

ARGONAUTA

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ARGONAUTA

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Editorial

"Unfortunately little is known about USN logistics during the Vietnam Conflict. Thanks to the large number of secondary sources (most published in the first half of the last century) we have a clear picture of what happened operationally. As to quantitative data about 'beans and black oil', that is long gone. None of the primary source material has survived – even though voluminous records were kept, we will never be able to get to the level of detail possible with the ships of Henry VIII, half a millennium ago." One hundred years from now, paragraphs like this will be the norm whenever a future historian is looking back on our present.

How could this be? There are huge databases tracking minute details about all sorts

of things. The information can't just vanish, can it? The horrible truth is that it can, it will and in fact *it has*. I imagine that this is old news to most of the readership - but a recent kerfuffle where I work has prompted this reminder (a polite way of saying I feel like complaining, and my co-editorship gives me the forum to do so!). Data stored electronically is for all practical purposes ephemeral - over the long haul, it is probably the most fragile form of record there is. It may be difficult to believe that the ancient technology of paper and ink has superior longevity, but right now, that is the case. Electronic data is vulnerable in several areas:

- the lifespan of the storage medium itself (a good rule-of-thumb is about 7 years for magnetic media) – never forget that a paper document can still be read after having been crumpled up into a ball,

and the sense of the text can still come through even when badly moth-eaten, but an entire computer tape may be rendered unusable if a single bit gets corrupted!

- the quick turnover in hardware that can read the data - easy enough to find 8-track music tapes at garage sales, but what about working 8-track players?
- having software which knows how to read the data, even if the first two constraints are met (any others out there enjoying the challenge of reading *Word Perfect* files with that ubiquitous product from Microsoft?), and the related issue:
- have the *file layouts* been kept up to date?

This latter is a particularly sneaky problem: the archived data files generated from big "industrial" databases almost never have any built-in description of the layout of the data. It might well be human-readable, so that it looks something like: **last name/first name/date/date/date/date/9-digit string of numbers**. But what *are* those date fields? And long chains of numerics could be just about anything. A piece of data is useable only if you know what it is. Even the underlying character set may not be guaranteed. ASCII as we know it might be supplanted by the DBCS variants, and any IBM centre is well aware of the difficulties in porting data out of the EBCDIC world.

There is no easy solution, although the overall concept is simple: every 'x' years, all the data must be migrated to newer storage devices/media, and it must always be upgraded in tandem with the software which produces it (or at the very least, the file definitions be kept

up-to-date). But this requires that there be a plan, the money to implement the plan, and equally important: the discipline to follow the plan. What are the odds of all that coming together in *your* organisation? Me - I'm just glad that my research interests peter-out around the time of the Korean War.

WS

Council Corner

Heavy weather is a fact of every sailor's life and therefore it should not occasion surprise that the Canadian Nautical Research Society is subject to it as well. The most obvious effect of our stormy circumstances is that the journal and newsletter mailings are later than anyone would like. However, when we are dependent on volunteers who labour without backup, each difficulty anyone encounters may well result in an overall delay. If I may mix metaphors, like the pony express, we will get through. Thank you for bearing with us. Another problem we have is declining membership. Since becoming president I have received a number of notes regretting that on account of failing sight a member has decided not to renew a membership. Unfortunately this has been happening a little more frequently than we have been attracting new members. I would urge every member of the society to try to find one new member. Make a subscription a gift, or suggest it to a friend with compatible interests. A healthy membership has two important benefits. First, it enables us to keep subscription costs down. Second, as we continue the search for a new editor, the larger our circulation the more attractive we look to someone who as editor must put in considerable numbers of hours as a volunteer.

To return to nautical language, it is an ill wind that brings no good, and the practical result of this delayed mailing is that I am able to report on the semi-annual council meeting that was held in Kingston on 20 January. First, our Treasurer was able to report that the accounting tangle is now behind us, and that a complete set of financial reports can now be presented at the next AGM. Second, the Council has agreed to create the position of Membership Secretary with the specific responsibilities of maintaining and developing membership. At the next AGM a notice of by-law amendment will be given to incorporate the position in our executive. In the interim Council has asked Faye Kert, a former president of the Society, to fill the spot. I am delighted to report that she has accepted. Third, Bill Schleihaufer has undertaken to develop and maintain our own website. A prototype has been launched, and the fitting-out is mostly complete. With luck, by the time you read this it will be fully commissioned and accessible through its own domain name (not yet determined at time of writing) – members who subscribe to the MARHST-L e-mail list will see the initial announcement. The next issue of *Argonauta* will have a full progress report.

An essential part of the work of the Society is our annual conference. Not only does it provide an opportunity for members to get together, but many of the papers that are presented are later published by our journal. With an eye to perpetuation of scholarship in maritime affairs, it is perhaps even more important that we offer the Gerry Panting New Scholar's Award for someone to present a paper at our conference. Members will by now have received a comprehensive mailing about our conference in Kingston 23-26 May. You can also read about it elsewhere in this newsletter.

We will be meeting with our American colleagues, the North American Society for Oceanic History. It should be a wonderful occasion, and I do hope all members within easy range of Kingston will be able to come. I am happy to report that we have a tangible and exciting schedule for future conferences that reaches across the country. We are currently working closely with the DND Directorate of History and Heritage in Ottawa and the Centre for Foreign Policy Studies at Dalhousie University to have a combined conference in Halifax next year that will focus on the Chiefs of Naval Staff. The conference will provide an opportunity to visit HMCS *Sackville*, the Maritime Museum of the Atlantic, and their ship *Acadia*. In 2003 we are planning to be in Vancouver. We expect to be meeting at the Vancouver Maritime Museum and to have the executive of the International Commission for Maritime History meeting with us. Our 2004 conference will be in Ottawa. The theme, "A Canadian Celebration of Hydrography," will mark the centenary of the Order in Council that amalgamated three federal hydrographic agencies, each with limited responsibilities, into the Hydrographic Survey of Canada, or the Canadian Hydrographic Service as it is now known. This should prove to be a major international conference. The possibility of publishing a book at the time of the conference is also being investigated.

Shortly after you read receive this I will be launching the second annual President's Appeal to build our endowment. I urge you to consider it carefully. At the end of 2002 our special relationship with Memorial University will be concluded. The editorial search committee is already aware that the Society will probably incur new costs as we continue to

publish *The Northern Mariner/Le marin du nord*. Contributions to the publishing fund will help to offset those costs. The awards programme, and the ability to offer cash prizes is increasingly important in a society that is becoming conditioned to "pay as you go" or self-supporting organizations. A way of ensuring the future health of maritime history is to demonstrate that it is supported by its community. Our busy and important conference schedule will benefit fund contributions made to support general operating expenses.

I look forward to seeing as many of you as possible with our American friends at the Kingston conference, 23 May. Until then belated wishes for a happy new year.

Bill Glover
President, CNRS

Update to The President's Appeal

It is worth mentioning that the total for the President's Appeal, as described in the October issue, needs to be revised upwards. Thanks to Barry Gough, whose name is added to the list of Contributors, we have a new total of \$5,290.

Research Queries

Blue Star Line

I have been given your address by Captain Bearmore, the Canadian Defence Liaison Officer at the Canadian Embassy in London. I am searching the world for photographs of ships connected with the Blue Star Line, and I was given your address as a possible source. The list shows the name of the vessel and date as when launched, followed by

any other names that I have been able to trace.

I already have prints for those which are underlined.

Tony Atkinson
Tregarth
20 Lower Redannick
Truro, Cornwall
United Kingdom TR1 2JW
tony.w.atkinson@btinternet.com

NB: all Blue Star ships prior to 1920 began with the word "Brod", (i.e. *Brodlea*). Between 1920 and 1929 the "Star" was added, but the name remained one word (i.e. *Trojanstar*), and after 1929 the name was split into two words (*Trojan Star*).

Part 1 - Pre 1939

1. Rangatira 1890 - Count Muravieff (Rus.) - Graf Muravieff (Rus.) - Brodmore
2. Pakeha 1890 - Broderick
3. Indraghiri 1896 - Brodstone
4. Highland Mary 1891
5. Tomoana 1899 - Brodvale
6. Wakanui 1898 - Brodmount
7. Brodhurst 1914 - Milton Star - DNEPR (Sov.)
8. Rakaia 1895 - Brodmead
9. Nairnshire 1898 - Brodholme
10. Banffshire 1894 - Brodness
11. Kent 1899 - Brodlea - Saxonstar
12. Camana 1917 - Celticstar
13. Buteshire 1893 - Magicstar
14. Doricstar 1921
15. Raleighstar 1926
16. Millais 1916 - Scottish Star
17. Delane 1937 - Kettara VI (Pan.)
18. Delius 1937 - Kettara VII (Pan.)
19. Copeland 1923 - Drover
20. Sud Expresso 1929 (Deu.) - Elbe (Deu.) - Holsten (Deu.)
21. Sud Americano 1929 (Deu.) - Yakima Star (Deu.) - Vancouver Island (Canadian)
22. Doon 1913 - Britannica
23. Kaolack 1916 - Artico (Span.)
- 24.

Part 2 - Ships built During the Second World War

1. Empire Galahad 1942 - Celtic Star
2. Samnid 1944 - Nan Hai 147 (China) - Hong Qui 147 (China)
3. Samannan 1944 - Laplace
4. USS Winjah 1943 - HMS Reaper (D-82) - (RN Fleet Escort Carrier)
5. USS Estero 1943 - HMS Premier (D-23) - (RN Fleet Escort Carrier)
6. Empire Pendennis 1944
7. Empire Barndolph 1942
8. Mosdale 1939 - Olga (Greek)- Georgios Markakis (Greek) - Nikos s (Cyp.)
9. Empire Flag 1943
10. Empire Might 1942 - South African Financier (RSA.) - Santa Maria De Ordaz (Gib.)
11. Empire Anvil 1943 - Cape Argos (USA)
12. Cape Lobos 1943 (USA).
15. USS Tulare 1944 - Coastal Challenger (USA) - Tong Hong (Sing).

Part 3 Ships built since 1945

1. Klavdia 1966 - Balstad (Pan.)
2. Rhiengold 1972 (Deu.) - Lorcon Mindanao (Phil.)
3. Santa Rita 1974 (Deu.) - Act 12 (Deu.)
4. Wild Cormorant 1972 - Bassro Nordic (Cyp.) - Marathon Reefer (Pan.)
5. Silverness 1977 - Taabo - (IVC.) - Rallia (Cyp.)
6. Crispin 1951- Dunstan
7. Hubert 1946 - Loucia N (Greek)
9. Malay Star 1952 - Benedict - Diamond Star (Pan.)
10. Constable 1959 - Gafredo (Pan)
11. Australia Star 1965 - Concordia Gulf - Cortina (Ita.) - Candy Ace (Pan.)
12. Afric Star 1974 - Lanark (HK.)
13. Newcastle Clipper 1972 - Frio Clipper (Cyp.)
15. Snow Ball 1972 - South Joy

Race Committee Records

Dan Turner has been working on the story of the schooner *Elizabeth Howard*, a locally famous Maine built vessel. She raced against the *Henry Ford* and *Columbia* for the right to meet the *Bluenose* in the 1920s.

Dan writes, "During the course of my research I have often wished to look at the committees' original records. They gathered photographs of the entrants, waterline and overall measurements, and other particulars. As we all know there was a great deal of controversy that generated many exchanges of letters between Canadian and U.S. interests. To my surprise, despite many call over the last two years, no one knows where the committees' records ended up. Does anyone know if these records still exist, and if so, where they are archived?"

Dan can be reached at:
3 Rob Clark Street,
Winterport, ME, 04496, USA
Afsom@aol.com.

Please send a reply to *Argonauta* as well since many of our members will be interested.

Empress of Ireland

An author is looking for any memorabilia, ephemera and family recollections of travel on the famous liner, lost near Rimouski in May 1914. He is particularly interested in samples of menus, and diaries of passengers and crew describing voyages during her career (1906-1914).

Derek Grout
12 Tampico Avenue
Pointe Claire, Québec
H9S 4Z5
gurinskas@mondo.net

Logs of HMCS *Niobe*

Alan Ruffman asks if any CNRS members know the exact reference, perhaps in the PRO, to obtain the logs of the *Niobe*. The cruiser *Niobe* was in Halifax at the time that the *Titanic's* bodies were recovered and it played a minor role supplying some personnel as the

Mackay-Bennett returned with 190 bodies on April 30, 1912. Another puzzle is that there is only a single photograph of the 150 burials in Halifax which was published in Alan's book (see *Members News*) nor are there any details as to the source of, or installations of, the *Titanic* gravestones. Can any of the membership help?

Alan Ruffman
P. O. Box 41, Stn. 'M'
Halifax, Nova Scotia
B3J 2L4

The editors offer the following:

The National Archives of Canada are the most likely place to find the logs of HMC Ships. This is confirmed by Richard Gimblett, who writes:

"RG 24, [Ship Name] - General would be where they should be - if they exist. Logs are very spotty, especially for the older vessels. I don't know when precisely "Reports of Proceedings" began, but I will bet that it is long after *Niobe* went to the final graving yard."

A check of the NAC's online catalogue (<http://www.archives.ca>) lists the following possibilities:

RG24, Series D-1-a, Volume 5592 File 18-1-1
"HMCS NIOBE - Cruiser - General. Outside Dates: 1909-1941"

RG24, Series D-1-a, Volume 3610 File 18-5-2
"NIOBE - Laying up. Outside Dates: 1915-1916"

RG24, Series D-1-a, Volume 3610 File 18-42-1
"NIOBE - Commissioning as Depot Ship. Outside Dates: 1915-1920"

It is unlikely that her logs will be found in the Public Record Office in the UK. Their internet catalogue (<http://www.pro.gov.uk/>) lists a number of logs in series ADM 53, the last two being:

ADM 53/24133 NIOBE June 17/24 - 1909

ADM 53/24134 NIOBE Feb. 1 - April 12 1910

She was commissioned into the Royal Canadian Navy 6 September, 1910.

Wrecks – Memorials of War and Peace

In October 2000, it was announced that *Project Neptune 2K*, led by Brett Phaneuf of Institute of Nautical Archaeology at Texas A&M University, spent the summer surveying and identifying the underwater wreckage lying off "Utah" and "Omaha" beaches, where the Americans went ashore during the Normandy Invasion, 6 June 1944. Phaneuf said they covered only one-quarter of the area they plan to examine in coming years – they have already found six to eight Sherman tanks and more than two dozen wrecks, some possibly those of landing craft-tanks (LCTs) and a Higgins Boat. This project will continue this summer. It is sponsored by the Texas Sea Grant College Program and is a joint effort between the Institute of Nautical Archaeology and the underwater archaeology branch of the U. S. Naval Historical Centre.

Also in October, a survey team found the wreck of the American battleship *Maine* – the loss of which was one of the triggers that led to the Spanish-American war. She lies in deep water, and is relatively well preserved.

Rick Stanley, of Ocean Quest Dive Charters of Foxtrap NFLD announced in November that there would be special commemorative dives on 11 November. In Louisburg harbour, a team would place a wreath on the remains of the French *Celebre* (sunk June 1758), while at the same time one would

be placed on the bows of the *Lord Strathcona* (torpedoed September 5th 1942). Some will remember that this past summer, a German torpedo was found at the stern of the *Rose Castle* – sunk two months later, only a few hundred yards from where the *Strathcona* lays.

Dave Shirlaw, editor of *Seawaves* (shirlaw@seawaves.com) reports that the former HMCS *Kootenay* and HMCS *Restigouche* were towed out of Esquimalt on November 6th bound for their new lives as artificial reefs in Mexico. *Kootenay* is slated for Puerto Vallarta and *Restigouche* for Acapulco. The Vickers 3in/70 mounting from *Kootenay* is now a "Gate Guardian" at the naval base in Esquimalt. Both ships had their masts and ASROC mountings removed prior to departure. Meanwhile, a group of Ontario divers are hoping to scuttle near-sister *Nipigon* in the vicinity of Oshawa.

RCN Sailors Honoured

[from the CBC, courtesy of Dave Shirlaw]

Some of the most decorated veterans in the Canadian Navy were honoured at a ceremony in Edmonton Sunday, 24 September for dangerous missions that remain largely unknown. They served on motor torpedo boats that protected supply lines in the Channel during the Second World War.

The sailors darted back and forth along the French and British coasts, destroying German ships and rescuing allied spies from behind enemy lines. Few people have heard about their role because the missions were under British command, and were highly secret at the time. Most of the crews have died, or are too frail to attend reunions any more.

Maritime Provinces Steam Passenger Vessels

By Robin H. Wyllie

S. S. Rotundus

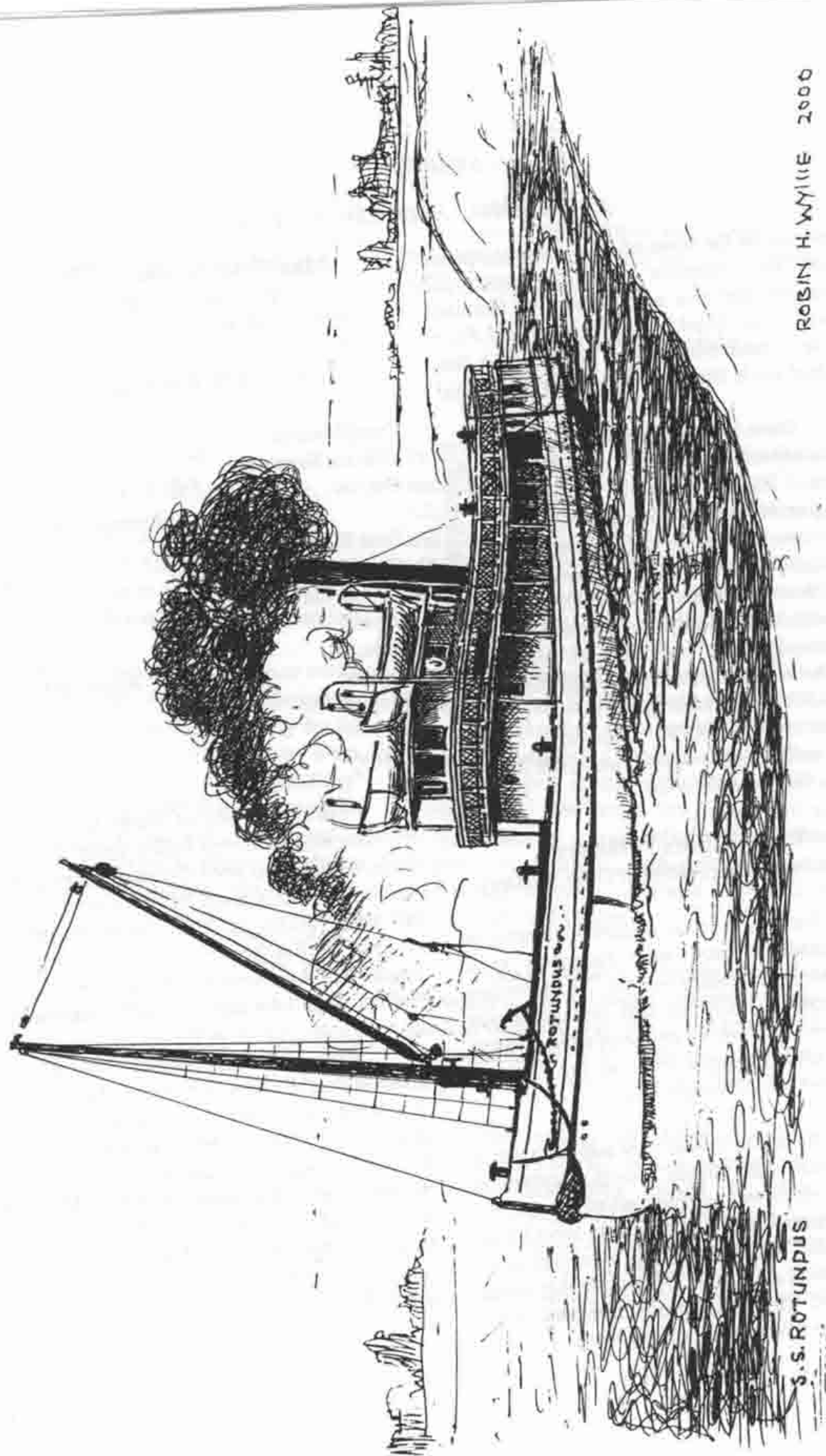
Specifications:

Official Number	130251
Builder:	W. C. McKay and Son, Shelburne, Nova Scotia
Date Built:	1910
Gross Tonnage:	122.68
Overall Length:	92 feet
Breadth:	20.6 feet
Draught:	6.8 feet
Engine:	2 cyl. compound, 19 hp
Propulsion:	Screw

History

Far up the Bay of Fundy the town of Windsor nestles among fertile, dyked Acadian lands, at what was once the head of navigation on Nova Scotia's Avon River. Connected by rail with Halifax in 1858, Windsor quickly evolved from a bustling market town into a major railhead through which most of the Halifax-Saint John and U. S. traffic was routed.

The port had its problems. One was the effect of Fundy's tides, which, receding twice a day, left the entire basin an impenetrable maze of mud flats. The other problem was ice, which formed into giant cakes and virtually shut down the port during the winter months. With the extension of the railway to ice-free Annapolis Royal in 1869, it finally became possible to schedule steamer connections to Saint John and the U. S.



ROBIN H. WYLLIE 2000

As a result, Windsor lost much of its traffic, although service to Saint John and other Bay of Fundy ports was maintained, "during the season," with smaller vessels. Lumber shipments also continued, as did local services to Avon River ports.

Begun with small sloops and schooners based at Avondale Peninsula and Kempt Shore ports, it was but a matter of time before someone placed a steamer on the Avon River run. The first was the *Pinafore*, a little steamer of 15 tons, launched by E. C. Churchill and Sons of Hantsport in 1880. Unfortunately, her bottom was one long round from keel to bulwark and she was very narrow - quite unsuitable for a vessel required to sit on the mud waiting for the tide. She was replaced by the 41 ton *Avon*, another Churchill product, in 1888. In addition to the shortcomings of her predecessor, the new vessel's cabins were below deck and accessed by a single narrow companionway, creating a veritable death trap. When she rolled over in the mud at Newport Landing one day, the Summerville Tow Boat and Ferry Company Ltd. comprising a group of Hantsport investors who had taken over from the Churchills in 1906, decided it was time to find a replacement.

In 1910, for \$5,000, they purchased a vessel under construction at McKay's yard in Shelburne. Originally intended for use as a fish carrier between the outer islands and mainland Nova Scotia ports, the vessel had a shallow draught, wide beam and generous cargo capacity. The extension of her deckhouse aft, to create passenger accommodation, was all that was needed to make her ideally suited for service on the

Avon River estuary. She was named *Rotundus* for the nature of her route and, as was the custom, her owners reorganised as the S. S. *Rotundus* Co., thereby limiting any personal liability.

In *North Along the Shore* (Lancelot Press, Hantsport, N. S. 1975) the late Edith Mosher, who recorded and published books on many aspects of life in rural Hants County included the following description of *Rotundus'* passenger accommodations:

She had a "Ladies' Cabin" aft, with red plush covered seats, a varnished centre table bolted to the deck, swinging kerosene lanterns, a modern flush toilet and two exits onto the main deck.

Amidships, just forward of the engine room, was the "Gentlemen's Cabin," which also had two exits, seats (without the red plush) and a toilet.

The vessel, although a great improvement on the old *Avon*, had one or two problems of her own. One, no doubt on account of her shallow draught, was a tendency to roll in rough weather, of which there was plenty in early spring and late fall. Another was that the only drinking water aboard was carried in a molasses puncheon lashed to the mast. A square hole, covered with a flap of canvas, provided access for those who dared make use of the battered enamel mug which dangled from a spike driven into the mast.

The *Rotundus* made her run daily, with the tide, from early April to the end of December. From her home port of

Summerville, she ran across the estuary to Hantsport, then back across to Burlington, up to Avondale (formerly Newport Landing) and finally to Windsor. Occasionally, according to a 1927 listing, she ran up the shore to Cheverie.

In 1937, Doran's Bus Service commenced operations along the shore road, all the way from Windsor to Walton, and the era of river transportation came to an end. *Rotundus* was sold to William Campbell of Pembroke who converted her into a tug for towing pulp scows. *Rotundus* served as a water boat in Halifax Harbour during World War Two, after which she was sold to for use in Cape Breton. In December 1946, the vessel sank in rough weather while en route to Sydney. The crew, including engineer Coleman Munro, who had been with *Rotundus* from the beginning, made it to safety to shore in one of the lifeboats.

Sources:

Mosher, Edith. *North Along the Shore*. Lancelot Press, Hantsport, N. S. 1975.

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

Assorted registers, contemporary timetables and almanacs.

Illustration:

S. S. *Rotundus* from a photograph given to the author by the late Edith Mosher.

Nautical Nostalgia

by William Glover

"And what," I hear you ask, "does Kansas City Mo. have to do with Nautical Nostalgia?" Rather to my surprise, the answer is quite a bit. First, for those who have not visited that city, which I did last October on a whim because of the line in *Oklahoma*, "Everything's up to date in Kansas City ... Sky scrappers seven stories high," let me note that the city has a very impressive marine museum. It is the River Steamboat *Arabia* Museum and is dedicated entirely to artifacts from its wreck. The steamboat had been going up the Missouri river in 1856 when it hit a snag in the river, and sank. The stern section with rudder, the machinery and a paddle wheel, and of course the log the vessel rammed have all been excavated, preserved, and are on display. But these items are only a small part of the museum. The bulk of the museum is formed by her cargo. That the *Arabia* was going upstream is important, for that meant she was fully loaded not only with passengers, but with cargo to be dropped off at the various stops. The principal consignees were the store owners along the river. The cargo is therefore nothing less than an enormous frontier dry goods store. It includes all imaginable forms of hardware necessary for building a house or barn or operating a farm; all the dishes for a house from plain every day to Sunday best, and of course the glasses, from fine drinking vessels to preserve jars; buttons and beads for making clothes, boots shoes and furs, including one splendid and very fine winter coat, and so on. In short, it amounts to over 200 tons of merchandise. And with all of this there is an essential Canadian connection.

When the wreck was found, several hundred yards inland from the river in what is now a farmer's field, the problem of care and handling the items became an immediate problem. Inquiries revealed that there was nowhere in the United States that could provide advice or assistance on freshwater conservation; everyone recommended that help be sought from the Canadian Conservation Institute on Innes Road in Ottawa. In December I went to visit them.

The CCI was established in 1972 in response for a growing need for a facility that could repair items intended for museum display. Today the institute has a professional staff of 40-45. It offers a unique combination of active preservation of artifacts and research into new preservation techniques and methods. The institute also has a publication programme and a library resource centre. They provide teaching support to conservation programs and workshops to museum associations. CNRS members who are involved with a local museum may wish to contact the CCI directly to learn more for themselves. (They can be reached at www.cci-icc.gc.ca, or by telephone at (613) 998-3721.) Some of their major projects are certainly known to CNRS members. For example, the chalupa now on display at Parks Canada's national historic site Red Bay, the Basque whaling station we toured during the Corner Brook conference, was a CCI project. A more accessible project is the exhibit of the French frigate *Machault* that was scuttled in the Restigouche River in the Chaleur Bay in 1760. Artifacts from the vessel are now on display at the Restigouche National Historic Site.

Museum conservation work will

always raise a number of challenging and sometimes conflicting issues that need to be resolved. There is no one single "right" answer. Each question must be considered on a unique basis. It is important that the discussion - debate is perhaps too strong a word - be informed. Our past is our identity, and unless we are conscious of it and work both to preserve and promote it, succeeding generations will be poorer for our inaction. Of necessity it must involve museum collections and the work of the CCI. Invariably questions of conservation, preservation, and restoration will be reviewed with a backdrop of costs and financial resources. It may be helpful to look briefly at some of the recurring questions. Conservation tries to keep an object as close to the "as found" condition as possible to permit future study. Restoration may try to return the object to an "as new" condition. Preservation may simply try to keep the object as it currently is in the ground or under water, but safeguarded against human interference and damage. If an item is to be put on display, its condition may require extensive restoration to make it an object of interest to the general public. Is that effort justified? Is the item unique? How would it be damaged by restoration, thus reducing its value for study? This question is particularly important when considering something very large, such as a ship that might be preserved as a museum vessel. If visitors are to go on board, modern safety requirements, including fire detection and sprinkler systems and access demands, such as replacing a steep ship's ladder with a more conventional staircase to reduce the risk of personal injury, must be incorporated, thus materially changing the vessel. Cost and interest value must obviously be considered.

Items that are not significantly damaged beyond normal wear and tear of daily use might only need conservation before being put on display. This however can be much more difficult than would appear at first glance. For example, a ship's wheel can make a very good museum display and might therefore seem a strong candidate for conservation. However it is a composite item that is very costly to conserve. Different woods are used for the rim and for the spokes, and it is probably banded together with a brass strip. Iron nails or screws may have been used to fasten it together. Individual materials require different conservation procedures. Obviously it can become very expensive. The question must then be asked, does the item have sufficient intrinsic interest or importance to warrant the cost, or can the money be put to better use on another item? What are the consequences for a specific item if it is not conserved? What may be lost to future generations?

In the case of the *Arabia*, it was decided to leave the majority of the hull in the ground. It was simply too costly to remove, conserve, and display. On the other hand, the sheer volume of merchandise was in itself of greater interest than merely conserving representative items. The staff of the *Arabia* museum were quick to praise the CCI for the guidance, material advice, and assistance they provided. All of us who are interested in our maritime heritage and history must applaud the work of the CCI. Indeed, we might wish to learn more about their work that we can be better informed when confronting some of these questions at our own marine or maritime museum.

CNRS/NASOH 2001 JOINT CONFERENCE AND ANNUAL MEETINGS
at Kingston, Ontario, Canada
24-26 May, 2001

The conference theme is Canadian-American Relations on the Great Lakes in Peace and War. The conference is broadly interpreted to include all papers on this general topic, but is not confined to it alone. All proposals are welcome. The three-day conference, Thursday to Saturday, will be held at the Royal Military College and at the Howard Johnson Hotel. To add to the friendly atmosphere of discussion and debate, those attending are invited to two social events: a reception on Thursday evening at the Senior Officers Mess, RMC, and a second reception on Friday evening at the Marine Museum of the Great Lakes at Kingston. A banquet and announcement of awards will be held Saturday night at Old Fort Henry. All venues are in Kingston.

The fee for the Conference attendees is \$Can. 135.00 which includes coffee breaks, two lunches and two receptions and a banquet. To allow better planning please ensure the conference organizers receive your full payment by 1 April, 2001.

Please make cheques payable to the Canadian Nautical Research Society.

You are responsible for making your own hotel arrangements. The Howard Johnson Hotel has made a block of rooms available for Conference attendees until 1 April. The conference rate is \$Can. 109.00 per night. The Marine Museum of the Great Lakes has reserved a limited number of cabins on board the retired icebreaker *Alexander Henry*. Queen's University has also reserved rooms in a student residence. In each case be sure to state that you are attending the CNRS/NASOH Conference. For those wishing to make other arrangements a list of nearby downtown hotels is included with this announcement and registration form.

Diving Outing

As part of the May 2001 conference, the CNRS is hoping that a few attendees will be able to take advantage of one of the key nautical attractions of Kingston: the many wrecks in the vicinity which are accessible by scuba divers. To that end, Bill Schleihaufl will organise an outing on the Friday afternoon as an alternative to the other jaunts being planned.

This trip is open to anyone who:

- holds a scuba certification from a recognised training agency
- who has the equivalent of an "Advanced Diver" rating
- who has made some recent dives in cold water conditions

It must be stressed that the diving conditions in Lake Ontario in May require experience beyond what the beginner and/or casual diver enjoys in tropical conditions. The wrecks we would be aiming for are in about 80 feet (say 25 metres), and the water temperature won't be warmer than 40°F (2° – 4° C). Drysuit conditions. The good news is that there is (usually) negligible current at depth, and visibility should be around 30 feet (10 metres) or more.

The weather will be the determinant as to which wrecks we dive: hopefully, it will be two of *Comet*, *Cornwall*, (both paddle-wheel steamers) or the schooner *Aloha*. The website run by *Preserve Our Wrecks* of Kingston has more information: <http://www.gtcs.org/pow.html>.

The plan is that the dive boat will be arranged, and tanks and weights supplied, the cost for all of this to be determined later. Each diver will be expected to bring all the rest of the gear: drysuit; regulator; BC; mask etc etc. Dive lights are recommended, but usually aren't required. If you are interested, please send the following information

- name and contact information (e-mail is preferred)
- number of dives to date
- number of cold-water dives
- number of drysuit dives
- date and site of the last dive made
- diving agency and certification level
- and any questions you might have!

To: William Schleihauf
E-mail: william@cae.ca
4500 Forbes
Pierrefonds, Québec
CANADA H9H 3N3

Further information will be sent to those planning to dive as we get closer to the date.

Accommodations (All prices in Canadian dollars)

Howard Johnson Hotel
Rate: \$109.00
237 Ontario Street
Kingston, Ontario
K7L 2Z4 Canada
(613) 549-3000

K7L 2Y2 Canada
(613) 542-2261
web site: <http://www.marmus.ca>

Museum ship *Alexander Henry*
The Marine Museum of the Great Lakes
Rates: \$50.00 to 70.00
55 Ontario Street
Kingston, Ontario

Conference Services, Queen's University
Rates: \$49.95 single, \$31.00 double occupancy
(may increase slightly)
Kingston, Ontario
K7L 3N6 Canada
(613) 533-2223

Ramada Inn
1 Johnson Street
Kingston, Ontario
K7L 5H4 Canada
(613) 549-8100

Sheraton 4-point Hotel
285 King Street East
Kingston, Ontario
K7L 3B1 Canada
(613) 544-4434

Holiday Inn
1 Princess Street
Kingston, Ontario
K7L 1A1 Canada
(613) 549-8400

Registration Form

Name _____ Rank or Title _____
Address _____ Org. _____
City _____ Prov/State _____ Postal/Zip _____
E-mail _____ Signature _____
Date _____

Conference Fees (in Canadian Dollars)

- Full \$135.00 _____
- Full (Student) \$75.00 _____
or - One-day (check one only)

Thursday, 24 May \$50.00 _____
Friday, 25 May \$35.00 _____
Saturday, 26 May \$50.00 _____

Banquet – Additional guests (#) _____ @ \$39.00 each _____
TOTAL _____

Payment made by credit card, cheque or money order payable, in Canadian dollars, to the:
Canadian Nautical Research Society

Credit card (check one): Visa _____ Mastercard _____
Card number: _____ Exp. Date: _____
Signature: _____

Registration before 1 May, 2001 is requested.

James Pritchard
48 Silver Street
Kingston Ontario
K7M 2P5 Canada
e-mail: jp@post.queensu.ca

A Tale of Two Sailors

by Alec Douglas

Two remarkably distinguished Canadian sailors, Harry De Wolf and Ken Dyer, died in the year 2000. Vice-Admiral De Wolf, a brilliant destroyer captain whose exploits in HMCS *Haida* were almost legendary, rose to be Canada's Chief of Naval Staff in 1956. He reached the great age of 97 years, in full possession of his faculties to the last. Vice-Admiral Dyer, one of the really innovative escort commanders in the Battle of the Atlantic, the youngest flag officer in the history of the Royal Canadian Navy, and the last Chief of Naval Staff (in an acting capacity) before the integration of the armed forces in 1964, died at the age of 85 after surviving and making a wonderful recovery from a serious stroke several years before.

DeWolf and Dyer came from very different backgrounds. Harry DeWolf, born in 1903 in Bedford, Nova Scotia, grew up in Halifax. His father was a prominent business man, an enthusiastic militia officer in the Halifax Rifles and a keen yachtsman, and was very much aware of the Royal Naval College of Canada, visible as it was from the Wellington Barracks where the Halifax Rifles were billeted during the First World War. He encouraged Harry, in the summer of 1917, to apply for entrance. The Halifax explosion of December 1917 resulted in the naval college moving to Kingston, Ontario for the spring term, where the Royal Military College provided accommodation, and to Esquimalt, B.C. in the fall of 1918, so after Harry passed the entrance exams in the summer of 1918 he joined a naval college that was far more distant from home

than his family had anticipated. Three years later, when eleven of the sixteen cadets who had started at the college graduated, there was only room in the RCN for four, two executive and two engineer officers. The cadets who had stood first and third declined the offer of service in the navy, and those who had ended in second and fourth positions, H. N. Lay and Harry DeWolf, entered the executive branch. They went to the RN for their training, and having qualified as Sub Lieutenants returned to Canada in 1924. Subsequently De Wolf went back to England to qualify as a specialist in navigation.

In 1933, when DeWolf was already a seasoned officer, about to be promoted to Lieutenant Commander, Ken Dyer entered the navy as a cadet. Born in Toungoo, Burma in 1915, Dyer was the son of an officer in the Indian army. The family came to Canada in 1928 and Ken attended Kings College School in Windsor, Nova Scotia. When he passed the examinations for entrance into the RCN he opted for a naval career, and because the naval college had closed as a result of cutbacks in 1922, Dyer and those who joined with him received all their early training with the RN. Having qualified as a Sub Lieutenant he returned to Canada in 1937 and joined the newly commissioned sail training schooner HMCS *Venture*, the first Canadian-built vessel to be commissioned into the RCN since the First World War. On promotion to Lieutenant in 1938 he went to the destroyer *Saguenay*. By this time DeWolf had spent two years on the staff at Naval Service Headquarters, at a time when the RCN was acquiring two modern destroyers, HMCS *St Laurent* and *Fraser*, from the RN, had gone to Greenwich Naval College



Commander H. G. DeWolf, 1944

for staff courses with the Royal Navy and had served as Staff Officer (Operations) to the Flag Officer of the 1st Cruiser Squadron in the Mediterranean. Both Dyer and De Wolf had been at sea with the RN during the period of the Spanish Civil War.

Although a generation apart, these two officers grew up in the same era of pre-war gentility, in a service so small that everyone knew everyone else, bound together as much by shared adversity in the face of government disinterest as by their shared enthusiasms. A benevolent paternalism ran their lives. For a time DeWolf served under the command of then Captain Leonard Murray, "a very capable and serious-minded naval officer." And, as DeWolf went on to say in an interview with the



Ken Dryer, courtesy of Michael Whitby

late Hal Lawrence, "Mrs Murray was a very naval-minded wife. She kept an eye on us all and saw that we behaved properly and thought nothing of correcting us if she thought we were not behaving traditionally." Those of us who served in the RCN immediately after the Second World War, and learned naval etiquette from Lieutenant Commander Freddie Grubb, had a taste of the intimate naval family from between the wars, still attempting to influence the lives of budding naval officers. One always wore a proper hat when in plain clothes, and post-war wives still left their cards at the Admiral's residence.

Whatever today's sailors and historians might think of that almost incestuous little naval world, the system produced its share of

capable fighting seamen in the Second World War. The wartime navy depended of course on a huge influx of reserves who tended to eclipse the pre-war professionals, but the wartime careers of RCN sailors in general give the lie to those who would argue that it was only the reserves who went to sea, and that the officers in the permanent force simply drove desks. DeWolf began the war in command of HMCS *St Laurent*. It was in that ship that he participated, in company with *Restigouche* (commanded by his classmate H. N. Lay) in efforts to evacuate French and British forces from France. On 11 June 1940, having brought off some French soldiers near St Valery-en-Caux, German shells began to find the range of a transport nearby. DeWolf manoeuvred to draw fire away from the transport and although unable to see the German gun position beyond the cliff face *St Laurent* opened fire with her main armament, thus becoming the first Canadian warship to knowingly engage the enemy. About three weeks later, while *St Laurent* was screening the battleship HMS *Nelson*, Gunther Prien in *U-42* sank the *Arandora Star* 84 miles away. DeWolf, ordered to the scene, arrived four and a half hours after the attack and picked up every one of the 857 people who had survived the sinking, mostly German and Italian internees and prisoners of war. For this the Italian internees sent their "profound gratitude" to Naval Service Headquarters, and after the war, when the new destroyer *St Laurent* visited Kiel, the German Federal Government recognised the "brave and unselfish" efforts of DeWolf and his ship's company.

DeWolf went ashore in July 1940. As Staff Officer (Operations) to the Commanding Officer Atlantic Coast, and then as Director of

Plans in Naval Service Headquarters, and secretary to the Chiefs of Staff Committee, he proved an able and effective staff officer, working closely with British and United States naval authorities, and adopting a course of pragmatic nationalism. It was DeWolf who pointed out to British and American delegates at planning conferences that it was their unremitting demands on the Canadians that inevitably prevented the RCN from sending fully trained and equipped escorts to sea. At the same time it was he who advised Percy Nelles and Angus L. Macdonald, the Chief of Naval Staff and the Naval Minister, to accept British proposals to take Canadian escort groups off the North Atlantic run so that they could get experience and training under British direction in the eastern Atlantic.

In the meantime Dyer, sent to specialise as a gunnery officer in 1940 was, like a number of Canadian junior officers, actively involved in the evacuation of forces from Dunkirk and St Valery. In June 1941 he received a commendation from Commander-in-Chief Plymouth "for services rendered during air raids on Plymouth and Devonport", and in July of that year returned to Canada as a gunnery officer in HMCS *Stadacona*, the training establishment in Halifax. In May 1942 he took command of the River class destroyer HMCS *Skeena* and quickly made his mark as a successful escort commander. On 31 July, as part of Group C3, the only all-Canadian escort group at that time, escorting ON-115, Dyer pursued three shadowing U-boats, *U-588*, *U-511* and *U-210*. The latter escaped on the surface, but Dyer went after the others with tactics he had devised for a single escort to attack a submerged U-boat. By dropping depth charges at the furthest points of a diamond-

shaped perimeter at the rough distance he calculated the enemy could reach, he hoped to contain the submarine so that a deliberate attack could be made. It worked. *Skeena* obtained a "definite submarine contact" and began a series of depth charge attacks - possibly against more than one contact. *U-511* sustained damage and "took on a great deal of water" after depth charges that were "well-aimed but higher than the boat." When the corvette *Wetaskiwin* joined *Skeena* had lost contact and the two ships began a systematic coordinated search, which was rewarded when *Wetaskiwin* gained contact just under an hour later. The submarine was very deep. Dyer's "cool and careful handling of the two ships throughout the whole of the attack" read the citation for his Distinguished Service Cross, was largely responsible for the destruction of *U-588*.

In November 1942 Ken Dyer, as senior officer of Group C3 (the original "Barber Pole Brigade", so named after the red and white markings on funnels of ships in the group, that the First Lieutenants of *Skeena* and *Saguenay* had decided on to distinguish the group from others in the Mid Ocean Escort Force) saved the slow convoy SC-109 from attack by a tactic called *Major Hoople*. This was a tactic he had developed to illuminate enemy submarines before they could approach close enough to fire their torpedoes. He had the entire screen fire starshell simultaneously from pre-arranged positions at the critical moment before dawn when the convoy was most vulnerable, and caught the U-boats red-handed. It was, said one British staff officer, "... brilliant and most encouraging, coming as it does from an RCN group. It is bold, it takes risks AND it succeeded". Commander C.D. Howard-Johnston, RN, Staff Officer, Anti-Submarine in

the Admiralty, who seldom had a good word to say for Canadians, put Dyer "at the top of the list for originality and skill", and proposed that the young Canadian ("Seniority under 5 years Lieut") be "highly commended for the initiative displayed in the planning and the skill in execution" of the tactic. The Western Approaches Tactical Unit gave Dyer the ultimate compliment by adding *Major Hoople* to the Atlantic Convoy Instructions as Operation *Porcupine*.

In April 1943 Dyer became the first commanding officer of the newly commissioned HMCS *Kootenay*, which after workups with the RN went to Group C5, where he served, frequently as Senior Officer of Escorts, without significant confrontation with the enemy until the spring of 1944, when he again went ashore to end the war as a training officer at HMCS *Somers Isles*, in Bermuda. It was in this period that DeWolf took command of HMCS *Haida*, the third Canadian Tribal class destroyer to be commissioned. The Tribals were attached to the British Home Fleet, and they operated on the Murmansk run from November 1943 to January 1944, when, once the *Tirpitz* and *Scharnhorst* had been put out of action, the C-in-C Home Fleet could spare them to join the 10th Destroyer Flotilla in the English Channel, in preparation for the invasion of Europe. DeWolf was the senior Canadian in this flotilla, and it was here that he won his reputation as the most successful destroyer captain in the history of the RCN. He combined luck with skill, and was directly involved in the sinking of fourteen enemy surface vessels as well as one submarine. Awarded the Distinguished Service Order, Distinguished Service Cross and mentioned twice in dispatches, he left *Haida* in December

1944 to become Assistant Chief of Naval Staff in the rank of Captain, and after the war received the OBE, the US Legion of Merit, the French Legion of Honour and the Norwegian Cross of Liberation.

The post-war careers of Dyer and DeWolf often brought them in close contact. When De Wolf took command of the light fleet carrier HMCS *Warrior* in 1947, Dyer was the Executive Officer. In 1948 DeWolf, after serving in command of the newly acquired carrier HMCS *Magnificent*, was promoted Rear Admiral and became Flag Officer Pacific Coast. In 1950-1952, while DeWolf was the Vice Chief of Naval Staff, Dyer attended the RN Staff College in England and returned to Ottawa as Deputy Chief of Naval Personnel until in 1951 he in turn took command of HMCS *Magnificent*. Between 1952 and 1956 DeWolf was in Washington as chairman of the Canadian Joint Staff and the Canadian Liaison Representative to the Supreme Allied Commander, Atlantic. Dyer, promoted to Commodore at the age of 38, went to Esquimalt as the Commodore of Barracks at HMCS *Naden*. In 1956, when DeWolf returned to Canada as Chief of Naval Staff, Dyer went to the National Defence College at Kingston, and in 1957, promoted Rear Admiral, became Chief of Naval Personnel.

In 1960 DeWolf retired and Dyer became Flag Officer Atlantic Coast, an appointment that placed him, as NATO's Maritime Commander Atlantic, at the centre of events during the Cuban crisis of 1962. Without firm direction from Ottawa, and with a tactical appreciation (based on solid evidence of Soviet submarine activity) that differed from that held in Ottawa, he took responsibility for

deploying the fleet in support of United States naval surveillance operations. As Commander Peter Haydon has observed in his excellent study of Canadian involvement in the crisis: "...because Admiral Dyer had the courage of his convictions and did what he believed was his duty under the circumstances, despite opposition from the military staffs in Ottawa, he also averted a potentially embarrassing situation that would have damaged the bilateral relationship [with the United States]."

Ken Dyer finished his career in Ottawa, during the turmoil that ended in the unification of the armed forces. He served as Vice Chief of Naval Staff and, after the departure of Vice Admiral Herbert Rayner, as Acting Chief of Naval Staff. In 1964, with the integration of the forces, he was promoted Vice Admiral, serving as Chief of Naval Personnel, but after the dismissal of Rear Admiral J.V. Brock found himself out of sympathy with the Defence Minister, Paul Hellyer, and in July 1966, only 51 years old, he took early retirement, along with Air Chief Marshall Frank Miller, Lieutenant-General R.W. Moncel and Lieutenant-General F. Fleury.

The history of the Royal Canadian Navy, almost from its beginning to its final days, is captured in microcosm by the lives of these two sailors. Harry DeWolf was a major influence on the growth of the RCN from a "tin pot navy" to its greatest peacetime strength in 1960. Both men brought professional ability and integrity of the highest order to the service. They were the object of universal admiration and affection, and they served as role models for their successors who, in the face of retrenchment and rust out so familiar to those who served between the wars, have continued

to maintain standards and to preserve morale in the Canadian navy.

This addendum comes from Pat Barnhouse, passed along by a "gliding nut" who extracted it from Free Flight – Vol Libre the journal of the Soaring Association of Canada:

DeWolf was one of the first directors of the newly-organised Soaring Society of Canada (SAC) in 1946. He actively encouraged gliding as a recreational activity within the service. In the SAC 1948-9 Yearbook he wrote: "As many senior officers still retain the conviction that a man with experience in sailboating is potentially a better seaman than one without, and in light of the Navy's active interest in aviation, the argument (for support for the gliding movement) held water and a limited amount of support was obtained."

DeWolf was the officer responsible for having the famous three war-prize Grunau Babies (German sailplanes) and the Mu-13 brought to Canada on a Navy ship for the National Research Council for "flight testing."

A Gliding Club was established at the Dartmouth Air Station with two US military surplus TG-3A gliders, but flew mostly at Greenwood Nova Scotia. Another Grunau Baby was at Dartmouth and was being built up from the remains of two machines obtained in Austria. Much of the rebuilding was done on HMCS *Warrior* and *Magnificent*, and the presence of glider components on the two carriers aroused considerable interest and some speculation as to launching and retrieval technique at sea. However, the reason for their presence was simply because that was where the volunteer repair labour was!

The Canadian Customs Preventive Service and the Halifax Transfer Grounds 1925-1930

by David J. McDougall

Legislation prohibiting the sale of alcohol in Nova Scotia (excepting Halifax) had been adopted in 1910 but was only partially effective because provincial laws could not prevent imports. However, Federal war time legislation in 1917 and post war amendments to the Canadian Temperance Act could be combined with provincial legislation to make it illegal to both sell and import liquor into provinces, such as Nova Scotia, with prohibition laws. In 1921, a year after the American Prohibition Act came into effect in the United States, Nova Scotia and most other provinces adopted legislation giving them full prohibition.

Smuggling "duty free" liquor into Canada from the West Indies and the French islands of St. Pierre and Miquelon in the Gulf of St. Lawrence had been a side line of Maritime coasting and fishing schooners for generations. When provincial prohibition began in Nova Scotia in 1921 there was some increase in smuggling with most of it between Halifax and Canso. In contrast, from the beginning of American "Prohibition", there had been an immediate and dramatic increase in the amount of liquor smuggled into the northeastern United States, almost all of which came from vessels "hovering" in a "Rum Row" outside the American three mile territorial limit. Many of these vessels were Canadian and in 1923 schooners were reported to be leaving St. John, New Brunswick almost daily, supposedly for the West Indies but more probably to join the

"rum fleet" off the New Jersey coast. Liquor was landed almost at will and a "thin and feeble" U. S. Coast Guard was unable to stop more than about five percent. In 1925 the Americans began a partially successful effort to stop rum running by increasing the American territorial limit to twelve nautical miles and equipping the U. S. Coast Guard with old U. S. Navy destroyers and armed motor launches to patrol American coastal waters.¹

American anti-smuggling measures began diverting rum runners from the American to the Canadian East Coast and in 1925 the amount of liquor smuggled into the Maritime Provinces increased substantially. Small "Rum Rows" to smuggle liquor into East Coast provinces developed in Northumberland Strait and off Cape Breton but the largest concentration of rum running vessels were operating out of the "Halifax Transfer Grounds", a loosely defined area ten or more miles off the Nova Scotia coast. There liquor from Europe, St. Pierre and Miquelon, St. John's Newfoundland, Nassau in the Bahamas, and Havana in Cuba and from bonded warehouses in Canada, (notably Halifax), was transferred at sea from steamers and large schooners to smaller vessels, usually Canadian schooners. Using the pretence of being legitimate coasting vessels, these carried their cargoes to landing places on the East Coast of both the United States and the Maritime Provinces.

Under Canadian laws, coasting vessels could load and carry cargoes between ports on the Atlantic coast of North, Central and South America and could legally land liquor in Canadian ports, subject to paying Canadian Customs and Excise taxes. Vessels with

cargoes of liquor in transit could enter Canadian ports for supplies or repairs but once inside the three mile limit had to report to Canadian Customs and have their hatches sealed. On the other hand, because of the American Prohibition laws, liquor-laden vessels of all nationalities could neither legally enter the American territorial limit (three nautical miles until 1925) nor land their cargoes.

To guard against liquor being smuggled ashore to avoid Canadian Customs and Excise taxes, in 1925 the Canadian Customs Preventive Service had the cruiser *Margaret* in the Gulf of St. Lawrence, a small patrol boat in the Baie des Chaleur, the cruiser *Grib* in Northumberland Strait, and a small flotilla of patrol boats at Cape Breton. However, the Atlantic coast of mainland Nova Scotia and the entrance to the Bay of Fundy was poorly protected and the small Customs harbour craft *Violetta G.* at Halifax, the motor launch *G* at Yarmouth and the harbour craft *Ephie L.* at St. John, New Brunswick were the only Customs vessels permanently stationed on that part of the East Coast. So much liquor was being smuggled into Nova Scotia in 1925 that under the facetious headline-

"MOONSHINERS DRIVEN TO THE WALL
BY RUM RUNNERS"

a Halifax newspaper claimed that illegal distillers were being driven out of business by the flood of liquor landed by rum runners and on a more serious note, "It is now quite evident that the revenue cutters along the Nova Scotia coasts are incapable of coping with the present situation." That year the only known seizures along the Atlantic coast of Nova Scotia were a small, liquor-laden motor boat seized by the *Violetta G.* in Halifax Harbour in April and the schooner *J. Henry Mckenzie* seized by Customs

Officer J. D. Zink at the dock in Lunenburg in November for having transferred liquor to the schooner *Joyce Smith* inside the three mile limit.²

Liquor laden vessels leaving Canadian ports frequently gave a false destination and either proceeded to a rendezvous with smugglers off the coast of the United States or hovered outside Canada's three mile limit and disposed of their cargoes to Canadian smugglers. The Canadian Customs Act included a penalty for "breaking bulk" (transferring cargo at sea) within nine nautical miles of the coast but the departments of the Customs and Excise and Justice were both of the opinion that this offense could only be committed by vessels arriving in Canada.³

Between August 21st and December 19th 1926 a total of forty-six vessels, cleared from Halifax, Lunenburg and Yarmouth, most of which were schooners believed to be engaged in rum running. The islands of St. Pierre and Miquelon were the supposed destinations for twenty, the "sea" (presumably the Halifax Transfer Grounds) for nine, Havana for eight and Bermuda for two. Many of these destinations were false but the Canadian Customs Preventive Service had been able to learn of the real destinations on the American coast of only five. The schooner *Alferata*, which had cleared Lunenburg for Nassau on August 30th was headed for Bar Harbor Maine; the schooner *Paloma* which had cleared Lunenburg for the sea on October 25th was believed to be going to St. Augustine, Florida; the schooners *Waegwaltic* and *Southead*, which had cleared Halifax for Havana on November 2nd, had Cape Code, Massachusetts as their real destination; and the *Thorndyke*, which had

cleared Halifax for Havana on November 4th was going to either Asbury Park, Poegy Run or Montauk Point, New Jersey. Another six also gave false destinations and were found hovering off the Nova Scotia coast.⁴

In December 1926, in an effort to stop the practice of giving false destinations, vessels clearing Canadian ports for the West Indies were required to provide documents showing that they had gone directly to their destination and five months later, in April 1927, were required to have a foreign landing certificate for liquor shipped in bond. However, masters of vessels continued to give false destinations and documentary proof of having discharged their cargo at Nassau or other Caribbean ports was frequently forged.⁵

In 1926 the Chief Preventive Officer was advised that many of the rum runners favourite landing places in Nova Scotia were within about sixty miles of Halifax. On St. Margaret's Bay these were at Herring Cove, Indian Harbour, Glenhaven and French Village, in and near Mahone Bay at Chester, Lunenburg and LaHave and, northeast of Halifax Harbour, at Cow Bay, Cole Harbour, Lawrencetown, West Chezzetcook and Musquodoboit. In these thinly settled districts local men in small boats smuggled liquor ashore at night from hover rum runners. The smugglers were paid \$1 per gallon of rum or alcohol and \$1.50 per case of whisky landed, and, because of this lucrative work, the chugging of small boat motors could be heard all night long in some localities. In the districts where landings took place, because the residents were either smugglers or held in terror by them, it was reported to be difficult and sometimes dangerous to watch their operations. Hi-jacking was not infrequent and many of the

smugglers were armed and ready to shoot to reel intruders. When landed the liquor was immediately taken away in cars and trucks but rum was sometimes landed in such quantities that it had to be cached. Only small amounts were destined for the Halifax area and most was transported along the main roads by Halifax taxi cabs travelling at night in the direction of Amherst and Truro in Nova Scotia. The contraband then went to either Moncton or Fredericton in New Brunswick, and from there was smuggled across the American border.⁶

As the result of allegations of mismanagement of the Department of Customs and Excise there were a number of changes in the operations of the department during the spring and summer of 1926.⁷ A few additional vessels were added to the Preventive Service fleet and some older vessels were replaced. Early in 1926 the motor launch *Customs A.* under the command of Captain Pugh replaced the *Violetta G.* in Halifax Harbour, the chartered auxiliary schooner *Madeleine A.* was stationed at Shelburne, Nova Scotia under the command of Captain Everett Nickerson and the *Ephie L.* was replaced by the motor launch *Nerid*, under the command of Captain Weston at St. John, New Brunswick. In August patrol boats *G* and *Nerid* seized the schooner *Granite* bound for St. John New Brunswick with a cargo of liquor valued at \$300,000 and arrested the captain, supercargo and five seamen. In September the *Madeleine A.* seized the schooner *Helen Maud* whose captain, P. A. Thomas, was later ordered arrested.⁸

One of the most active areas for smuggling was west of Halifax and in early August the Preventive Service chartered the 556 gross ton steamer *Cartier* from the

Hydrographic Service of Marine and Fisheries to patrol from a base at Lunenburg. The *Cartier* was commanded by Captain Hubert Coffin, previously First Officer on the cruiser *Margaret*, and his reports to W. F. Wilson, the Chief Preventive Officer, coupled with information on port clearances by rum running vessels, give a detailed account of smuggling conditions on the Halifax Transfer Grounds off the Nova Scotia coast during the last half of 1926.

The *Cartier* left Halifax for Lunenburg at noon August 26th and immediately sighted the tern schooners *Chataqua* and *Waegwoltic* transferring cargo seven miles off Halifax. The *Chataqua* had cleared that day from Halifax with 200 cases of champagne, 2,500 drums of alcohol and 900 cases of whisky, supposedly for Lima, Peru via Havana but was hovering to transfer cargo to other vessels. When the *Cartier* appeared the schooners separated and anchored about a mile and a half apart. The following morning the schooner *W. G. Robertson*, which had cleared that day from Halifax in ballast for St. Pierre was observed six miles from the nearest land attempting to load from the *Chataqua*. They both proceeded to sea when Captain Coffin ordered them to stop.

Reporting on this incident to the Chief Preventive Officer, Captain Coffin commented:

"If vessels can clear from Halifax for foreign countries and discharge it to our Canadian vessels for distribution on our coast six miles from the port of clearance, it is no wonder that smuggling has been so rampant on this coast. I understand this has been going on for some time and I would be pleased to know what action to take should occasion arise again."

The following day (August 28th) the steamer *Harald* of Hamburg and the schooners *Waegwoltic*, *Mary O'Conner* and *W. G. Robertson* were anchored outside the three mile limit off Halifax. After a gale of wind followed by dense fog on August 29th and 30th the only schooner still in sight was the *Waegwoltic*.⁹

The answer to Captain Coffin's question about what action to take with hovering vessels came a little less than a month later. The Chief Preventive Officer advised him that the Department of Customs and Excise had been given the legal opinion that a liquor-laden Canadian registered vessel clearing from a Canadian port must proceed directly to its destination. If found hovering, the Captain of a Customs Preventive cruiser could order the vessel to proceed to the destination in her clearance papers. If the vessel failed to depart within twenty-four hours, the cargo, but not the ship, could be seized and the Captain and others associated with him became liable as conspirators. If, after being warned, a vessel moved and hovered on another part of the coast the cargo could be seized without further warning.¹⁰

From then until the first few days of 1927 the *Cartier* patrolled the coast, warning hovering vessels to leave, following rum runners to prevent landings and detaining or seizing some vessels and cargoes. Captain Coffin consulted Customs officers about local smuggling and carried out occasional directives from Assistant Inspector Angus Young. The *Cartier* had not been built for that kind of patrol work and with a top speed of ten knots could barely keep up with some schooners under full sail. The vessel's open bridge made it difficult, and sometimes impossible, for the officers and

helmsmen to keep watch in the fogs and storms of wind, snow and rain on the Nova Scotia coast in the fall and early winter. Suitable coal was difficult to get at Lunenburg, the steward could not always get adequate supplies of food and some inexperienced seamen deserted after receiving their pay. Captain Coffin also had to contend with equipment which had been poorly maintained by the Hydrographic section and an aging marine engine. The *Cartier's* boilers, which had not been retubed since 1916, began leaking about the middle of October and after repairs at Halifax, were repaired for a second time just after Christmas. By the beginning of November neither the searchlight, refrigerator nor the motor on the launch were operational and by early December coal ashes getting into the bilges through rusted bulge suction pipes and stokehold plates were threatening to clog the bilge pumps. Despite these difficulties, Captain Coffin continued patrolling until about January 6th and on January 14th 1927 returned the *Cartier* to the Hydrographic section and paid off his crew.¹¹

By the end of September the new hovering regulation had resulted in seizures of the cargoes of the schooners *Ocean Main* and *W. G. Robertson* at Yarmouth and the *Mary Power*, *Fanny Powell* and the *Grace MacKay* at Halifax. Cargoes of seven other schooners had been seized at Guysboro and North Sydney, Nova Scotia and Georgetown and Charlottetown, Prince Edward Island. In early December the Chief Preventive Officer was able to report that the Canadian rule against hovering had move the "Halifax Transfer Grounds" from ten or twelve miles to about forty miles of shore. Because hovering "foreign" vessels could not be ordered off, the owners of Canadian schooners began to take

advantage of this legal loop-hole by re-registering their vessels at St. Pierre and Miquelon. The first were the Canadian schooners *W. G. Robertson* and *Granite* which were re-registered as the French vessels *Ulysse* and *Poseidon* on November 25th. The cargoes of both these vessels had been seized by the Preventive Service earlier that year - the *Granite* in August in the Bay of Fundy by the patrol boats *G* and *Nerid* from St. John and the *W. G. Robertson* in November for hovering off Yarmouth.¹²

In September the *Cartier* found the rum running vessels *Arthur J. Balfour* and *D. D. Mackenzie* hovering off Halifax, both of which proceeded to sea when ordered to leave. The *D. D. Mackenzie* was followed until dark and the next day both schooners were twenty miles off Pearl Island. They were watched by the *Cartier* until strong winds and fog forced the patrol boat to seek shelter at Lunenburg. Two days later the *D. D. Mackenzie* appeared eleven miles off Cross Island and was followed until about thirty-five miles southwest of Halifax. Ten days after that the *D. D. Mackenzie* re-appeared off Lunenburg, obviously anxious to dispose of her cargo, but, before any liquor could be landed, was located by the *Cartier* and again escorted out to sea. On the last day of September the steam trawler *Lutzen* two miles off Cross Island and inside the three mile limit was taken under detention into Lunenburg by the *Cartier* where it was left in charge of the Collector of Customs. The *Lutzen* had cleared Halifax for Havana on August 19th with a cargo of 4,194 cases of alcohol and 137 kegs of malt but had transferred cargo at sea and when detained had 4,994 cases of alcohol, 945 cases of mixed liquors and 115 kegs of malt whisky.¹³

On the morning of October 1st the *Cartier* sighted the schooner *Marina*, which had cleared for St. Pierre, hovering off shore but could not board because of sea and wind and when instructed to continue on its voyage, the schooner proceeded to sea. Two days later the schooner *Marie A. Craft*, which had arrived at Lunenburg with a clearance for Nassau, was found at anchor under Mosher's Island in LaHave Bay. The Customs seals on her cargo were still intact but Captain Coffin was certain that she had no intention of going to Nassau and planned to dispose of her cargo on the Nova Scotia coast. Warned to leave on her voyage within twenty-four hours, the schooner went into Lunenburg and during the night was able to slip past the *Cartier* without being seen. There was dense fog outside Mahone Bay and suspecting that the *Marie A. Craft* had not left, the *Cartier* made an unsuccessful search of the bay. During the search the schooners *D. D. Mackenzie* and *Arthur J. Balfour* were found at anchor in Mahone Harbour, both having entered Customs in ballast with a clearance from St. Pierre. The next day, while cruising between LaHave and Sambro, the schooner *Eddie James*, which had cleared Yarmouth for the sea, was told to continue on her voyage to St. Pierre.¹⁴

Several weeks later Captain Coffin and Sergeant Blakenay of the R.C.M.P., on instructions from Angus Young, searched Heckman's Island and Indian Point in Mahone Bay for liquor allegedly landed from the *Marie A. Craft* but found nothing. During October the *Cartier* continued to patrol the coast, on occasion taking shelter in small harbours and behind islands from strong winds, heavy fog and rain but no rum running vessels were seen until the end of the month. On October 30th the *Gaspé Fisherman*, which had been in a

hurricane off the American coast, was found off Halifax leaking badly with her motors broken down. The schooner was towed into Halifax Harbour and left in charge of the Halifax Collector of Customs who already had instructions to hold it on arrival. The *Gaspé Fisherman* had cleared for Nassau on October 9th with 630 cases of alcohol and 14 kegs of malt but had transferred cargo at sea and when examined in Halifax had 940 cases of assorted liquors. In early November the cargo of the *W. G. Robertson*, seized for hovering at Yarmouth was taken to Halifax by the *Cartier* where part had to be stored in the Furness-Withy Pier because of lack of space in the Customs House.¹⁵

The steamer *George Cochrane*, which had been at anchor six miles off Chebucto Head on November 1st, was still hovering in mid November with a cargo of liquor believed to be for the American coast. The steamer, which could not be ordered off because it was registered in London England, came into Halifax in ballast on November 26th. Its cargo of 4,500 cases of liquor had been transferred at sea to the American sea-going tug *Western* which went aground on Budget Rock, Shelburne Harbour during a blizzard on November 24th. Captain Everett Nickerson stood by in the *Madeleine A.* to try to salvage the tug and its cargo but four days later the *Western* was reported to have broken up.¹⁶

In late November the rum running schooners *Marion Phyllis* and the *Grace Darling* were hauled out on the Marine Slip at Halifax for repairs and Angus Young instructed Captain Coffin to follow the *Grace Darling* when she left Halifax. While waiting for the *Grace Darling's* repairs to be completed,

Captain Coffin went to Ingramport to discuss a report of smuggling at Tantallon on St. Margaret's Bay with Customs Officer Kennedy. After learning that landings in that district were impossible after about December 10th because the small coves and bays were frozen and the roads were blocked with snow, Captain Coffin decided to visit the supposed landing place. However, a car could not be hired because the local people would not give assistance to Customs officers and Captain Coffin and Customs Officers Kennedy and Nash walked four and a half miles out and the same distance back without finding any evidence of a landing.

The *Grace Darling* left Halifax at 1.30 a.m. on the morning of November 18th and was followed by the *Cartier* until 10.30 p.m. the next night. At that time the schooner was about twelve and a half miles southwest of Country Island Light and appeared to be going directly to St. Pierre. The *Cartier* returned to Halifax where Angus Young told Captain Coffin that the *Grace Darling* had gone into Whitehaven for shelter. The *Cartier* proceeded to Whitehaven where the schooner and cargo were seized, a Customs watchman engaged and remained in Whitehaven until November 29th. The *Grace Darling's* manifest showed that the vessel had left St. John's Newfoundland with a cargo of 382 kegs of rum and although the seals on the hold were intact, the condition of a wooden bulkhead between the hold and the crews' quarters around Captain Coffin's suspicions. When the cargo was checked two of the kegs were found to be empty and nine were missing. The supercargo and crew of the *Grace Darling* stated in affidavits taken by J. C. Bourinet, the Customs Officer at Port Hawksbury that the rum had been stolen while the schooner was in Burgeo, Newfoundland for

repairs. Later, in an affidavit given at Halifax, the *Grace Darling's* master, Richard Rose stated that his crew had been drunk at Burgeo and when he realized that crew members had entered the hold by taking down the bulkhead he had tried to nail it back together. When Customs officers at Halifax checked the cargo the missing nine kegs were found buried in the schooner's sand ballast.¹⁷

The *Cartier* continued patrolling during December but sighted no rum runners between Halifax and LaHave until the last day of 1926. On December 31st the *Poseidon* (ex Canadian schooner *Granite*) was found twelve miles off Halifax, but, because of her French registration, could not be warned off. The *Poseidon* had arrived at Halifax from St. Pierre on December 12th with a cargo of liquor and had supposedly cleared for Nassau a week later. When it appeared off Halifax on December 31st it was followed by the *Cartier* until forty miles offshore but reappeared three days later eight miles off Halifax and was again followed by the *Cartier* until 5 a.m. on January 4th at which time the schooner was forty-two miles offshore.¹⁸

On March 31st 1928 the Department of Customs and Excise became the Department of National Revenue and as part of the reorganization the overly cautious W. T. Wilson was superannuated and the more energetic F. W. Cowan, previously head of the Narcotics Division of the Department of Health, became the Chief Preventive Officer. Under his direction the Preventive fleet began to be enlarged and during 1927 and 1928 nine additional cruisers were acquired for offshore patrols (five by charter of a year or less) along with thirteen motor launches for inshore patrols.

The fleet began to be modernized by acquiring oil-fired cruisers and by 1930 the Preventive Service had disposed of all of its coal-fired cruisers.¹⁹

The *Cartier* was replaced on the Nova Scotia coast by the 628 gross ton coal fired *Hochelaga*, chartered on April 4th 1928, and began patrolling between Cape Sable and Canso on April 14th under the command of Captain Hubert Coffin. The *Hochelaga* was withdrawn from service on May 11th, after twenty-eight days of use, reportedly because there were too few rum running vessels on the coast to justify the monthly charter cost of \$6,000. It was replaced on the Nova Scotia coast by the coal-fired cruiser *Grib*, previously on the Northumberland Strait, under the command of Captain Russell Coffin (an older cousin of Captain Hubert Coffin).²⁰

On May 19th the American steamer *Seal* which had been seized in Jordon Bay, Shelburne County along with the Canadian schooner *Clair Theriault* were brought into Halifax by the cruiser *Grib* and both vessels and their cargoes of liquor ordered confiscated. In June Captain Russel Coffin went to Ontario to bring the 396 gross and 242 net ton coal-fired *Vigilant* to Halifax. Built in 1904 as an armed Fisheries cruiser on the Great Lakes by Polson Iron Works, Toronto, she was sold to private owners in 1924 and chartered by the Preventive Service on July 7th 1927. Brought down the St. Lawrence to Halifax by Captain Russel Coffin, it reached Gaspé Bay at the end of July and arrived at Halifax a few days later. Its first seizure was a thirty foot motor boat with \$2,000 worth of liquor in Halifax Harbour at the end of August.²¹

In early June Captain Hubert Coffin was given command of the *Grib* and shortly afterwards seized the schooner *Sylvia II* five miles off Seal Island at the entrance of the Bay of Fundy with a cargo of four hundred cans of alcohol. At the end of that month the schooner *Veronica*, which had disposed of her cargo at St. Pierre after having been given a hovering warning, came into Halifax Harbour escorted by the *Grib* and *Customs A*. In July the *Grib* found the schooner *M. E. Haines* of Digby hovering off Lunenburg, detained the vessel and seized the cargo after it failed to leave after a warning. In early August the *Grib* brought over \$9,000 worth of liquor into Halifax which *Patrol Boat No. 2* (ex *Vagrant*) had seized about two weeks earlier from a large motor boat at Forchu, Cape Breton. In the summer of 1927 the 135 gross and 78 net ton cruiser *Bayhound* (ex yacht *Tillicum*) was purchased from Sir John Gordon, president of the Bank of Montreal, converted from coal to diesel at St. John, New Brunswick, and began patrolling the Bay of Fundy in the fall under the command of Captain John Vaughan. Just before the end of the year the *Margaret* brought 1,300 packages of liquor into Halifax from the schooner *Retour* which had stranded at St. Mary's Bay, Digby County.²²

Patrol vessels continued to be added to the Preventive fleet and the first two of six fast motor launches built at Gravenhurst, Ontario were delivered by train to Halifax in early September. Each was thirty-two feet in length, with a v-shaped bottom and step, and carried a crew of three. Equipped with 280 horsepower gasoline engines, they had a speed of 35 knots and were armed with a tripod-mounted machine gun and two rifles. The *Beebe*, was based at Ingramport, St. Margaret's Bay, under the command of Captain Dan O'Neil and the

Behave, at Chester, Mahone Bay under the command of Captain Publicover. About the middle of October, a Customs officer was taken to Zwicher's island in Mahone Bay by the *Behave*, where he fined two men \$200 each for unlawful possession and seized ten cases of liquor. A month later a cache of liquor was found on Hisler's Island, Mahone Bay by Captain Publicover.²³

As one of the first steps towards an all oil-fired cruiser fleet, the *Grib* was sold in the spring of 1928 and temporarily replaced on the Nova Scotia coast by the chartered coal-fired, 276 gross 144 net ton *Bayfield* (ex *Lord Stanley*). The new sixty foot, diesel-powered patrol boat *Ellsworth* was stationed at Yarmouth in August with about 12% of its construction cost from the sale of patrol boat *G*. In May, Captain John O'Neil in the *Beebe* seized the small schooner *Shantalee* in St. Margaret's Bay and in June, shortly before the new twelve mile limit for Canadian registered vessels came into effect, seized a large motor launch with thirty-four 10-gallon kegs of rum inside the three mile limit off Ketch Harbour. A few days later, eight miles off Cross Island and well inside the new limit, the *Bayfield* seized the schooner *Wilson A.* with 3,000 cases of liquor. The schooner *Judique* was detained by the *Bayfield* in June and brought into Halifax where its cargo was seized for hovering. (The *Judique* had three cargoes seized for hovering, the first at North Sydney in November 1927, the second at Halifax in June 1928 and the third at North Sydney the following July). In July the *Bayfield* seized and then released the schooner *Annie B.* thirty miles southeast of Egg Island for leaving Jodore without a clearance and *Customs A.* seized the schooner *Alma* while towing a dory with thirty 5-gallon kegs of rum, twelve

cases of gin and thirty cases of whisky off Gerguson's Cove, Halifax Harbour. In August the *Bayhound* seized the schooner *Junior C.* in St. Margaret's Bay with a cargo of one thousand gallons of rum. In November Customs officers found a cache of two thousand gallons of smuggled rum buried at Three Fathoms Harbour. In early December the *Bayfield* was patrolling fourteen miles offshore west of LaHave and then returned to its owners at the end of 1928.²⁴

In 1929 two more fast, armed launches were stationed between St. Margaret's Bay and Yarmouth: the three-man launch *O-28* at LaHave and the *Beebe*'s sister launch *Vigil*, first at Yarmouth, and later at Riverport. In April the new motor launch *Guardian*, under the command of Captain M. A. Hyson, was patrolling off Halifax, and Halifax Harbour was patrolled by *Customs A.*, under the command of Captain A. O'Neil and command of the *Beebe* was transferred to Captain J. C. Kelly. Captain Kelly later acquired the nickname "Machine Gun" for his frequent use of machine gun fire to force rum running vessels to heave-to and on May 2nd 1925, while master of the R.C.M.P. patrol boat *Acadian* he inadvertently shot and killed a young man landing liquor from the rum running vessel *Muir* off Cross Island.²⁵

In May the *Beebe* seized the auxiliary fishing schooner *Gloria P. H.* in St. Margaret's Bay with a cargo of two thousand gallons of rum and, after its crew escaped in a dory, *Customs A.* towed the schooner into Halifax. In June the *Beebe* towed the disabled yacht *Agnes* into Halifax and the cruiser *Vigilant* seized the two-masted schooner *Francis W. Smith* inside the twelve mile limit off Halifax Harbour. In December the *Francis W. Smith* was seized for

a second time inside the limit off LaHave by the new 316 gross and 92 net ton Preventive cruiser *Fleur de Lis* under the command of Captain J. C. McCarty and at the end of the year the chartered coal-fired *Vigilant* was returned to its owners.²⁶

By 1929 the increasing effectiveness of the Preventive Service cruisers and patrol boats had begun to make smuggling more of a gamble on the Atlantic coast and the southern Gulf of St. Lawrence and rum runners had begun moving to the northern Gulf and the estuary of the St. Lawrence river. It is uncertain when the "Halifax Transfer Grounds" disappeared, but by 1930 it had effectively ceased to exist. The "Transfer Grounds" had been pushed farther out to sea by the 1926 hovering regulations and the 1928 twelve mile limit for Canadian vessels and by 1929 the enlarged liquor smuggling in eastern Canada to move to northern New Brunswick and eastern Quebec. On July 1st 1930, under pressure from the Americans, Canada embargoed clearance of cargoes of liquor to countries with prohibition laws (ie the United States) and, no longer able to obtain duty free cargoes from warehouses in Halifax, rum runners made St. Pierre and Miquelon their northern depot for Canadian, West Indian and European liquor.

There were other changes in the early 1930's which had an effect on smuggling on Canada's East Coast. In Nova Scotia "prohibition" ended when the Nova Scotia Liquor Control Act became law in April 1930 and the first liquor stores were opened in August. In the early summer of 1931 the Supreme Court of Canada struck down the Federal legislation creating the twelve mile limit and the territorial limit for Canadian

vessels reverted to three nautical miles. In April 1932 the Preventive Service became the Marine Section of the Royal Canadian Mounted Police and in 1933 the Americans abandoned Prohibition.²⁷

gallon kegs of rum.²⁸

Rum running did not stop on the mainland coast of Nova Scotia but it was much less than in the last half of the 1920's and only eight reports have been found of seizures or detention by the Preventive Service in 1930 and 1931. In September 1930 the *Guardian* seized the American fishing schooner *Alice W. Doughty* off Halifax for lacking clearance papers and the new 317 gross ton cruiser *Preventor*, under the command of Captain Hubert Coffin, seized the schooner *Pearl V. S.* off Jodore with one hundred and twenty-five kegs of rum. When the auxiliary schooner *Grace and Ruby* went aground at Yarmouth with twenty-four bottles of liquor it was seized by the small launch *Tillicum* and released after paying a fine of \$800. Late in November a vessel named *Temlecouada* was seized at Barrington Passage and the cruiser *Bayhound* towed the 38 ton schooner *Thomas Lloyd* with a cargo of two hundred and fifty-two five-gallon kegs of rum into Yarmouth after seizing it eleven miles southwest of Briar Island. In February 1931 the motor vessel *Bearcat*, which had been involved in rum running out of St. Pierre and Miquelon and St. John's Newfoundland, came into Meteghan from Bermuda for repairs and was placed under seizure by District Chief Preventive Officer Everett Nickerson. In March the schooner *Nan and Edna* was seized at the dock at Halifax with a part of a case of liquor and in December the cruiser *Fleur de Lis* took District Chief Preventive Officer A. T. Loga, to Tancook Island, Mahone Bay where he seized twenty five-

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Members' News

CNRS members are well represented in *Maritime Security in the Twenty-First Century: Maritime Security Occasional Paper # 11* published by Dalhousie University. **Richard Gimblett, Marc Milner and Peter Haydon** have all contributed papers.

Dr. Greg Kennedy will be presenting two papers at 2001 conferences: "British Views of the USN in the Far East, 1933-39" at the annual Anglo-American Conference, "The Sea" at the Institute for Historical Research, London, July, 2001; and "Russia's Role in Britain's Naval Policy and the Anglo-German Naval Agreement of 1935" at the Society of Military Historians conference, Calgary, May 2001.

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Publications: "Anglo-American Relations, the Far East, and the Merchant Marine Question, 1933-1939", in Greg Kennedy ed., *The Role of the Merchant Marine in International Relations*, Frank Cass Press, London, 2000;

"Anglo-Japanese Relations and the Keelung Incident, 1936-38", in Greg Kennedy and Keith Neilson eds., *Butterfly Wings: The Impact of Incidents on International Relations, 1795-1955*, Praeger-Greenwood Press, New York, 2001; "Neville Chamberlain and Imperial Strategy, 1933-39", in Thomas Otte ed., *British Foreign Policy-Makers*, MacMillan, London, 2000.

Gregory Pritchard has just had published in December of 2000 *Memories of Basic Training and other Dips* (Ed.). And we all know about, "Twas a dark and stormy night, and the captains said, Mate, come up and spin me a dip."

Eric Ruff recently had an article published (in Swedish) in the *Sjohistorisk Arsskrift for Aland* (Yearbook of the Alands Nautical Club & Stiftelsen, Alands Sjöfartsmuseum, 1999-2000), Mariehamn, Aland, Finland. The article, entitled in English "The Southern Belle: A Look at her Early History" concerns the barque *Southern Belle* from 1871 to 1889 while under Yarmouth, NS registration and ownership. In 1889 this vessel was sold to 'Russian Finns', (owners of the Aland Islands). Furthermore, part of the fundraising for the Phase I expansion of the Yarmouth County Museum is The Beard Project. No one in Yarmouth including his wife, to whom he has been married to for twenty-nine years has ever seen Eric's bare face. Eric offered to shave off his 32 year-old beard if \$100,000.00 could be raised. They are close to meeting the objective and the great shave off is expected to take place at the end of March. *Note that an e-mail on MARHST-L (5 February) joyfully announced that the official date of hairlessness will be 28 March.*

Congratulations to **Alan Ruffman**. His *Titanic Remembered: The Unsinkable Ship and Halifax* has turned out to be a best seller at the Marine Museum of the Atlantic's Museum Shop for two years running. *Titanic Remembered* is published by Formac Publishing Co. Ltd., Halifax. There are numerous colour and black and white photographs, 72 pages. He also notes that it was a slip of typewriter key that led to mention of a 1919 explosion in Halifax (October 2000 *Argonauta*, p. 17) and not December 1917 – the co-editors are equally to blame, of course.

Bill Schleihau has had three articles appear over the past few months: "Necessary stepping stones..." The Transfer of *Aurora*, *Patriot* and *Patrician* to the Royal Canadian Navy after the First World War" (*Canadian Military History*, Summer 2000); "The Ancestral ASDIC" (*Warship International*, Number 3, 2000) and "The Restoration of HMS *M-33*" (*Warship International*, Number 2, 2000). A bittersweet note is that the last-mentioned *WI* also contained "Naval Radio – Introduction and Development 1900-1920" by Captain **Vern Howland**, whose passing was noted in the July 2000 *Argonauta*.

Victor Suthren is maintaining a very busy schedule. He has just had published, *To Go Upon Discovery: James Cook and Canada from 1758 to 1779*, (Toronto: Dundurn Press, 2000). Following this he has begun a new biography of the French soldier and navigator, Louis-Antoine de Bougainvillea, to be published in the fall of 2002.

Captain/Seaman Suthren has also become the Canadian representative of the HM Bark Endeavour Foundation of Australia. In June he will serve as a Seaman and lecturer

during the one month voyage of HM Bark Endeavour replica through the Great Barrier Reef off Australia in June 2001.

He is in the midst of designing the historical programming for the 1812-era square topsail Privateer *Lynx* now building in Maine for the Woods Maritime Foundation of Newport Beach, California (www.privateerlynx.org). Another project he has underway is the Founding of Detroit (1701) reenacted landing of Antoine de la Moths - Cadillac for Detroit 300 Festival to take place in July, 2001.

Museum News

At **The Stewart Museum** at the Fort on Île Sainte Hélène in Montreal. Recently published is the catalogue for the exhibition, *Yes! The World Is Round: A Closer Look at Early Globes, Maps and Scientific Instruments*. They also have a very active exhibition schedule. *In Search of Paradise: The Voyages of Bougainvillea and Cook in the South Pacific* will be running from May 14, 2001 until the end of October 2001. The exhibition will feature the parallel careers of Bougainvillea and Cook. Upcoming starting November 2001 is *Steamship Navigation in Canada/USA* followed by *French Cities Of America*, May 2002 to October 2002.

The Expansion (Phase 1) **Yarmouth County Museum** was formerly opened on August of last year. This phase saw the restoration of the "Little House" (a c1895 house owned by Abram Little) into the Archival Research Centre as well as the construction of a "Preservation Wing". Fundraising for Phase 2, the Education Wing continues. The Yarmouth County Museum has an outstanding collection of ship portraits.

And from the **National Maritime Museum** Centre for Maritime Research at Greenwich news about the *Women and the Sea Network*. Their newsletter, formerly published in hard copy will now be available on the web only. Faced with high costs and a desire to include illustrations they decided to follow a less expensive alternative to publication in print form. There is also a discussion group for the *Women at Sea Network* that can be reached at: <http://www.nmm.ac.uk/cgi-bin/cdforum/dcboard.cgi>

HMCS *Haida* Report

The painting contractors completed the Steering Gear Compartment in June. This has now been included in the tour, so that guests can now see from stem to stern.

On July 1, *Haida* fired the traditional 21-gun salute and on July 5, the new display "A Damned Un-English Weapon" and "Canada's Unknown War" opened in the Shipwright Shop. This display was researched and designed by the summer students. Given its success Peter Dixon is investigating the possibility of it becoming a travelling exhibit. These same summer students have completed an ambitious maintenance plan that has seen the Quarter Deck, Bridge and both funnels repainted.

Peter Nicholson of Catholic Protection was down on July 17 and restarted the Cathodic Protection. The sacrificial anodes were designed for a life of 15 years. We are now in year 12 from the installation, and Peter will be providing some estimates for their replacement.

Stephen Shapiro, the Curatorial Assistant, hired by Friends of H.M.C.S. *Haida*, did an outstanding job. The DND loan items, and the substantial photograph collection have been re-catalogued and inventoried. Stephen also accessioned all the ships plans and drawings. This puts the ship well on the way to

meeting Parks Canada Collection Standards.

She fired two seven gun salutes for HMCS *Toronto* during her visit to Toronto, and on Friday August 4, a 100-gun Royal Salute in honour of the Queen Mother's 100th birthday.

Ontario Place will be receiving the complete file on the 4" ammunition from National Defence Headquarters, as it appears that DND will no longer be able to supply the ship with saluting ammunition. At the moment each round is \$92.50. This may become a serious funding issue.

Lieutenant (N) Peter Dixon is the ship's new Commanding Officer. He will be steering the ship through what might be interesting times, for in the fall of 2000, the Minister of Heritage, Sheila Copps commented that the ship might soon find a new home in Hamilton Ontario. Of course, as this was just before a federal election...

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