultural Resource Management Program, Division of Continuing Studies, University of Victoria, PO Box 3030, Victoria, BC V8W 3N6 (tel.: 604-721-8462; Fax: 604-721-8774; e-mail: joydavis@uvcs.uvic.ca).

SAILING VESSELS WILL RE-ENACT  
BATTLE AT LOUISBOURG

In July Victor Suthren, Director of the Canadian War Museum and CNRS member, will lead a fleet of almost two dozen sailing vessels in a re-enactment of a battle at the Fortress of Louisbourg. The event is part of the festivities marking the founding of Louisbourg 275 years ago and the siege by Anglo-American forces in 1745.

Suthren sets out from Kingston, ON on 13 July with four or five vessels from the Great Lakes Squadron, proceeding down the St. Lawrence to rendezvous with a ten-ship squadron on 27 July. Six other vessels, including *Bluenose II*, will join the fleet before entering Louisbourg Harbour on 28 July, under escort of HMCS *Terra Nova*. The sail vessels will fly both British and French flags. Suthren and the crews will wear period costume, as will about 2000 people in the Fortress.

## JOSHUA SLOCUM CENTENNIAL

This year marks the 100th anniversary of the first single-handed circumnavigation of the world by Captain Joshua Slocum. The Nova Scotian set out from Boston in his sloop *Spray* on 24 April 1895. A number of events have been planned to mark the occasion. A reception was held in April at the USS *Constitution* Museum, at which *Spray* replica builder Edwin Davis was speaker; this was followed the next day by a re-enactment of Slocum's departure. A Joshua Slocum exhibit was opened at the New Bedford Whaling Museum on 24 April; for information, contact Judy Lund, 18 Johnny Cake Hill, New Bedford, MA 02740 (tel.: 508-997-0046). This summer, the Slocum Society (Europe) has planned a rendezvous in England, Portugal, the Azores and Gibraltar; for information contact Andrew Bishop, 24 Kingsley Road, Wimbledon, London SW19 8HF (tel.: +44 181 543-7245). We understand that celebratory events have also been planned at Westport and Yarmouth, Nova Scotia, but our efforts to obtain further details have not, as yet, been successful.

## SISTER SAILORS

The Three Village Historical Society on Long Island's north shore, which holds collections related to nineteenth-century shipbuilding and merchant voyaging, and the Cold Spring Harbor Whaling Museum are partnering a project on nineteenth-century women who accompanied their ship captain husbands. The project involves an exhibit, symposium, catalog, and programs.

The symposium on "Sister Sailors: Nineteenth-Century Seafaring Women from New York," was held in March, with speakers Joan Druett, Mary Malloy, Mary Anne Wallace, Beverly Tyler, Ina Katz, and Alice Ross. An exhibit entitled "The Sailing Circle..." opens at Cold Spring Harbor 2 July, 1995 and continues through 25 June, 1996. The exhibit will travel through the northeast USA. The catalog includes an introduction by Lisa Norling, essays by Druett and Wallace, plus an annotated listing of Long Island "Sister Sailors." The programs are designed for families and schools. The project is seeking additional journals, diaries or other materials relating to New York ships with captains' wives on board, or New York captains with families on board ships from other ports.

For additional information, contact Michele Morrisson, Director, Three Village Historical Society, P.O. Box 76, E. Setauket, NY 11733 (tel.: 516-751-3730; Fax: 516-751-2930; e-mail: morrisson@aol.com).

## MARITIME HERITAGE NEWS

Last fall the US government passed the National Maritime Heritage Act establishing a process to generate resources for preservation, education and support of maritime programs. According to *Stem to Stern* (Winter 1995), funds will be generated from proceeds obtained by scrapping the National Defense Reserve Fleet. An estimated \$1.5 million annually will be administered by the Secretary of the Interior on advice from the National Maritime Heritage Grants Advisory Committee. Half the grants

[tel.: +1 201-798-4800; FAX: +1 201-798-4975])

#### October 13-15

"Human Societies and Marine Ecology in the North Atlantic Region, 1500-1995," Memorial University of Newfoundland, St. John's, NF (Information: Dr. Daniel Vickers, Chair, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, NF A1C 5S7 [tel.: +1 709-737-8425; FAX: +1 709-737-2164; e-mail: dvickers@kean.ucs.mun.ca])

#### October 13-15

Symposium on Yachting and Small Craft History, Royal Canadian Yacht Club, Toronto, ON (Proposals and Information: John Summers, Curator, Marine Museum of Upper Canada, Toronto Historical Board, 205 Yonge Street, Toronto, ON M5B 1N2 [tel.: +1 416-392-1765; FAX: +1 416-392-1765; e-mail: can-thb@immedia.ca])

#### October 13-15

Common European Maritime Heritage Congress, Rochefort, France (Information: Secretary, Common European Maritime Heritage Congress, Nederlandscheepvaartsmuseum, Kattenburgerplein 1, NL-1018 KK Amsterdam, Netherlands [tel.: +31 20-523-2324; FAX: +31 20-523-2213])

#### October 14-15

Twentieth Annual Whaling History Symposium, Kendall Whaling Museum, Sharon, MA (Information: Dr. Stuart Frank, Kendall Whaling Museum, PO Box 297, Sharon, MA 02067 [tel.: +1 617-785-5642; FAX: +1 617-785-0451])

#### October 18-21

Canadian Coastal Conference 1995, Dartmouth, NS

#### October 21-22

"Britain's Maritime Interests since 1870," Annual Exeter Maritime History Conference, Crossmead Conference Centre, Exeter, UK (Information: Dr. H.E.S. Fisher,

Department of Economic and Social History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ, England [tel.: 44-392-263290; FAX: 44-392-263305])

#### October 25

Sixth Biennial Power Boat Symposium, Florida Atlantic University, Boca Raton, FL (Information: SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

#### October 25-27

Twelfth Naval History Symposium, US Naval Academy, Annapolis, MD (Information and Proposals by May 1, 1995: Dr. William B. Cogar, Dept. of History, US Naval Academy, Annapolis, MD 21402-5044 [tel.: +1 410-293-6376])

#### October 27-28

"Aftermath: The Transition from War to Peace in America, 1943-1949," Conference, Center for the History of Business, Technology and Society, Hagley Museum and Library, Wilmington, DE (Information: Dr. Roger Horowitz, Associate Director, Center for the History of Business, Technology and Society, Hagley Museum and Library, PO Box 3630, Wilmington, DE 19807 [tel.: +1 302-658-2401; FAX: +1 302-658-0568; e-mail: rh@strauss.udel.edu])

#### October 28

Annual General Meeting of the Company of Master Mariners of Canada, Toronto, ON (Information: Capt. D.J. Bremner, National Secretary, 50 North Dunlevy Ave., Vancouver, BC V6A 3R1 [tel.: +1 604-253-6576])

#### October

"The Poster War," Exhibit on World War I Allied Propaganda, Yarmouth County Museum and Archives, Yarmouth, NS (Information: Yarmouth County Museum and Archives, 22 Collins St., Yarmouth, NS B5A 3C8 [tel.: +1 902-742-5539])

#### November 1-February 28, 1996

"The River's Green Margin," Exhibit, Mariners' Museum, Newport News, VA (Information: Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759 [tel.: +1 804-596-2222; FAX: +1 804-591-8212])

#### November

"Cities of the Sea in the Post-Byzantine Era," Third Symposium of the Cyprus-American Archaeological Research Institute, Nicosia, Cyprus (Information: Dr. Stuart Swiny, Director, Cyprus-American Archaeological Research Institute, 11 Andreas Demetriou, Nicosia 136, Cyprus [tel: +357-245-1832; FAX: +357 246-1147])

#### November 6

"Twenty-First Century Shipping," 11th International Maritime and Shipping Symposium, University of New South Wales, Sydney, NSW (Information: Mr. L.J. Prandolini, Hon. Sec., Institute of Marine Engineers, Sydney Branch, 58 Melba Dr., East Ryde, NSW 2113 [tel.: +61 2-878-1914; FA: +61 2-878-4669])

#### November 9-10

Great Lakes Small Craft Symposium, Ann Arbor, MI (Information: SNAME, 601 Pavonia Ave., Jersey City, NJ 07306 [tel.: +1 201-798-4800; FAX: +1 201-798-4975])

#### November 23-24

High Speed Vessels for Transport and Defence, Conference, London, UK (Information: Royal Institute of Naval Architecture, 10 Upper Belgrave St., London SW1X 8BQ [tel.: +44 171-235-4622; FAX: +44 171-245-6959])

#### November 28-29

"Seapower in the New Century," Conference, Brighton Beach, NSW (Information: Corinna Sears, Royal Australian Navy Maritime Studies Program, Navy Office, Canberra, ACT 2600 [tel.: +61 6-266-6503; FAX: +61 6-266-6754])



**December-March 1996**

"Antonio Jacobsen's Painted Ships on Painted Oceans," Exhibit, Philadelphia Maritime Museum, Philadelphia, PA (Information: Philadelphia Maritime Museum, 321 Chestnut St., Philadelphia, PA 19106 [tel.: +1 215-925-5439; FAX: +1 215-625-9635])

1996

**March 7-10**

"De-Centring the Renaissance: Canada and Europe in Multi-Disciplinary Perspective, 1350-1700," Conference, University of Toronto, Toronto, ON (Information: Dr. Germain Warkentin, Dept. of English, Victoria College, University of Toronto, Toronto, ON M5S 1K7 [FAX: +1 416-585-4584; e-mail: warkent@epas.utoronto.ca])

**March 24-27**

"International Festival of the Sea - Bristol '96," Bristol, UK (Information: Festival Committee, PO Box 496, 59 Prince Street, Bristol BS1 4QH, UK [tel.: +44 117-922-1996])

**May 10-16**

"War and Diplomacy in Asia, 1914-1975," 22nd Colloquium of the International Commission of Military History, Canberra, ACT (Information: Dr. Serge Bernier, Director General History, National Defence Headquarters, Ottawa, ON K1A 0K2 [tel.: +1 613-998-7064; FAX: +1 613-990-8579])

**May 26-31**

Sixth International Offshore and Polar Engineering Conference, Los Angeles, CA (Information: ISOPE Technical Program Committee, PO Box 1107, Golden, CO 80402-1107 [tel.: +1 303-273-3673; FAX: +1 303-420-3760])

**June 5-8**

Second International Congress of Maritime History, Amsterdam (Information: Mrs. Drs. C. Reinders Folmer, PO Box 102, NL-2350 AC Leiderdorp, Netherlands [tel.: +31 71895382] or David M. Williams,

IMEHA Organizer, Dept. of Economic and Social History, University of Leicester, Leicester LE1 7RH, UK [tel.: +44 116-252-2582; FAX: +44 116-252-5081])

**July**

"Albert Dock/150 Conference," Merseyside Maritime Museum, Liverpool, UK (Information: Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA [tel.: +44 51-207-0001; FAX: +44 41-709-3003])

**August**

"Lighthouses," XIth Baltic Seminar, Provincial Museum of Kymenlaakso, Kotka, Finland (Information and Proposals: Ms. Eira Karppinen, Provincial Museum of Kymenlaakso, Kotkankatu 13, SF-48100 Kotka, Finland [tel.: +358 52-274430])

**September 1-8**

9th General Assembly of the International Congress of Maritime Museums, Merseyside Maritime Museum, Liverpool, UK (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMH, Altonaer Museum, PB 50.01.25, Museumstrasse 23, D-2000 Hamburg 50, Germany)

**September 2-6**

"Coastal Engineering Heritage," 25th International Conference on Coastal Engineering, Orlando, FL (Information: ICCE '96, c/o Conrad Blucher Institute, Texas A&M University, 6300 Ocean Dr., Corpus Christi, TX 78412 [tel.: +1 512-994-2376; FAX: +1 512-994-2715])

**September 15-18**

Icelandic Fisheries Exhibition, Reykjavik (Information: Reed Exhibition Companies Ltd., Oriel House, 26 The Quadrant, Richmond, Surrey TW9 1DL, UK [tel.: +44 81-948-9800; FAX: +44 81-948-9870])

1997

**July**

Fourth Anglo-Dutch Maritime History Conference, Leiden, Netherlands

**August**

Eighth Conference of the Association for the History of the Northern Seas, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Centre for Maritime and Regional History, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhph@login.dknet.dk])

1998

**August**

Twelfth International Congress of Economic History, Seville, Spain

1999

**Summer**

Ninth Conference of the Association for the History of the Northern Seas, Sir Wilfred Grenfell College, Corner Brook, NF (Information: Dr. Olaf U. Janzen, Dept. of History, Sir Wilfred Grenfell College, Corner Brook, NF [tel.: +1 709-637-6282; FAX: +1 709-639-8125; E-mail: Olaf@kean.ucs.mun.ca])

2000

**Summer**

Third International Congress of Maritime History, Sponsored by the International Maritime Economic History Association, Fiskeri- og Søfartsmuseum, Esbjerg, Denmark (Information: Prof. Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark [tel.: +45 75-150666; FAX: +45 75-153057; e-mail: cmrhph@login.dknet.dk])

**PERSONAL NEWS**

**J.D. ALSOP** presents a paper this month on "Shipboard Religion in English Maritime Society, c. 1550-1620," at the Third Conference of the International Association for the Study of Maritime Mission in Liverpool. **HANK BARENDREGT** will be on the east coast in June participating in an Elderhostel programme in Mahone Bay on wooden boatbuilding at Lunenburg, the Oak Island Mystery, and marine art



tion as Manager of Archives and Outreach at the Records Centre and Archives of Metropolitan Toronto. **MARVEN MOORE** is co-author (with Nicholas de Jong) of *Shipbuilding on Prince Edward Island: Enterprise in a Maritime Setting 1787-1920*, which was recently published by the Canadian Museum of Civilization. **DIANNE NEWELL** is co-author (with K. Paulsen) of "Dynamic Traditions: 'Cannery Days' at Vancouver's Museum of Anthropology," *Technology and Culture*, XXXV, No. 4 (1994), 864-867. **GEORGE Q. PARNELL** is the author of "Fortune Favours the Brave - The Rescue of the *Orcades* Survivors by the Polish SS *Narwik*, South Atlantic, October 1942," *Nautical Magazine* (Glasgow), CCLII, No. 6 (December 1994). **A. KEVAN PARRY** tells us that effective 31 January 1995 the Ship Safety Branch of the Canadian Coast Guard became two separate but related entities known as Canadian Coast Guard Marine Regulatory Directorate (MRD) and Canadian Coast Guard Ship Inspection Directorate (SID). Kevan also tells us that he has been asked to continue work on the AUTOQUEST Project and the automated production of written examinations by converting examination questions for use by the test administration and item banking software known as "THE EXAMINER." Part of this work involves identifying and classifying questions under the cognitive domain of learning. Congratulations to **GALEN PERRAS** who successfully defended his doctoral dissertation, "Stepping Stones on a Road to Nowhere? The United States, Canada and the Aleutian Campaign, 1942-43," at the University of Waterloo in December. **A.C. (FRED) ROGERS** has recently written a paper on ancient Indian trails of Vancouver Island, particularly from Port Alberni to Qualicum. Fred has also been busy writing short articles for *Westcoast Mariner* and the British Columbia Underwater Archaeological Society. **ALAN RUFFMAN** will present joint papers on "The Search for the Onshore Signature of the November 18, 1929 Tsunami from the 'Grand Banks' Earthquake: Canada's Most tragic Earthquake" and "Comparison of Tsunami

and Storm Deposits along the Atlantic Seaboard" to the Meeting on Tsunami Deposits at the University of Washington in May, while in October he will present a joint paper on "Extreme Events: Surges, 'Springes,' Tsunamis and Storms in Atlantic Canada" to the Canadian Coastal Conference 1995 in Dartmouth, NS. Alan has also recently completed a report entitled "Tsunami Runup Maps as an Emergency Preparedness Planning Tool: The November 18, 1929 Tsunami in St. Lawrence, Newfoundland, as a Case Study," which is based on both interviews and documentary materials. **TIM RUNYAN** will comment on a session on "Law and Morality, Theory and Practice, and Engaging of War: Early Modern Era," at the Annual Meeting of the Society for Military History in May. **SHANNON RYAN** is the author of *The Ice Hunters: A History of Newfoundland Sealing to 1914*, which is published by Breakwater Books in St. John's. Shannon is also the author of the entry on "Sealing" in Volume 5 of the *Encyclopedia of Newfoundland and Labrador* (St. John's, 1995), 118-125. **ROGER SARTY** is the author of "The Origins of Canada's Second World War Forces, 1918-1940," in Ann L. Griffiths and Peter T. Haydon (eds.), *Maritime Forces in Global Security* (Halifax, 1995), 275-292. **DONALD SCHURMAN** is co-editor (with John Hattendorf) of Julian Corbett's *Maritime Operations in the Russo-Japanese War, 1904-1905*, which was published in two volumes by the US Naval Institute Press and the Naval War College Press. **GORDON C. SHAW** has been appointed to the Advisory Committee for the Columbia Foundation of Detroit; the foundation plans to restore the Boblo excursion steamer *Columbia*, built in 1902, which has been idle for about four years. In between these other chores, Gordon is compiling books on passenger ship services in the North Channel of Georgian Bay and the economic history of dry bulk shipping on the Great Lakes. **JAN SKURA** is working on his memoirs. He intends to write them in Polish and to have them translated into English later. **RUTH SPICER** presented a paper on "A Survey of Records and

reminiscences Related to 19th Century Seafaring Sagas of Charlotte County, New Brunswick," to the 14th Annual Meeting of the Joint International Canadian-American Local History Festival in Lubec, Maine last June. **FREEMAN M. TOVELL** presented a paper on "An Enduring Legacy: Bodega y Quadra and Canada" to the International Colloquium on Juan Francisco de la Bodega y Quadra in Lima last August. Freeman reports that he is still "beaver-ing away" at his biography on Bodega y Quadra. **LARRY TURNER** is the author of *Merrickville: Jewel on the Rideau, A History and Guide* (Ottawa: Petherwin Heritage, 1995); and, with John de Visser, *Rideau* (Erin, ON: Boston Mills Press, 1995). The former is the product from Larry's new business, Petherwin Heritage, which intends to focus on publishing, heritage tourism and historical research. Members interested in learning more about Larry's plans - or who might be interested in availing themselves of Larry's services - can contact him at 60 MacLaren St., Apr. 504, Ottawa K2P 0K7 (tel.: +1 613-231-5693). Larry is also completing the storyline for the Presquille Provincial Park Marine Heritage Centre near Brighton, ON, and is seeking information on the early ferries of the Bay of Quinte, including horse ferries and the Glenora ferry. **DANIEL VICKERS** was awarded the Louis Gottschalk Prize for the best book on an eighteenth-century topic for *Farmers and Fishermen: Two Centuries of Work in Essex County, Massachusetts, 1630-1850*, published by the University of North Carolina Press. **W.H. WOLFERSTAN** has recently written a series of eight articles on George Vancouver's charting of the southern BC coast in *Pacific Yachting* (January-August 1992), as well as an essay on *Bluenose* in *Classic Boat* (November 1993) and an essay on George Vancouver for *Beautiful British Columbia* (Spring 1995). **ROBIN WYLLIE** is continuing work on his illustrated inventory of Maritime Provinces' steam passenger vessels. At the same time, he is also revising his 1983 checklist of Maritime Provinces' manufacturers of edge tools and other related products.

## NEWS FROM MARITIME ARCHIVES AND MUSEUMS

### MAINE MARITIME MUSEUM (Bath, ME)

The Museum will be holding its 23rd Annual Maritime History Symposium, 5-7 May. The programme includes papers by Edward A. Langlois, Jr., on "Liberty Ships: Yesterday and Today;" Arthur R. Moore, "A Careless Word... A Needless Sinking;" John H. Reeve, "At War On a Bath Ship;" Avery Booth Stone, "The Battle of the Atlantic and the *Aileen Booth*;" Thomas Lynch, "Flower-Class Corvettes and Their Uses;" William P. Quinn, "I Never Saw Bob Hope;" Robert H.I. Goddard, "The Ugly Ducklings of World War II: Ammo, Fuel and Other Cargoes;" and Robert F. Sumrall, "The Iowa Class Battleships and the Eclipse of the Big Gun." Registration is US \$55 for Museum members and US \$60 for others, including the Saturday lunch. Cheques should be sent to the Maine Maritime Museum, 243 Washington Street, Bath, ME 04530.

### MARINERS' MUSEUM (Newport News, VA)

Mita Vail, who formerly worked in public television, has been named Vice President of Development, responsible for all aspects of development, including membership, corporate and foundation giving, government grants and contracts, and an expansion campaign.

At the same time, Brenton S. Halsey, Chairman Emeritus of the James River Corporation in Richmond, has been elected Chairman of the Board of Trustees, succeeding Robert L. Freeman, a Newport News businessman who served since 1993. Mr. Halsey has been on the Board since 1987.

### MARITIME MUSEUM OF THE ATLANTIC (Halifax, NS)

Gerry Lunn, with over eighteen years of interpretation experience, has become Curator of Visitor Services. Meanwhile, Registrar Valerie Lenethen

returns after spending two years in Ottawa on an exchange. Finally, Librarian Mary Blackford has retired after fourteen years of service.

The museum co-sponsored the 1995 International Boat Show in February; by all accounts its exhibit was a huge success. During 1995 the museum will open a new retail outlet in which nautical or marine-related items will be available for sale to the public.

Finally, the Maritime Museum was chosen as one of two venues for the Halifax G-7 summit in June. Following the event the staff will be available to serve as consultants to any other institution so blessed!

### MICHIGAN MARITIME MUSEUM (South Haven, MI)

In November the museum sponsored a nineteenth anniversary commemoration of the loss of the *Edmund Fitzgerald*. A highlight was a lecture by Fred Shannon, who argued that structural failure was the main cause of the disaster. The museum has also acquired the fishing *Shark*, a pre-World War II fishing craft that it intends to restore as the centrepiece of an exhibit on Michigan's rich commercial fishing history.

### NATIONAL MARITIME MUSEUM (Greenwich, UK)

The Friends of the NMM recently published their second annual yearbook. The fifty-six-page volume, priced at £2.50 for non-members, contains a wide range of articles. Also available is Thomas R. Adams and David W. Waters (comps.), *English Maritime Books Printed before 1801: An Alphabetical and Topical Guide*. Complemented by an essay by Dr. N.A.M. Rodger, this is an invaluable reference for a wide range of topics. It is available for £60 plus postage and packing.

### NEW BEDFORD WHALING MUSEUM (New Bedford, MA)

To celebrate the centenary of the beginning of Joshua Slocum's seminal voyage, the museum will open a major

new exhibit on 24 April featuring unique memorabilia, including models, paintings, photographs, manuscripts, and the original wheel of the *Spray*.

### NEW BRUNSWICK MUSEUM (Saint John, NB)

The museum welcomes Alastair Fox as Conservator for the Market Square expansion, which over the next three years will add 62,000 feet of exhibit space. Alastair's duties will include treating models for a new Marine Gallery. With his specialized training and eighteen years experience with the Provincial Museum, Alastair should be a great asset to the NBM.

### ROYAL CANADIAN YACHT CLUB (Toronto, ON)

The RCYC will host a seminar on "Yachting and Small Craft History," 13-15 October. Details about how to propose papers and how to receive additional information are found elsewhere in *ARGONAUTA*.

### ROYAL NAVAL MUSEUM (Portsmouth, UK)

The museum hosted the Third Annual New Researchers Conference last month. More than sixty attendees listened to a series of papers by new maritime scholars. Information on the Fourth Conference next spring will appear in a future *ARGONAUTA*.

### TORONTO HARBOUR COMMISSION ARCHIVES (Toronto, ON)

Since Michael Moir, formerly Records Manager and Archivist, has departed the only staff member left is Michele Dale. But Michele points out that the archival space has recently been expanded, which means that there is now a greater area for researchers to use books, computerized finding aids and optical disk equipment.

### VANCOUVER MARITIME MUSEUM (Vancouver, BC)

David E. Bond has been elected as the

new President of the Board. New staff include Rebecca Magallanes as Executive Assistant and Lisa Ryan as Membership/Museum Secretary.

A new permanent gallery, the Children's Maritime Discovery Centre, opened in December. On May 5, the exhibit "Continuity, Conflict and Change: The Hudson's Bay Company on the Northwest Coast, 1821-1861," will open through the end of the year.

1994 was a good year for projects, acquisitions and other initiatives. Work has been forging ahead on the archives and library, as well as the acquisition of eighteenth-century telescopes and armament for the Discovery Gallery.

#### WISCONSIN MARITIME MUSEUM (Manitowoc, WI)

The museum has established seven objectives for 1995: an increase in visitation, growth in membership, establishment of a commercial fishing exhibit, strengthening of collections development and conservation, dry-docking of USS *Cobia*, reaccreditation by the American Association of Museums, and an increase in special programmes.

#### NEWS FROM MARITIME ORGANIZATIONS AND SOCIETIES

##### ASSOCIATION FOR GREAT LAKES MARITIME HISTORY

Bob O'Donnell has replaced Dave Glick as editor of the AGLMH's bi-monthly newsletter, which also includes a supplement entitled "Museum Alert," devoted to developments in maritime museums. For further information on the activities of the AGLMH, please contact Bob O'Donnell, AGLMH, 1406 Prospect Avenue, Wausau, WI 54403 (tel.: +1 715-842-1762).

##### COMPANY OF MASTER MARINERS

The Company announces with regret that the Newfoundland Division, established in 1977 and which in 1988 had as many as forty-six members, has had

to shut down. This reflects at least in part the state of the maritime economy in Canada's easternmost province. But the other six divisions of the CMMC remain healthy and fully operational.

#### MARITIME AWARDS SOCIETY OF CANADA

MASC held its "Pacific Ocean 21" forum in Victoria in early March. According to all reports (and we have had quite a few), it was a great success. In recent months MASC has appointed four new directors: Bruce Robertson; Sonia Birch-Jones; Stan Parker; and George Bolt. In December MASC presented the Rod Byers Essay Award to Lt. (N) Colin R. McKeown for his essay "Canadian Armed Forces, Peacekeeping vs. Peacemaking - Weighing the Costs." Plans are being considered for another such contest.

#### NAVY LEAGUE OF CANADA

In 1995 the League is celebrating 100 years of service to Canada. As part of its celebrations, it is holding a national seminar which should interest many Canadians whose livelihood is affected by the sea. "Canada's Maritime Tradition: Past, Present and Future," will be held on May 27, 1995 at Dalhousie University. Five eminent speakers will address key issues such as the offshore resource industry, shipbuilding, the Navy and Ocean Science. There is a toll-free number for further information: 1-800-565-1933.

#### RESEARCH DIRECTORY UPDATES

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Research: Women and the Sea (at Home and aboard); Canadian-American Lumbering/Shipping Connections;

Shipping Activities along the Fundy Shore of New Brunswick

Publications: A series of 11 articles for the *St. Croix Courier* (St. Stephen, NB) entitled "19th Century Shipbuilding - Records and Reminiscences", 27 September-6 December 1994.

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Research: Coastal Geography and History (BC); Canadian Seafaring in the Age of Sail; Sail Training

Publications: *Cruising Guides to British Columbia*. Vol. 1: *Gulf Islands* (1976; rev. ed., N. Vancouver, 1986); Vol. 2: *Desolation Sound* (N. Vancouver, 1980); Vol. 3: *Sunshine Coast* (N. Vancouver, 1982); *The Pacific Swift - Building and Sailing a Traditional Tall Ship* (Victoria, 1986).

#### RESEARCH INDICES

Biography: Spicer

Canada, East Coast: Wolferstan

Canada, Pacific Coast: Wolferstan

Charlotte County (NB): Spicer

Exploration: Wolferstan

New Brunswick: Spicer

Nineteenth Century: Spicer

North Pacific: Wolferstan

Sail Training: Wolferstan

Sailing Ships: Wolferstan

Shipowners: Spicer

Twentieth Century: Wolferstan

Washington County (ME): Spicer

Wooden Ships: Spicer

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## REFERENCES

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