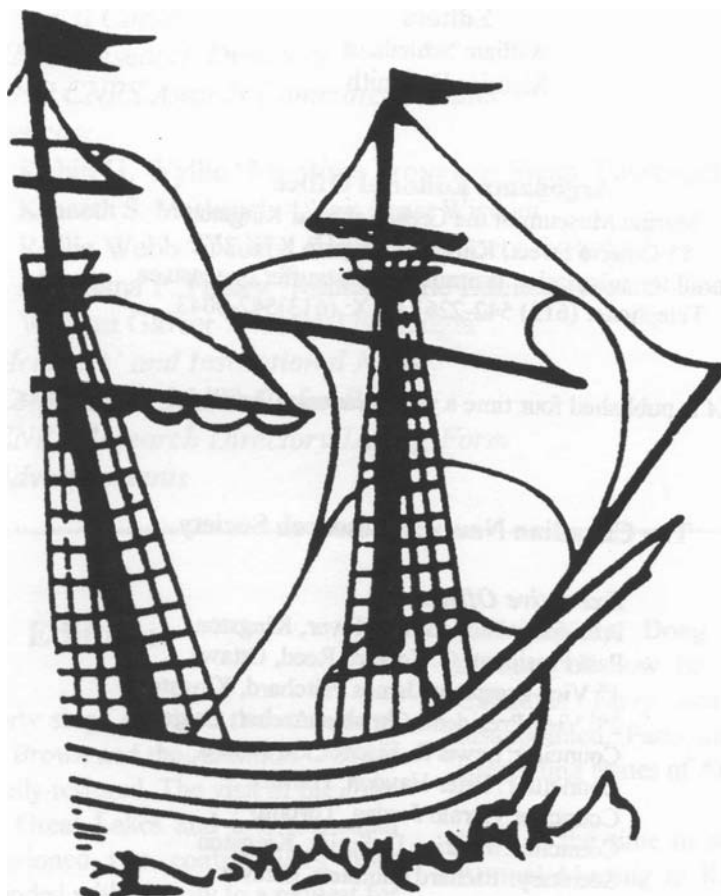


ARGONAUTA

The Newsletter of



The Canadian Nautical Research Society

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Editorial

About 2,500 Liberty ships survived the war. Now, only The *John W. Brown* and the *Jeremiah O'Brien* remain intact and fully-restored. The visit of the *John W. Brown* to the Great Lakes and into Canadian waters has occasioned two contributions from authors who responded with alacrity to a request for a Canadian perspective. Rollie Webb is a professional ship builder based in British Columbia. He is in the advanced stages of a history of shipbuilding in Canada. Morgiana Halley holds a M.A. in Folklore from Memorial University with a doctorate from the University of Sheffield. She now lives in Virginia. Each has particular but complimentary perspective. Their contributions are appreciated.

We are happy to have back Robin H. Wyllie who we hope will be a regular contributor. His previous work was always a delight for our readers. Those of you

following the Doug Maginley autobiographical account of how he eventually served with the Canadian Navy and Coastguard will not be disappointed. Parts three and four will appear in succeeding issues of Argonauta.

Now is the time to start planning for the CNRS Annual Meeting in Kingston Ontario in the year 2001. The planning committee under the able leadership of Jim Pritchard is up and running and the first call for papers appears elsewhere in Argonauta. Anyone undertaking research is well positioned in this city with at least three research library/archive complexes - Queen's University, the Massey Library at RMC and the Audrey Rushbrook Memorial Library at the Marine Museum of the Great Lakes. All have good reference and marine collections.

Why not accept the Queen's Shilling? Our Founding Editor, Kenneth MacKenzie has taken up the mantle of west coast causes so we are now looking for a

volunteer columnist (s) east of longitude 120 W to represent other regions of Canada. There seems no lack of material to write about.

Captain Harold J. Hogan, 1928 - 2000

For over a decade Captain Harold Hogan and his pals, really shipmates gathered at the Tim Horton donut shop near the **ferry** docks in Kingston, Ontario. He held court from 0700 to 0800 every day except Sunday, and then he walked the dog an extra mile. Harold served with Canada Steamship Lines aboard canallers and later was the Captain of the Wolfe Island Ferry. Among the ships he served in was the venerable, *Maple Heath*, formerly the *Toiler* and first diesel powered ship to cross the Atlantic ocean. He later took up a retirement job as Captain of several Thousand Island tour boats. Anyone who wanted to know what was really happening in the shipping world knew that a cup of coffee for the captain in the early AM was money well invested and always a good laugh.

On Saturday, May 8 the *Island Belle* carried his ashes into the harbour. At the appointed time, the three remaining shipmates stepped forward, raised their Tim Horton coffee cups in salute and then tossed the cups over the side to join the Good Captain. A benign heartfelt gesture that connects one old sailor with a universe of those who have gone before.

Finally there is the matter of money. I am happy to report that advertising has increased by 100%. Ten business card advertisements at \$20.00 each would go a long way toward covering the cost of each issue of Argonauta. The goal over the next few years for the Society is self-sufficiency. A advertisement is a good way to reach a select audience while helping a Society publication survive.

Council Corner

An important part of the work of our society is our conferences. They provide an opportunity for members to meet and many of the papers that are

presented are published in our journal. Therefore I would like to outline some of the planning that has already started for our future conferences.

By the time you read this, the Ottawa conference in early June will have passed into history. Our next conference will be in Kingston in 2001. The dates are Wednesday (evening) 23 May through Saturday, 26 May. At the 1999 annual meeting in Comer Brook I was directed to invite our American counterpart, the North American Society for Oceanic History (NASOH), to meet with us in either 2001 or 2002. We have met with them before, in Kingston in 1987 and in Vancouver in 1994. They have enthusiastically accepted our invitation to meet with us again in Kingston next May. Planning has already started. The program and organizing committee is being led by CNRS Vice President Jim Pritchard. Maurice Smith, also a member of our Council, and the Director of the Marine Museum of the Great Lakes is naturally involved. Faye Kert, a former CNRS President and also a long time NASOH member has been asked by NASOH to act on their behalf with the committee. Finally, we are inviting Jim Bradford, a NASOH executive officer and a member of faculty at Texas A&M University, to help with the programme. Some of you will have met him at Comer Brook. He too is also a CNRS member and is one of our more frequent book reviewers in *The Northern Mariner*. The theme for the conference was easily chosen, given the combined meeting on the Great Lakes. It will be "Canada and the United States on the Great Lakes in Peace and War." We hope that the call for papers will generate proposals that range far beyond the War of 1812. For example, CNRS member Captain Huyck of Edwards, Washington, has been asking any who can assist about the influence of Great Lake freighter design on coastal freighters built on the Pacific coast. (See his query elsewhere in this issue.) That prompts all sorts of questions about shipping related industries on the lakes. With our current concerns about trans-border environmental issues, there could be room for a paper on Great Lakes diplomacy, early bilateral agencies, and their importance to the development of a North American

community. The substantive sessions will, if current ideas are translated into fact, be supported with a full social programme from an opening **reception** on the Wednesday evening. The planning committee is investigating the possibility of combining the banquet with a cruise in the 1000 Islands. Following the example set by Olaf Janzen in Comer Brook, after the formal closing of the conference on Saturday there will be an informal reception in the evening. The deadline for responding to the call for papers is early - 17 December - so please respond promptly. A provisional programme will be published as soon as possible after that.

The next year, 2002, we are planning to meet in Vancouver. Jim Delgado, Director of the Vancouver Maritime Museum, has volunteered to organize our conference. As I write this I have no other information. We do not have even tentative plans for 2003. However, planning for 2004 is well launched. Members may remember that at the Comer Brook AGM I reported on the possibility of having a conference that would recognize the centenary of the Canadian Hydrographic Service.

Prior to 1904 the Canadian Government had supported three agencies, each with narrowly focused hydrographic responsibilities. The Department of Railways and Canals had an obvious mandate for the man-made inland waterways. The Department of Public **Works** was likewise responsible for public harbours. The Department of Marine and Fisheries was responsible for tidal surveys and some hydrographic surveys, including the Georgian Bay and Great Lakes Survey that had begun in 1885. Coastal surveys were made under the auspices of the Hydrographer of the [Royal] Navy. The loss of the *Sicilian* in the St. Lawrence River in November 1902 is acknowledged as having been instrumental in the amalgamation of all these agencies under a department that would have undisputed and undivided hydrographic responsibilities. An Order in Council in March 1904 created the Hydrographic Survey of Canada (the name was changed to the Canadian Hydrographic Service in 1928). In August a second

Order in Council appointed William James Stewart, who had begun his working career with the Georgian Bay survey, as its head.

Following meetings with the Dominion Hydrographer, his **staff**, and members of the Friends of the Canadian Hydrographic Service, I have been asked on behalf of CNRS to organize the centenary conference, with the active assistance of the Canadian Hydrographic Service. The conference will be held in Ottawa 12 - 15 May 2004. The working title is "A Celebration of Canadian Hydrography." We hope to have papers that examine the early French, Spanish and English work, as well as the work directed by Canadian governments. Topics might include biographical subjects, such as Stewart, of Jean Des Hayes, the Royal Hydrographer of New France. The hydrographic work done by the Departments of Railways and Canals, and of Public Works has also escaped serious study. It is important to note that the CHS antedates the creation of the Royal Canadian Navy by six years, and that whereas in other countries, including Britain our imperial and naval mentor, hydrographic responsibilities have always been a naval concern, and originally were the precursor of naval intelligence sections. The question of why this example was not followed in Canada might also be examined. The twentieth century saw many important Canadian contributions to hydrography that could be the subject of papers. In 1930 the CHS began experimentation with electronic and radio aids. The innovative trends continued, but are largely unknown. The work of individuals also needs attention. For example, Canadian hydrographers were instrumental in developing the techniques for measuring underwater gradients on the basis of aerial photographs. It was this work that lay behind the selection of the 1944 Normandy invasion beaches.

Letters will be sent in September to all university **history** departments, marine museums and archives with large maritime collections amongst others, advising recipients of the conference, and inviting people to begin thinking now about research

and papers for the conference. I shall continue to use *Argonauta* as a means of keeping CNRS members abreast of plans. Anyone wanting more information, or better still, wanting to offer a paper, is invited to contact me directly. My home mailing address is 163 Churchill Crescent, Kingston, Ontario, K7L 4N3. From time to time I also clear the Society's Kingston post office box, whose address is on the inside front cover.

Make plans now to attend these conferences. They will be both stimulating and enjoyable.

Bill Glover

CNRS Research Directory

A reminder to all that in the October issue of *Argonauta*, we will be providing the fifth edition of the CNRS Research Directory. This will be more than just a membership list, for we try to include everyone's publications and primary research interests. *Please* remember to fill out the information sheet printed near the end of this issue and return it to the *Argonauta* editorial office in Kingston (via e-mail to mmuseum@stauffer.queensu.ca) - we need it by 31 August 2000.

1999 CNRS Awards Committee Results *by Faye Kert*

Keith Matthews Award

The Matthews Award Committee consisting of Faye Kert (Chair), Michael Hennessy and Roger Sarty, reviewed 16 articles from the *Northern Mariner* and 6 books for the 1999 Keith Matthews Award. Following the Executive Council meeting in January 2000, it was decided that due to the growing number of journal articles published around the world and the consistently high quality of articles in the society's own journal, it made sense to recognize the authors published by the Society and select the

recipient of the Matthews article prize from the *Northern Mariner*. Accordingly, the Committee reviewed the four issues of *Northern Mariner* published in 1999. Several submissions in the both categories stood out as potential winners but the committee's final decisions are as follows:

Best Book: *Meta Incognito: a Discourse of Discovery* - Martin Frobisher's Arctic Expeditions, 1576-78 edited by Thomas H.B. Symons (2 vols), published by the Canadian Museum of Civilization as Mercury Series 10

Best Article: "'Too Many Chiefs and Not Enough Seamen': The Lower-Deck Complement of a Postwar Canadian Navy Destroyer - The Case of HMCS *Crescent*, March 1949." by Richard Gimblett *The Northern Mariner*, Vol. IX, No.3. (July/juillet 1999)

The winners and the publishers will be advised of the Committee's decisions following the meeting in Ottawa. Certificates will be prepared and sent to the recipients within two weeks. The results will be distributed to all publishers who offered books for consideration and to relevant trade journals and publications.

Gerry Panting Award, 1999

The CNRS New Scholar Award has been renamed after the late Gerry Panting, a noted scholar and professor at Memorial University in Newfoundland. The 1999 recipient of this award is Michael Dove, a doctoral student in history at the University of Western Ontario. Mr. Dove presented his paper, entitled *Laying the Keel: The Evolution of the Hudson's Bay Company's Shipping Operation, 1670 - 1730*, at the CNRS annual conference in Ottawa, June 8-10, 2000.

The Gerry Panting Award recognizes the work of a person in the early stages of his or her career in maritime research. It includes a financial award of \$500 to assist the recipient with travel to present a paper at the annual CNRS conference.

Books Reviewed

Baehre, Rainer K. (00), *Outrageous Seas, Shipwreck and Survival in the Waters Off Newfoundland, 1583-1893*, McGill-Queen's University Press, 1999.

Delgado, James, *Across the Top of the World*, Checkmark Books, 1999.

Dunmore, Spencer, *In Great Waters*, McClelland and Stewart, 1999.

House, J.D., *Against the Tide, Battling for Economic Survival in Newfoundland and Labrador*, University of Toronto Press, 1999.

Milner, Marc, *Canada's Navy, The First Century*, University of Toronto Press, 1999.

Symons, Thomas, H.B. (00.) *Meta Incognito: a Discourse of Discovery, Martin Frobisher's Arctic Expeditions, 1576-78*, Canadian Museum of Civilization, Mercury Series 10 (2 vols)

Articles Reviewed

Northern Mariner/Le Marin du Nord, Vol. IX, Nos. 1 - 4

Maritime Provinces Steam Passenger Vessels

by Robin H. Wyllie

S. S. *City of Ghent*

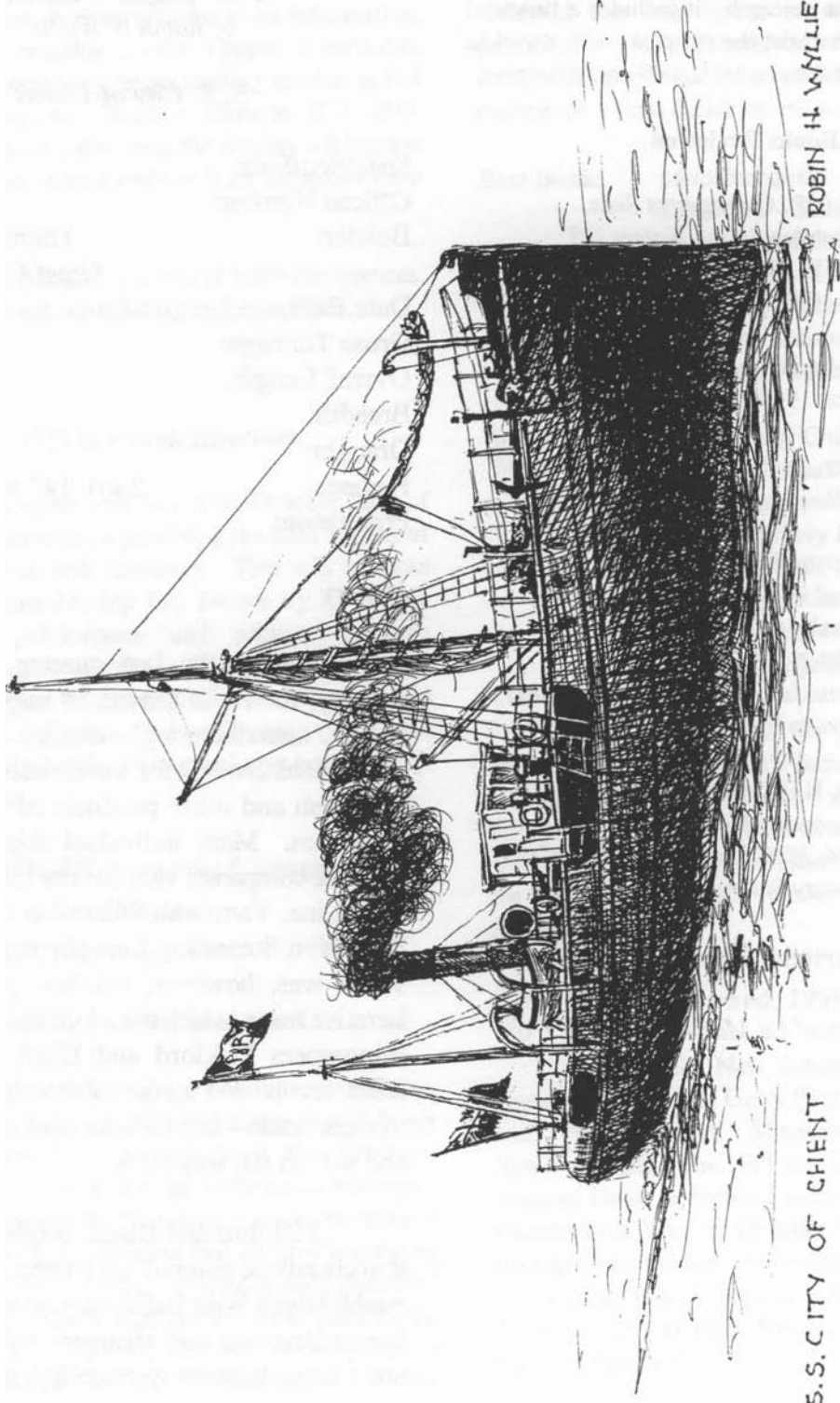
Specifications:

Official Number:	63145
Builder:	Thomas, Charlton, Great Grimsby, U.K.
Date Built:	1871
Gross Tonnage:	198.64
Overall Length:	135.9 feet
Breadth:	20.4 feet
Draught:	9.7 feet
Engine:	2 cyl. 14" x 28" - 40 rhp
Propulsion:	Screw

History

During the last quarter of the 19th century, the rapid growth of major U. S. east coast manufacturing centres created a tremendous demand for construction materials, fresh fish and other products of the Maritime Provinces. Many individual ship owners and shipping companies vied for the traffic, with the Plant Line, Yarmouth Steamship Company and Dominion Steamship Line playing major parts. There was, however, another, perhaps more lucrative trade, which was dominated by Halifax shipowners Pickford and Black. It was, in effect, an updated version of the old West Indies triangle trade - salt fish out and rum, molasses and salt on the way back.

Pickford and Black, originally a firm of ship chandlers, entered the shipping business by establishing a West Indies service with Cunard's former Bermuda mail steamers *Alpha* and *Beta*. Soon new steamers were calling regularly at



ROBIN H. WYLLIE '00

S.S. CITY OF CHENT

Jamaica, Demerara, Turks Island and Central American ports and their cargo had grown to include Canadian lumber, flour and finished goods. With the faster vessels, fresh fruit was added to the list of traditional return cargo.

By the turn of the century, Pickford and Black had become the second largest ship-owner in the Maritime Provinces, a position the company achieved through an aggressive business policy. This included gaining control of feeder services, an objective often reached by entering into partnerships with the other owners. It was in keeping with this policy that Robert Pickford, one of the partners, acquired ownership of the little iron cargo vessel, *City of Ghent*, with which, after its doubtless profitable sale to Pickford and Black, it was hoped to gain control of much of the through West Indies traffic from Nova Scotia's Eastern Shore, Chedabucto Bay and Northumberland Strait ports.

Built by Thomas Carlton in 1871, the *City of Ghent* was a typical product of the Great Grimsby yard which specialized in the construction of large ocean-going druggers. As a result, she had ample, if somewhat cramped, accommodation and, for her size, quite prodigious cargo space. Like her smaller cousins, the wooden steam drifters, the vessel's design was close to perfect for use as a coastal passenger-cargo vessel and she had a number of owners, including the Grimsby Steamship Company, before she was brought to Halifax.

In 1892, Pickford and Black refurbished the *City of Ghent* and adapted her accommodation space to carry twenty first class and ten second class passengers. A local newspaper reported "Her staterooms are large,

fitted with all modern improvements, and she was a handsome little saloon, with garnet plush trimmings, mirror, etc." In the spring of 1892, the vessel made her first weekly run up the shore between Halifax and Port Hawkesbury, calling at Sheet Harbour, Salmon River, Isaacs Harbour, Canso and Arichat. During the open season the route would be extended to include Port Hood, Charlottetown and Summerside.

The vessel was an immediate success and the service turned out to be everything that had been expected of it. It was particularly appreciated by the residents of Sheet Harbour, Salmon River and Isaacs Harbour, as the *City of Ghent* provided their first regular steamer connection with the outside world. These and other small ports did not even have the telegraph at that time and, at least initially, reports on the vessel's progress were carried to Halifax by carrier pigeon.

As with any vessel which has been on a specific route for any length of time, the "Ghent" as she was known locally had her own little legend. It varies according to its source but the gist of the tale is this - the *City of Ghent* was originally fitted with a siren-type steam whistle which, according to reports, sounded more like a dog fight than anything else. One foggy morning, an old man who just returned home after a trip, emerged from his cabin to hear the sound for the first time. He grabbed his gun and immediately set forth to track down the source of the unearthly wailing. When he heard the sound again, this time even louder, he turned back toward his cabin for heavier ammunition. On the way, he met a young man hastening toward the village and asked him if he had heard that "awful noise." "Oh that's jus the *Ghent*," said the young man. The old fellow was awe

stricken. "The *Ghent*?" he asked - "What on Earth kind of animal is that?"

The little steamer remained on the Eastern Shore run for close to twenty years and then, like most of the other Pickford and Black vessels she became involved in the First World War. The forty-year-old *City of Ghent* sailed back across the Atlantic to the U.K., where she was employed in shipping coke for the Allied Forces through the port of Rouen. Her end came on September 5th, 1916, when she was sunk by a German submarine 18 miles south-east of the Barfleur lighthouse.

Sources:

Hartling, Philip L. *Where the Broad Atlantic Surges Roll*. Formac Publishing, Antigonish, 1979.

Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809 -1930*. Providence, **R.I.**, 1979.

Assorted registers, contemporary timetables and almanacs.

S. S. *City of Ghent* from a photograph in the collection of the Maritime Museum of the Atlantic

West Coast Wisdom

By Kenneth S. Mackenzie

ZOUNDS! Unmasked! My facade has been stripped away: I am a closet west coaster no more. Ah well. It was about time, and thanks to the perspicacity of your editors I can now hold my head high again.

That being the case I can go on the attack -- and eastern Canada maritime interests

give plenty of opportunities for that. Witness the storm in a teacup over Toronto's supposed 'port lands' - Now Toronto has not had an effective port for decades, and a large part of the lands up for grabs are property known as 'railway lands' -- but no matter; their value is not for traditional port business, but for other economic development, headed of course, by the potential of that city hosting the 2008 Olympic Games. THAT has focussed peoples' minds enormously, and all of a sudden the hitherto ho-hum position as a Toronto Harbour Commissioner (port Director, I think they are called under the new regime) had become a political plum. And hence the matter of lawsuits and charges of political patronage.

There was one time when Toronto anticipated great things from its port. Local harbour commissioners were established in 1911 and by 1930 had systematically improved the port to a point where it had a potential to compete for whatever traffic a St. Lawrence Seaway might bring, when and if built. In 1920 the then-premier of Ontario told a Navy League of Canada gathering that "the time had come when Toronto (would become) an ocean port". Well, in the fullness of time that happened-- but very shortly after the opening of the St. Lawrence Seaway in 1959 it was obvious that it would do little to increase the throughput of the port. John Barber in the *Globe & Mail* on 20 April 1994 wrote that as far as the ocean port issue in Toronto was concerned "Nobody cares. After a century of eagerly pursuing a maritime destiny, Toronto has finally given up...as an important part of the city's economic infrastructure, the Port of Toronto is already history".

Mr. Barber was obviously thinking of traditional port activities; the Robert Fung Task Force report foresees a \$12 billion remake of the waterfront lands. With the material I have at hand little or none of this rejuvenation will occur through maritime activities. Ah, how the mighty have fallen.

Further east in Montreal there is a similar battle being engaged. There the Reichman family (of Toronto, I might add) is trying to place a huge \$1 billion technodrome where else, but on old port of Montreal lands--the famous Bickerdike Pier. The port of Montreal and provincial and federal taxpayers have spent many millions of dollars to improve the port since the formation of its harbour commission in 1830. The port of Montreal is in the fight for its life as a major participator in the Canadian ports scene. The president of the port authority there, Dominic Taddeo, is eminently justified in his reluctance to alienate forever one of the vital parts of the old port.

Now the fun part! As reported in the esteemed publication *Canadian Sailings* on 17 April 2000 the "Port of Halifax (is) sharing cost in building cargo hub in Scotland". The idea is to establish a cargo transshipment facility at a "former naval base" in Scotland. This turns out to be none other than Scapa Flow, that desolate outpost in the north of **Scotland** that generations of naval personnel, British, Commonwealth and Allied, come to hate so much during two World Wars. The mind boggles at this idea, and one would hope that naval and maritime historians could delve into the mass of informed comments ringing down the ages of the realities of operating from Scapa in order that an informed decision can be taken. I have hope in the idea this column was written on 1 April.

There is inevitably a continuing flow of obituaries in the press of people whose maritime careers encompassed World War Two. In February and March the *Victoria Times Colonist* and the *National Post* noted the passing of Patrick Graydon. He had arrived in Canada in 1942 as part of the British Admiralty's efforts to enhance the efficiency of Canada's newly-reborn steel shipbuilding industry, landing at Yarrow's in Esquimalt. He spent the next 35 years on the West Coast, "involved in every major shipbuilding project in the province" (except for the 'fast cats', I hasten to add) until retiring in 1977. An amazing career indeed.

Another who died was Joseph C. Marston. He had started his seagoing career on the West Coast in 1932 as a cadet in the Canadian Pacific 'Empresses' and had progressed through that to wartime service in the RCN, ultimately commanding the Canadian minesweeper *Blairmore* during the invasion of Normandy. He finally swallowed the anchor in 1981, and then became involved with the Esquimalt Naval Museum, where I had the honour of meeting with him. I attended his memorial service in the new "Officers' Mess" at HMCS *Naden* (yes, the old wardroom is looking pretty dilapidated) and lo and behold there were two gentlemen in attendance who had been involved with me at a tender age and who will undoubtedly be remembered by other naval cadets of my vintage -- Commander and Jim Butterfield. Both are in fine form and a good time was had by all; the new wardroom and Joe's family did us proud.

We are now all aware of Enigma U1tra and its pivotal role in fighting World War II -- my word, it has even reached the distinction of

being part of revisionist history (eg. the book review of Clay Blair's second volume on Hitler's U-boat War, by Robert Fisher in TNM/LMN Vol. X No.1, January 2000 P. 130). What perhaps may not be well-known is the role of women in Canada in the huge network established to counter the U-boat onslaught, women such as Irene Carter, CPO in charge of listening station in Moncton, or LCDR Aileen Mason, who helped in diverting allied convoys away from submarine concentrations. Their exploits may now be known to the naval history cognoscenti, but how about people like Reta Miller and Vera Killins? These two ladies worked at a Department of Transport radio station at Strathbun, just outside Glencoe, Ontario There they "were monitoring enemy boats and German coast stations. The information was highly classified" - and unlike many others in the field they maintained their oath of silence, until interviewed for the *Niagara Farmer's Monthly* for its September 1996 edition. It as my good fortune to meet Reta Miller, who was a participant in a lecture programme I give crossing Canada by train. A likable, spry women, hers is an experience few now know about. It is to be hoped that stories such as these can be uncovered before it is too late.

Finally, in the memorial circulated in memory of Joe Marston a quotation from Robert Louis Stevenson was front and centre. This sent me in search of a new book I had just heard of. Entitled *Long John Silver*, it does for that swashbuckling character from RLS's *Treasure Island* what George MacDonald Fraser accomplished for the bully from Tom Brown's Schooldays in his "Flashman" series. It is much more than that, however, for the book allows its author, Bjorn Larsson, full rein for his

ideas concerning the realities of seafaring in the early 1700's. I'll bet very few readers are aware of the fact that the much-detested Captain Flint of the good ship *Hispaniola* was an early forerunner of the 'Sailor's Friend', Samuel Plimsoll! The book is a masterful piece of work, and if I have any quibble with it, it is that it covers the entirety of Silver's 'life', whereas I could have done with the multi volumes of Flashman's 'life' as provided by Fraser. It is readily available, and if you have any trouble getting it just contact Volume Two Bookstore in downtown Ganges, BC. (The Harvill Press, London, 2000, ISBN 1 86046 538 2; paperback edition, \$17.95)

"Oceans & Liberties, Forts & Parks" A North American Story by Rollie Webb

With the visit to the Great Lakes this summer of the American Liberty ship *John W Brown* it is perhaps inevitable that the public will consider this historic vessel to be a solely American story. While it is true that the name "Liberty Ship" was an American creation there is a much broader and more compelling International story about the construction of these vessels. A significant part of that story is Canadian.

The origins of this design are well worth understanding. The basic ship used as a model for what became the largest standard shipbuilding program ever was a simple British tramp steamer developed in response to the economic pressures of the Depression.

Originating at an experienced shipyard, Joseph L. Thompson & Sons Ltd. of North Sands, Sunderland, a series of ships starting as early as 1935 are all claimed as part of the pedigree of the famous design. The most common story relates to the tramp steamer *Dorington Court*, completed by this company in 1938. This vessel attracted Admiralty attention since she could make 11 knots with a 2500 IHP steam reciprocating engine while consuming some 16 to 17 tons of coal per day. This consumption was considerably better than the then current norm of 25 tons a day.

Planning in Britain for the widely anticipated War resulted in an agreement that left its merchant shipbuilders somewhat alone to build their own particular types of merchant vessel most suited to the individual shipyard. Thompson continued to develop their successful Depression era design leading to a vessel originally known simply as Hull 611 ordered in the autumn of 1940.

With the fall of France the Germans had overnight attained U-boat bases from Norway to the Spanish border and immediate escalation of submarine warfare resulted. By the end of the summer of 1940 the British were desperately looking for replacement merchant tonnage and North America was the only place to go.

Under direction from the Admiralty, a Technical Merchant Shipbuilding Mission was established and the Managing Director of J.L. Thompson's shipyard, Mr. R.C. Thompson, 33 years old, was in charge. This group arrived in New York on October 9th, 1940. They took with them the drawings of Hull 611. While America was willing to help her existing shipyards were full of Naval and merchant

vessels ordered for the USN and the fairly new Maritime Administration.

All the shipyards that existed in Canada at the beginning of the War were occupied with Naval shipbuilding for the RCN and the Royal Navy. Little if any expansion of Canadian yards had taken place in the first year of the war. For two frantic months the Mission toured North America searching for shipbuilders and suppliers, construction sites and available labour. The goal of the Mission was to order as many 10,000 ton versions of Hull 611 as they could find capacity to build and still have the hard cash to pay for them.

By Dec. 20th, 1940 the British Mission had signed two initial contracts with joint ventures of Todd Shipyards of New York and Bath Iron Works of Bath, Maine for a new yard on the East Coast and Todd again with a group known as the Six Companies, all construction outfits for a yard on the West Coast. This latter group included the famous Henry J. Kaiser. These ventures were contracted not only to build the ships but also to build the shipyards necessary for their construction. Todd was essentially a repair company with memories of building ships in the First War and Kaiser was a total novice in the shipbuilding field. Bath was and still is a shipbuilder largely dedicated to Naval construction.

In parallel with the ordering of ships in the USA the Mission had looked at sites in Vancouver and Quebec and in early January, 1941 ordered a further 26 ships from the established yards of Burrard Dry Dock in North Vancouver and Davie Shipbuilding and Canadian Vickers of Lauzon and Montreal respectively. Davie and Canadian Vickers had

existing facilities that went right to work. Burrard had to expand by buying adjacent land, filling it and laying out new ways before they could get started.

The accomplishment of getting these 86 ships under contract and then under construction was being overshadowed by a steadily deteriorating condition in the North Atlantic. In the few months it took to get this far, losses had outstripped not only the British planning but also their ability to pay the resulting bills. The contracts signed in December and January essentially emptied their hard currency reserves.

By early December of 1940 the United States dropped its pretense of neutrality depicted by the "cash & carry" mentality. "Lend Lease", whereby America just paid the bills and got on with the task of building the necessary tools of war, was introduced to the Congress on Jan. 10th, 1941 and signed into law on March 15th. America actually paid for and legally owned most of the ships built in Canadian yards for Britain.

Through the last few months of 1940 and first half of 1941 the humble little tramp ship from Thompson was chosen as the sole design of emergency tonnage to combat the U-boat losses and orders grew exponentially. At first there was great resistance to building these slow, somewhat dated designs, especially since America was paying for them. It took Presidential direction to get the US Maritime Administration to accept the design and to start building a US variant.

This variant became the "Liberty" ship as we know it today.

Thompson continued to build their Hull 611, now aptly named *Empire Liberty* launching it on August 23rd, 1941 and completing it in November. Canadian and American yards went to work from a standing start building copies and variants of the design in such quantity that the U-boat losses were recovered and reversed by early 1943.

The race to complete tonnage created fascinating stories across the continent. After contract signing, three frantic months followed finding sites, laying out and building or expanding the shipyards in parallel with the development of detailed working drawings of both basic British design and the US Liberty version. Keels were laid in April 1941, launchings started in September and deliveries actually started in late October, just over a year from the date the British Mission had first set foot in North America and one month before Thompson themselves delivered the prototype.

Canadian Vickers was the first Canadian yard to deliver and worked against the freeze up of the St. Lawrence by moving their first **vessel**, the *Fort Ville Marie* further and further down the river ahead of the ice and actually completing it in Halifax in December of 1941. The first Liberty ship, aptly named the *Patrick Henry* ("Give me Liberty or give me death") was also delivered in December from Bethlehem Steel's new shipyard at Baltimore. Todd and Kaiser together launched their first vessel the *Ocean Vanguard* from a brand new shipyard in Richmond, California on October 15th, 1941 and delivered her on the 27th of the same month. Kaiser continued to set new records throughout the war including the feat of assembling and launching one Liberty ship in 4 days and 15 hours. The first Canadian West Coast delivery

from Burrard was the *Fort St. James* delivered in January 1942.

Canada had been at war for almost a year and half when the contracts for what was known here as the "North Sands" freighters were signed. Every existing yard were already building corvettes and minesweepers for the RCN and just like in the US, new facilities were needed to allow these additional ships to be built. Canada suffered from shortages of everything at the beginning of the war, steel plate and shipyard cranes being two of the major problems. More importantly people were in short supply. Totally new shipyards were built at Montreal and on False Creek in Vancouver and all the rest were expanded to allow construction of the maximum number of ships. Canada's war economy was functional in 1941 and in a number of areas suppliers were able to deliver Canadian components to American yards faster than domestic suppliers. Fourteen of the first 30 freighters built by Todd-Bath were fitted with Canadian made engines.

With greater access to available capital, technology, population and innovative management, and not yet embroiled in actually fighting a war, the US was able to layout new Greenfield shipyards, designed to allow these ships to be fabricated by welding versus being erected as a rivetted vessel which remained the norm in Canada.

In the final analysis a total of 349 ships based on the Thompson design were built in shipyards in the shipyards of British Columbia and Quebec while the US yards produced 2710 "Liberty" ship variants, plus 60 more of the original "Ocean" class directly for Britain. Thompson's yard in Sunderland built a total of

23 tramps during the war , nine of which were copies of the *Empire Liberty*. A total of 3,142 hulls born from the same simple tramp ship design turned the corner of the war losses and delivered the materials necessary for Victory.

Today two US built Liberties are preserved & functional, one on each coast. The West Coast mate to the *John W. Brown*, the *Jeremiah O'Brien* is based in San Francisco and makes regular goodwill visits along the Pacific Coast. Only one Canadian built ship remains. Currently known as the *Cape Breton* she was built by Burrard Dry Dock and completed for the Royal Navy as the maintenance ship HMS *Flamborough Head*. Destined to become an artificial reef within a year or so she is lying at the abandoned site of her builders in North Vancouver being stripped of hazardous materials and most importantly, her engine. This simple but effective steam engine is to be preserved at a new waterfront development planned for North Vancouver..

Canadian shipyards participating in this programme were:

	<u>Number of</u>
Canadian Vickers, Montreal, Quebec	6
Davie Shipbuilding & Repairing, Lauzon, Quebec	19
Marine Industries, Sorel, Quebec	30
United Shipyards Ltd. Montreal, Quebec	44

Burrard Dry Dock Co. North Vancouver	108	Behrens, London 1955, Her Majesty's Stationery Office
North Vancouver Ship Repairs Ltd., North Vancouver	53	<i>Lend Lease, Weapons for Victory</i> by Edward R. Stettinius Jr. The Macmillan Co. New York, 1944 <i>A Great Fleet of Ships</i> by S.C.Heal, 1999. Vanwell Publishing Ltd. St. Catherines
West Coast Shipbuilders Ltd. Vancouver	53	<i>The Unknown Navy</i> by Robert G. Halford, 1995. Vanwell Publishing Ltd. St. Catherines
Victoria Machinery Depot Co. Victoria	21	<i>Liberty Ships</i> by John G. Bunker, 1972, Ayer Company, Publishers, Salem New Hampshire
Yarrows Ltd. Victoria	2	<i>Liberty Ships in Peacetime</i> by LG. Stewart 1992. Ian Stewart Marine Publications, Rockingham Beach , Australia
Prince Rupert Dry-dock	13	<i>British Tramps</i> by LG. Stewart 1997. Ian Stewart Marine Publications, Rockingham Beach, Australia
Total: 349		

The fascinating details of getting the massive building programme off the ground and sustaining it for almost five years is a subject far larger than the space available for this article. For further reading a short bibliography follows:

Ships for Victory by Frederic C. Lane , 1951 by the John Hopkins Press, Baltimore

The Oceans , the Forts & the Parks by W.H. Mitchell & L.A. Sawyer, 1966 by The Journal of Commerce & Shipping Telegraph

The Liberty Ships by L.A Sawyer & W.H. Mitchell, 1st Edition 1970 by David & Charles (Holdings) Ltd. Devon and 2nd Edition by Lloyds of London Press in 1985

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Merchant Shipping & the Demands of War by C.B.

Manning The Lifeline Aboard Liberty Ships

by Morgiana P. Halley

During World War II, merchant seafaring comprised a true melting pot. On the North Atlantic "lifeline" run, North Americans and Europeans predominated. Many were from the British Isles, others "free" Europeans, at sea when their home countries were taken, shipped on Allied vessels. Canadians entered the wartime workforce in 1938, when England first became implicated, while the United States was not involved until Pearl Harbor. A number of "neutral" U.S. vessels, however, were carrying cargoes in active support of the Allies much earlier.

Seamen manning the North Atlantic lifeline to Great Britain aboard Liberty ships were not much different from those who

shipped out before the war. The most observable contrast was their comparative youth. This was true of officers as well as general crew members. Experienced officers either sailed for a particular company or were given better, already proven, vessels. Liberty ships, just off the ways, however welcome to the merchant service, were often thought of as "the bottom of the barrel" for an officer's assignment.

More experienced ratings might likewise have established connections to particular shipping lines, such as CPR, in addition to preferential status in the union shipping halls. Regulations mandated a certain number of ABs in each crew, so there was always someone experienced, even aboard newer vessels, to advise, but the majority were youngsters who elected the Merchant Service as their contribution to the war effort. Some, below military age, could sign on as merchant crew. Others lied about their ages to accomplish even that. Many were from the prairies, and imagined the seaman's life romantic, exciting adventure. Their British counterpart did not have to "run away to sea" to seek adventure, action, and danger; they were right in his own back garden.

Although the reality was far from the dream, many such adventurous youngsters adapted easily to the life and found it suited them well. Although excitement was not lacking, monotonous day-to-day routine predominated. One veteran described his experience as day after day of excruciating boredom, interrupted by fifteen-minute intervals of sheer terror.

Many convoys formed in Bedford Basin at Halifax, Nova Scotia. Sydney, Cape Breton,

was a major assembly point for slower eastbound convoys. A few left from Newfoundland, not yet part of Canada. St. John's, however, was primarily a base for the convoys' escort vessels. After the U.S. became involved, her warships escorted convoys up the coast to Nova Scotia, breaking off to the base at Argentia, Newfoundland, while Canadian and British vessels left St. John's to shepherd the group eastward.

Liberty ships, known in England as "SAM" ships,² were a significant part of most convoys, and they were impressive. Liberties were sometimes credited with actually having won the war, since, according to one respondent, they carried seventy-five percent of essential cargoes. One Liberty could carry the equivalent of four trainloads at seventy-five boxcars each. When Roosevelt allowed the raising of the Plimsoll mark, a Liberty ship could increase her normal 10,000-ton capacity by two or three thousand tons. Although this put them deeper in the water, they were well-built and mostly safe. If cracks occurred, toe-plates were welded into the bulwarks to inhibit further stress fractures. Liberties were, however, considered too slow for practical peacetime shipping.

Some interviews produced circumstantial data about standard ships, based on **fact**, but inaccurate: "Liberties were built in only fourteen days and used regularly to split in half amidships in heavy weather, because of bad welding. Henry Kaiser built them, all the welders were girls, and the vessels were built to last for only one trip to keep the war going."³

A major problem for engine-room crews was keeping position within a convoy. Most Liberties had no tachometer, and engine

revolutions had to be counted by the clock, through observation by an assigned individual. Another convoy trouble was bad weather, which especially affected deck crews. Liberties, though very good ships, when empty, were "like a balloon on the water, and you had to watch out when they 'fell away' to prevent them landing on top of you." Fortunately, in the Atlantic, prevailing winds were generally predictable, but one could never **relax**, especially in bad weather.

Summing up the majority perspective, one veteran said, considering the situation, the time was spent, "worryin' about your skin and a buck to buy a beer." The vast plurality, however, seldom considered the insecurity of their situation except in action or under direct threat. Even then they were too concerned with necessary routine to give hazards (or such abstracts as "heroism" or "cowardice") much thought. They discharged their duties almost automatically, and asked later what they recollected, found it was often those standard operational procedures which differentiated wartime seafaring from that in peacetime. The only difference noted by most was that wartime shipboard life was comparatively "a bit austere" or "a bit rigorous".

Tom Goodyear, a Newfoundlander, considered his experience: "...the greatest adventure in the world. I was afraid the war'd be over before we could get over there." In the back of one of the boilers for a maintenance job, he had not been inside long, when the Leading Hand came to the manhole door and said, "Come out, Goodyear! The war's started! Come out quick! We got to flash up this boiler!" Goodyear, terrified, thought it was the end of the world and was convinced that he could not get out, but somehow managed to do so

quickly.

Apprehension and monotony were the two primary sensations recovered from seamen's memories. Other than that, it was just a case of doing the job for which they had been hired.

Capt. E.S. Wagner, of Dartmouth, N.S., said, "You're young -- eighteen. You wouldn't do this if you were fifty-eight. You're ignorant. We were down below decks where the torpedoes would have struck, painting our own cabins. Youth is heedless. You think, It won't be me; it'll be the other fellow."

Despite the seafarer's perceived social status of "odd man out", many maintained that enjoyment of life at sea directly resulted from the fellowship and camaraderie of living in fairly close quarters with a small group of people and declared that mariners tended to be more broad-minded and tolerant than their landsman counterparts.

"They're unique ... because they've been around so much and through so much that they've built up a great feeling of camaraderie. ... You don't forget a guy you've bunked with."

A sizeable group named conversation as their favourite shipboard pastime, emphasising the importance of talk as a bonding mechanism, rendering life more bearable in a career which incited anxiety even in peace, and more so during wartime. The only real expression of the merchant seaman's isolation was the frequent complaint of difficulty in locating old shipmates once they had become separated.

"One of the things that struck me ... when I look back now, and I didn't think

nothing of it then, is how cheerful people were, considering the circumstances that you were living under, not knowing whether you were gonna be dead in the next five minutes. The people ... just used to carry on, as we said ... it's a job and you did it. There are always characters, y'know, I mean your habitual drunks and one thing and another that y' used to make allowances for." One knew and liked one's shipmates. "An odd one wouldn't stay there too long, y'know." Ships were reasonably happy in the wartime years in particular, but the uncertainty was all-pervading. "You used to look forward to coming home, but you just did not know."

One lifetime **seafarer** remarked that long voyages made men so easily irritable their tempers could be triggered by nearly anything. Close quarters and the limited group with whom interaction was permissible created an atmosphere in which personal habits sometimes became intolerable annoyances. Some practices, however, made associations easier, such as granting a five-minute leeway on the relief of watches, one area which proved a major bone of contention. One respondent characterised shipboard life as "rather like a monastery." Old-timers, especially, tended to be very quiet, perhaps like long-term convicts. Men cursed and talked about women on the fantail after supper, but really discussed sexual exploits infrequently, probably not as much as ashore. Little importance was placed on sex at sea, where it was unavailable, but when nearing shore, one's "genes start perking up." A (thankfully very small) minority found the emotional stress intolerable and committed suicide or "went nuts" and had to be restrained. A fair proportion turned to alcohol as an ameliorative, and almost all admit the "drunken sailor" image was not

altogether exaggerated, though most today are sober citizens who drink only small amounts socially, or are in recovery programmes. One veteran emphasised that seafarers are "a race apart, really.... And every one is an individual...." A published essay by another credits his fellows with: "a breadth of mind that comes only with meeting and mingling with people of many races, understanding to the best of your ability their ways of life and viewpoints; and, above all, learning to tolerate that which you cannot agree with nor understand...⁵

Merchant seafarers during the Second World War were, as they still are, unrecognisable to a casual observer on the street. Although some were draft-dodgers and convicts offered early release to thus support the war effort, the vast majority were just adventure-seeking kids from the prairies, experienced seamen doing their regular job, or old retirees returning to sea in aid of their country.

Canadians were less stigmatised during the war than U.S. seamen, although it took them longer to get official recognition as veterans, and I understand that the benefit schedule has yet to be settled. Still, they did not have to contend with the pernicious machinations of such journalists as William Randolph Hearst, Westbrook Pegler, and Walter Wmchell, all loudly condemning seamen's putative moral turpitude. It has always seemed to me ironic that the latter began his every broadcast with the words: "Ladies and gentlemen -- and all the ships at sea..."

The Canadian populace entertained British seamen off SAM ships lavishly, taking

them (especially the young apprentices) to their hearts. One **Liverpudlian**, serving as a baker on the CPR liners, made cakes for an elderly lady he knew in Montreal. In return, she purchased rationed items for him to take home to England. Another **British** seaman shopped extensively in Canada **himself**, buying his girlfriend (now his wife) items unavailable in the United Kingdom. The usual practice was to locate a shop, find a female clerk about the same size as one's **girlfriend** or wife, and, using her as a model, buy clothes, which were heavily rationed in Great Britain at that time. Dungarees and other such items were readily available in North America and one could "load up" on items that were scarce or unavailable at home, like nylons.

Some respondents never personally encountered any shoreside "attitude," either pro or con. Newfoundlander Harold Squires felt he was always treated courteously: "But the poor old Merchant Navy, they seemed to get the bad name for doing the things that might've happened at one of the hostels, or something like that." Stan Hoskins, another Newfoundlander, felt the Merchant Service was more respected in the United Kingdom and Europe. "Over there it's looked upon as a profession." A Chartered Engineer and fellow of the Institute of Marine Engineers in England, Hoskins is barred from professional engineering associations in Canada because he did not attend university, although university graduates working in the maritime field can join the Marine Engineers' Society. Some Marine Surveyors and Engineers have been accepted into professional societies in Ontario, but in earlier years it was impossible, and still is for those in Newfoundland. Hoskins also felt offended at being deported from Canada as a "foreigner" after almost two years of wartime

shipping in the Canadian Merchant Service because of his Newfoundland citizenship.

The Canadian public, more **pragmatic** than the United States or Great Britain, reflected both extremes, the heroic merchant seafarer and social misfit. Data from Nova Scotia and Newfoundland indicate that attitudes toward merchant seamen depended on whether the influence of British roots or American proximity predominated. Nevertheless, it is an incontrovertible fact that the American, British, and Canadian Legions all exerted great effort to exclude merchant seafarers from their ranks on the grounds that they were not "servicemen."

"Even to this day the Canadian government hasn't **recognised** the Merchant Service as full-fledged veterans," said one interviewee. The Bill to grant Canadian merchant seamen veterans' benefits was to be introduced in the House the day before the above interview. In an ironic twist, the first place I saw merchant seafarers included on a war memorial monument was in St. John's, Newfoundland. When the monument was erected, Newfoundland was a colony of Great Britain. As a Canadian province, she was rendered unable to officially honour her World War II merchant seamen as veterans until July, 1992. British seafarers of the period, although so **recognised**, did not receive medals until the 1990s. In Canada and the U.S. the situation was reversed, they received medals at the time, but no recognition of or benefits from their veterans' status. Stan Hoskins, on requesting the British "defence medal," received a blunt negative from the Canadian Government, with the words "you are fully operational" underlined.

During the Second World War,

whatever his nationality, the merchant seaman was simply a worker doing his job. This is one of the attributes of the merchant crew most noted by the military gunners aboard - that they went about their work so calmly and deliberately, as though no crisis or war existed. Still, in tension-riddled situations and times of stress, the most mitigating activities are often those of routine and repetition. Perhaps it was this very quiet adherence to routine that kept the seafarer calm and composed in the most violent of action.

The men who manned the maritime lifeline were mostly young, most adopted an unruffled attitude toward the worst wartime situations, and most, years afterward, recalled that "nothing of any great interest happened."

I wish to thank the 125 interviewees who made my doctoral thesis and this article possible. I regret my inability in the present format to mention each by name and give full credit where it is due.

2 They were so-called because all such ships transferred to the U.K were given names with the prefix Sam-.

3 Mass-production reduced building time for a Liberty ship from nine months to about sixteen days. The *Robert E. Peary*, was built in four days and fifteen hours as a result of inter-yard competition. [Bunker, *Liberty Ships*, 12.]

Kaiser was the primary, but not the sole builder. Many, but certainly not all, wartime shipyard personnel were women. The vessels justified the effort of their construction if they made one successful round trip. Although the number of Liberties with stress fractures was notorious, it was

only a fragment of the total produced.

4 Palmer, 132.

5 Hope, *The Seaman's World*, 92.

Nautical Nostalgia

by William Glover

The work of William James Roué is known to every Canadian. Indeed, it is a national symbol. Yet, in the quintessential Canadian way Roué himself is unknown and forgotten. Without reading farther, how many can name his great work? To be honest, even in the specialist, non-representational audience of CNRS members, I would be surprised if as many as a dozen could identify him. He was born in Halifax on 27 April 1879. On his marriage in 1908 he moved across the harbour to Dartmouth, where he lived in the same house until his death on 14 January 1970. For the first twenty-five years of his professional life he worked for the family firm Roué's Carbonated Waters. In 1929 he sold the firm to concentrate on his real interest - yacht design. His most famous design was, of course, *Bluenose*, commemorated on our dime. (CNRS members with naval service may be interested to know that after Roué had sold the Carbonated Waters and established himself as a naval architect, one of his first commissions was to design a naval training vessel- *IIMCS Venture*. The ship may have gone, but the name survives.)

Roué's fascination with boats began in infancy. He was constantly drawing boats and making models of his own design. However, this was not just doodling or playing in a work shop. He was genuinely interested in learning more about design. In that quest he became known in

libraries, including that of the Royal Nova Scotian Yacht Squadron. He would also show his drawings and models to people whom he thought could comment usefully. One of these men gave him when he was 16 or 17 a copy of *Yachting Architecture* by Dixon-Kemp. Once this was mastered he began to enter his designs in magazine competitions. With one of them he won an honourable mention. With this established interest and track record, in 1907 Frank Bell, Vice Commodore of the RNSYS, suggested to Roué that if he would design a new yacht, Bell would have it built. So Roué's career as a yacht designer was launched.

Two Roué designs are now considered "classics" and are still popular in the Maritimes. The first is the "Roué 20." It was first built in 1922, and takes its name from the design number - his twentieth plan. The boat has a length overall of 28 feet, and 20 feet on the water line. The yachts are described as "being narrow beamed with a deep fin and a relatively long keel." They are easy to handle and have a cabin that can sleep four. Roué 20s were still being built ten years ago. The only change from the first boats is that they are now built in fibreglass. The second popular design was the Bluenose Class. This was developed in 1944 at the request of the Armdale Yacht Club, located at the top of the Northwest Arm in Halifax harbour. These boats are a bit smaller than the 20s. Their length overall is 23 feet, and 16 on the waterline. Like the Roué 20, modern boats are made of fibreglass rather than wood. It is estimated that as many as 300 of these boats are still in active use.

Small boats, of the type that Roué designed, are meant for summer use. Apart from recreational boating, be it cruising or racing,

there is another activity of **summer** that involves boats, and should be of particular interest to those who enjoy "nautical nostalgia." Antique and/or classic boat shows are typically a summer event. There are two that I would like to highlight here. One of the oldest in Canada is the Ottawa International Antique and Classic Boat Show that is organized by the Manotick Classic Boat Club. This year both the club and the show will be celebrating their silver anniversaries. To mark this event the show will have two major differences. First, rather than being held in Westport, it will be at the Hurst Marina and the Swan on the Rideau on River Road, south of Manotick (and Ottawa). The second new feature is surely a most interesting one. This year it will be a comparative show. To quote the press release, "vintage watercraft will be displayed side by side with the newest and slickest designs that modern boat designers have produced for the new millennium." And why not? After all, Roué designs were once brand new. If you are in the area Friday 11 August in the afternoon, (3pm - 8pm), Saturday 12 August, all day, or Sunday 13 August in the morning (9am - 1pm) go and have a look, and decide which of the modern designs will rival the classics of yesterday. The show has generally featured cruisers, runabouts, speedboats, canoes and skiffs. This year the show will also have a 1925 Dodge water car.

The second show I want to mention is the 23^m annual Classic Boat Festival in Victoria, BC. In some boating circles this show may not be well known because it is organized not by a boat club but rather by the Victoria Real Estate Board and the *Times Colonist* newspaper. It is always held in the Victoria Inner Harbour on the Labour Day Weekend, and this year will be no exception. Their press release speaks of "this

spectacular display of our maritime heritage [that] features well-maintained vessels of traditional plank-on-frame construction built prior to December 31, 1955" and rivetted boats of iron or steel also built before that same date. I know that boat show, and can certainly support the use of the word "spectacular."

Wherever you are, from Atlantic to Pacific, enjoy the summer boating season. Pause particularly to enjoy the antique and classic boats as you see them, by themselves, in active use racing or cruising, or at either of these or any other boat show you may find in your travels. For those who would like to know more about **Roué** my source was his biography, *A Spirit Deep Within*, written by his great-granddaughter Joan E. **Roué**. The book was published in 1995 by Lancelot Press of Hantsport, NS. It is probably available in a maritime museum bookstore near you.

Members' News

In February 2000, Richard Gimblett successfully defended his doctoral dissertation (Universite Laval), *Gunboat Diplomacy, Mutiny and National Identity in the Postwar Royal Canadian Navy: The Cruise of HMCS "Crescent" to China, 1949*. He is very pleased to inform the members of his recent entry into the "Guild of Committers of History."

Dan Harris' book, *F.H Chapman, First Naval Architect* has been translated into Swedish and published by Literatim, Stockholm.

Sadly, we have to report that former CNRS member Captain Vernon Howland, RCN passed away in **Halifax**, on the 19th of March. He joined the RCNVR in 1937, seeing service ashore and afloat during World War Two. After retiring from the navy in 1973, he played a key role in the preservation of HMCS *Sackville* as Canada's Naval Memorial, and

was her first Captain after restoration. Vern was keenly interested in naval history, and has had articles appear in several publications - his presentation on the loss of HMS *Raleigh* at the 1996 CNRS Conference in Kingston will be remembered by many. He was a great friend to numerous students of RCN history - always able to provide a useful lead or fascinating anecdote from his vast fund of naval lore. He will be missed.

On a variation of the nature or nurture question Captain Harold Huycke writes - "What I am trying to learn and even prove is that some kind of ship design from the Great Lakes migrated to the West Coast, even before the turn of the century. My premise is that some of the big-time lumber men on the West Coast like Robert Dollar and Charles McCormick, who came from Michigan and Ontario, etc. might have brought their ideas of ship design for lumber with them. I guess the primary question is: when was the first wooden-hulled lumber carrier built in the Lakes with a stern-engine aft, like the *Alice M. Gill*, which was built at Grand Haven, Michigan in 1887?" Captain Huycke can be reached at 18223 - 84th Place W., Edmonds, Washington, USA, 98026. The Argonauta editor would be pleased to forward the full details of Captain Huycke's question to anyone who asks.

Olaf Janzen participated in a "Military Heritage Initiative Conference" held in St. John's, Newfoundland on 9-11 June, 2000. Olaf participated in an opening overview session devoted to a broadbrush survey of topics from the late 17th century to the end of the Second World War. Specifically, he spoke on early 18th-century naval history, with related impacts on discovery, mapping, control of settlement, policing etc. as well as the mainstream security/defence theme, giving conference participants a sense of the importance of naval/military influences and factors in Newfoundland history.

In August, Olaf will head off to Denmark for the 3rd International Congress of Maritime History (sponsored by the International Maritime Economic

History Association) at the Centre for Maritime and Regional History in Esbjerg, Denmark. Then he's off to Oslo, Norway for the Congress of the International Commission for Maritime History, part of the International Congress of Historical Sciences; there, Olaf will present a paper on "Hugh Palliser, the Royal Navy, and the Projection of British Power in Newfoundland Waters 1764-68."

Congratulations are in order. L. B. Jenson of Nova Scotia has just had his *Tin Hats Oilskins and Seaboats* published by Robin Brass Studio in Toronto. The ISBN is 1-896941-1401

Trevor Kenchington's fisheries-science consulting business has greatly expanded in the past year, so he is spending a great deal of time in New England where his firm is designing a radically new way to manage the sea scallop fisheries. He says, "This is keeping me away from more historical activities but I will be taking a week away at sea under square rig."

Dr. John K. Ling from Clare South Australia reports two published papers. "Elephant Seal Oil Cargoes from King Island, Bass Strait, 1802-1819: With Estimates of Numbers Killed and Size of the Original Population," *Papers and Proceedings of the Royal Society of Tasmania*, Volume 133(1), 1999 and "Exploitation of Fur Seals and Sea Lions from Australian, New Zealand and Adjacent Subantarctic Islands During the Eighteenth, Nineteenth and Twentieth centuries," *Australian Zoologist*, December 1999.

Hopefully HMCS *Sackville* will get a few extra visitors this summer... a museum report appeared in the December 1999 issue of *Naval History*, and a photo essay in the April 2000 edition of *Ships in Scale*, both by Bill Schleihauf.

Museum News

The National Museum of Science and Technology has become the new home of the Canadian National Railway Photo Collection. The collection, dating from the mid-19th century, provides rich visual documentation of the activities of Canadian National and its predecessors in a wide range of fields. In addition to a substantial marine component arising from **CN's** marine operations, there are images of interest to the maritime historian throughout the collection, including depictions of coastal communities, industrial facilities, fishing and recreational boating. National in scope and consisting of over 750,000 images, this is one of the oldest corporate photo collections in Canada. It is organized along thematic lines and is accessible by a combination of manual and electronic finding aids.

This June, the National Museum of Science and Technology is also opening a new exhibit on the Canadian canoe entitled "Canoes: the Shape of Success". The exhibit examines early commercial canoe production in Canada and its contribution to the growth of the canoe as a national icon. The exhibit will remain in Ottawa for two years, after which it will travel.

Victory Ship Engine to be Saved

The provincial government and the City of North Vancouver are banding together to save a rare engine from the last remaining Canadian-built Second World War Victory ship. It was announced that British Columbia would contribute \$150,000 to the project, adding to the \$200,000 approved by the city earlier this year. As noted in RolJie Webb's article above, the engines from the *Cape Breton* are being salvaged before she is sunk as an artificial reef.

Total costs could be as high as \$800,000 and it is hoped to find contributions of cash and in-kind donations to meet the total.

New Gateway To Maritime Information On The Internet

Readers with Internet access can now use a new information service developed by the Centre for Maritime Research at the National Maritime Museum. "Port," the gateway to Maritime information on the Internet, was launched to coincide with the opening of the new Museum. At the heart of Port is a Web-accessed database of resource records, which can either be searched or browsed. These Internet resources have been classified, described and assigned keywords in much the same way as a library book is catalogued. Anyone who has experienced the **frustration** of using one of the big search engines only to retrieve large numbers of irrelevant or out of date results will appreciate this quick and easy route to quality maritime-related information. You can use the gateway to find details of museums, courses, associations, discussion groups, electronic publications and much more. Port also offers a range of related electronic services such as a set of self-help research guides to exploring the Museum's resources, an international current events calendar, a directory of book sellers and the Centre's new electronic publication, the *Journal for Maritime Research*. To examine this new service and to suggest resources for inclusion, visit the gateway at: <http://www.port.nmm.ac.uk>.

Vice-Admiral Lord Nelson Launches His Own Website

The "personal" site of one of Britain's foremost heroes, Vice-Admiral Horatio Lord Nelson has recently been launched:

www.admiralnelson.org

While there are millions of sites on the world wide web, it is believed that this is the first time one has been prepared as if the dead person was actually still alive.

Nelson was an ardent self-publicist. If he had lived in our time he would have been among the first to use the web. Now his **very** own site has been

sponsored and prepared for him by the 1805 Club.

The 1805 Club is a special world-wide group of the admiral's modern admirers. The UK-based charity arranges for the restoration and maintenance of key **memorials** and monuments dedicated to Nelson and his fellow-seamen and promotes scholarly research into Nelson and his Navy.

The new site is the brainchild of the Club's Chairman, Colin White (e-mail: colin@greatcabin.freeserve.co.uk), and he has assisted Lord Nelson in writing some of the material. The site features pictures of the great man and his main exploits, together with copies of his own dispatches describing his most famous battles. Most remarkable of all, it includes a vivid personal account of his life and career, written by the admiral himself.

Lord Nelson commented: "I beg leave to present to the world this short account of my life. It cannot do harm to youth and may do some good, as it will show that perseverance and good conduct will raise a person to the **very** highest honours and rewards."

American Battlefield Protection Program

Dr. Christopher McKee has been asked by the U.S. National Park Service to serve on the advisory committee for the American Battlefield Protection Program. In his own words:

I consider my particular portfolio to be naval sites associated with the War of 1812, though I will be looking at Revolutionary War sites as well. (The programme is limited to the Revolution and the War of 1812.) The programme's Web site is:

<http://www2.cr.nps.gov/abpp/>

At that site you will find a better description of the programme than I can summarize here. You will also be able to log into the list of sites and associated properties under consideration by the programme. **Contrary** to the impression that you may gain when

you log into the list, you do not have to search each battle separately. You can simply click on "Revolution" or "War of 1812" under "War" and you will get a comprehensive list. You may also search for the sites in a particular state.

So that I may be an informed member of the panel, I am asking that you look at these lists and advise me of (a) missing sites and their importance; (b) listed sites which you consider high priority for protection; and (c) sites which you think could be dropped. Please note that you can suggest this information directly to the American Battlefield Protection Program and I urge you to do so. However, please also inform me of any e-traffic you have with ABPP, especially concerning War of 1812 naval/maritime sites so that I can be a more effective representative. My e-mail address is:

mckee@grinnell.edu

John Lyman Book Awards

At its Annual Meeting the North American Society for Oceanic History announced the recipients of the John Lyman Book Awards for 1999.

Canadian Naval and Maritime History

James P. Delgado, *Across the Top of the World: the Quest for the Northwest Passage* (Checkmark Books)

U.S. Naval and Maritime History

Charles R. Schultz, *Forty-Niners Round The Horn* (University of South Carolina Press)

Honorable Mention

Alexander Boyd Hawes, *OffSoundings: Aspects of the Maritime History of Rhode Island* (Posterity Press)

Reference Work and Published Primary Source

Robert 1. Cressman, *The Official Chronology of the U.S. Navy in World War II* (Naval Institute Press)

Biography and Autobiography

Craig L. Symonds, *Confederate Admiral: The Life and Wars of Franklin Buchanan* (Naval Institute Press)

The Awards Committee is composed of James C. Bradford, Chair (Texas A&M University), James M. Morris (Christopher Newport University), William A. Peterson (Mystic Seaport Museum), and Richard Turk (Allegheny College).

The John Lyman Book Awards recognize outstanding books dealing with the maritime and naval history of North America.

Conferences and Calls for Papers

CNRSINASOH Joint Meeting 2001
at Kingston, Ontario, Canada

The next annual meeting of the Canadian Nautical Research Society will be held jointly with the North American Society for Oceanic History (NASOR) at Kingston, Ontario, Canada from 23 to 26 May, 2001. The conference theme is "Canadian-American Relations on the Great lakes in Peace and War". Proposals on all and any maritime topics are welcome. Please send proposals to James Pritchard, Department of History, Queen's University, Kingston, Ontario, Canada. K7L 3N6 or by fax (613) 533-6298 or by e-mail to jp@post.queensu.ca by 15 December, 2000. Watch for more conference details in future issues of Argonauta.

Tenth Maritime History Conference of The Association For The History Of The Northern Seas

To be held at the Merseyside Maritime Museum, Albert Dock, Liverpool, 8-12 August 2001.

CALL FOR PAPERS

The Association for the History of the Northern Seas has built up an enviable reputation both for the quality of work presented and for the hospitality at the various venues at which it has been held.

The conference theme has been chosen to reflect Liverpool's role both as an ocean port and as the hub for a wide variety of transshipment trades, coastal and otherwise. Contributions are invited following this theme over as wide a period as possible and in any part of the Northern Seas. Subsidiary themes which intending contributors may care to consider include intermodal integration, as in the ownership of ports and vessels by railway companies, and the movement of cargoes within ports themselves. The trade of major inland waterways comes within the theme, as does railway traffic inland provided that it relates directly to the handling of sea-borne goods.

Proposals, outlining the scope and argument of the proposed paper and the main sources used, together with a mini-CV, should be sent to:

Adrian Jarvis,
President, AHNS,
Centre for Port & Maritime History,
Merseyside Maritime Museum,
Albert Dock
Liverpool L3 4AQ
UK

or by fax: +44 151 4784098
or e-mail:
adrian.jarvis@nmgmporthist.demon.co.uk
By 1 December 2000

Please note that the AHNS expects a right of first refusal for publication of papers presented at its conferences in the Northern Seas Yearbook.

As is usual at AHNS conferences there will be at least one field trip and various social activities. Additional visits will be arranged for

accompanying persons if there is sufficient demand.

Race, Ethnicity And Power In Maritime America, 2000

Mystic Seaport Museum seeks paper or presentation proposals for the second national conference entitled "Race, Ethnicity and Power in Maritime America 2000 -- Maritime Communities of the Atlantic World and the Pacific **Rim**: A Multi-disciplinary Discussion." The conference will be held at Mystic Seaport in Mystic, Connecticut, September 14-17, 2000. It will engage a wide community of scholars, teachers, students, museum professionals, and the general public in abroad, cross disciplinary conversation about issues of race and ethnicity in the American maritime past. Scholars in American history and literature, the social sciences, urban, Native American, **African** American, and Latin American studies, and those who teach at all levels are encouraged to submit proposals. Sessions will be organized to foster a dialogue among conference participants about the state of scholarship, new research, and public access to the issues of race and ethnicity through institutional programming and schools. Proposals are welcome from scholars, museum professionals, public historians, and teachers.

Please mail, e-mail or fax a 250-word abstract of the proposed paper or presentation and c.v.(s) before April 1, 2000, to Glenn S. Gordinier, Conference Coordinator, Mystic Seaport, 75 Greenmanville Ave., P.O. Box 6000, Mystic, CT 06355-0990, USA (Glenn@mysticseaport.org; fax: +1 860 572-5329).

Documenting The Past, Discovering The Future

A "Call for Papers" has been issued by the Society for the History of Discovering the Future. The conference will be held at the Library of Congress in Washington, DC. A one-page proposal with title and abstract should be submitted by May

15,2000, and papers will be due by August 15, 2000. The organizers also invite suggestions for Session Chairs. Proposals and suggestions should be submitted to: Eric W. Wolf, Program Chairnan, Society for the History of Discoveries, 6300 Waterway Drive, USA (fax: +1 703-256-6837; e-mail: ewwolf@capaccess.org).

War Of 1812 Symposium

The War of 1812 Consortium announces that the Fourth National War of 1812 Symposium will be held on Saturday, October 14,2000 at the Officers and Alumni Club at the US Naval Academy in Annapolis, Maryland. The symposium will run from 9 am to 3 pm and will include lunch. Attendees are invited to tour the Navy Museum in nearby Preble Hall afterwards. Speakers and topics to be announced shortly. The last symposium, the Third National War of 1812 Symposium, held at the Navy Yard in Washington, OC, was a success, and organizers have every hope that this year's event will be similarly so.

International Symposium On Boat And Ship Archaeology: Boats Ships And Shipyards

The ninth meeting of the International symposia on Boat and Ship Archeology will be held in Venice, Italy in the first half of December 2000 under the auspices of the Dipartimento di Science dell'Antichita e del Vicino Oriente of the University of Venice. The symposium theme chosen for the symposium is Boats Ships and Shipyards. Other aspects of maritime archeology will be accommodated in open sessions. The official language of the meeting will be in English. For further details, contact: Dott. Carlo Beltrame (marked IX ISBSA), Dipartimento di Science dell' Antichita e del Vicino Oriente, Sez, Archeologica, Universif Ca' Foscari, Palazzo Bernardo Favero, 1997 San Polo, Veneziz, Italy
(Tel: +39 41 5287 992; Fax: +39 41 524 2605; e-mail: beltrame@unive.it).

Maritime History Beyond 2000: Visions Of Sea And Shore

An international conference on maritime history and heritage will be held in Fremantle, Australia on 11-15 December 2001. The conference is organised by the Australian Association for Maritime History and sponsored by the Western Australian Maritime Museum, the International Maritime Economic History Association, and the International Commission of Maritime History.

This conference aims at bringing together practitioners and all others interested in maritime history in order to present the latest findings in maritime historical research and heritage studies and to review the state of the discipline in all its aspects. The conference program is unlimited in space and time, and papers are invited on all aspects of maritime history and heritage. It is anticipated that special sessions may be devoted to subjects such as: the social history of living with the sea; cultural studies; fisheries and fishing communities; ports and port cities; naval history and strategic studies; shipping agencies and information flows; overseas shipping and trade; ethnic maritime communities; imperialism and dual economies; shipbuilding and technology transfer; maritime labour and unionism; the maritime history of Australia. For further information contact: Malcolm Tull, Faculty of Business & Economics, Murdoch University, Murdoch, WA 6150, Australia (tel: +61-8-93602481; fax: +61-8-93107725; email: tull@central.murdoch.edu.au) or Frank Broeze, Department of History, University of Western Australia, Nedlands WA 6907, Australia (tel: +61 8-93802139; fax: +61 8-93801069; email: fjab@arts.uwa.edu.au).