

ARGONAUTA

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ARGONAUTA

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Editorial

I was impressed by the Google search engine and the response to a search for the keywords, Canadian Nautical Research Society. There are societies, clubs, individuals, organizations and private ventures that all proclaim their interest in the CNRS. And these connections are all quite separate from the usual links associated with universities, teachers and the site itself. One private individual near Sarnia is proud of his membership in the CNRS while historians and others in the writing trade advertise their papers delivered and published. There are numerous bibliographies and links from allied sites, all connected to 'us'. There are also many web sites with direct links to our own – so that is all to the good. Schoolchild, historian, buff, it is now much easier for the world to connect with the CNRS.

Being "googled" is now a pop culture expression but this 'pop' stuff is not quite as simple as it sometimes looks. We, for example live in one of most electronically connected countries in the world and the result is a crossing of the traditional borders between high

art, low art, musical forms and, of course, history. The phenomena of the eccentric expert, in steamships for example, who turns out to be a banker or mailman (so common in the UK) is increasingly a part of the Canadian historical landscape. In the academic world geographers, economists, epidemiologist and even, dare I say it, naval officers study marine history seriously, and on occasion they get published. There is a proliferation of history books and magazines in my local shops and this can only mean that more people are reading history. The success of these publications is usually the result of tapping into an audience that sees and hears more, usually through television, films and the internet. The critic says, is this real history? Some of the material we see on the History Channel or in magazines is reductionist to the point of absurdity. So we need the professional historians and other intellectuals more than ever but somewhere in there, we in the CNRS must find ways to connect with that big audience interested in history. The cynical view is that the connection must be made because that big audience pays the bills. But the real reason is that history, at its best, is an art form that provokes thought.

Finally back to the Halifax Explosion again. Dan Conlin and John Armstrong, both CNRS members, were interviewed in a piece entitled "Historians blast explosion film" by David Rodenhiser last October 30, 2003 in the *Globe and Mail*. "It's really unfortunate that they took such an inherently dramatic event and distorted it that way" Dan Conlin, curator of the Maritime Museum of the Atlantic, said this week of *Shattered City: The Halifax Explosion*. The \$10.4-million CBC production aired Sunday and Monday. - Among the liberties it took was a sub-plot involving murderous German spies. "The depictions of spies in Halifax is completely false, and it really brings life to old, discredited, paranoid rumours from wartime," Conlin said. John Griffith Armstrong, an explosion author and military historian, was critical of the movie's depiction of army Capt. Charlie Collins taking charge after the blast. "There were lots of military folks in charge at Halifax, and they didn't need a young captain to run the thing for them," Armstrong said. Despite their criticisms, Conlin and Armstrong agree the movie may serve some good by getting more people interested in the actual explosion. And Dan and John, just doing their job!

MDS

President's Corner

Happy New Year everyone. Welcome the new year by keeping healthy and fit, and resolve to recruit a new member.

I don't think a month, sometimes even a week, goes by without some development come in as an e-mail or a letter relating to the operations and planning of our Society: membership matters, treasury business, changes to the website, queries and communications, the annual conference, publications, prizes and awards, and more. Preparations are currently in hand for the Executive Council's mid-winter meeting at Kingston in late January when matters are discussed and decisions will be taken that cannot wait until the annual general meeting. I'll tell you about it in my next "Corner". All this means a considerable amount of work for our office holders and councillors.

I believe everyone finds it satisfying to do their bit. Their continuing enthusiasm ensures the that the CNRS is moving forward, or as a physicist friend of mine says, "the slope continues to remain positive." If any member reading this thinks they would like to be more actively involved the above mentioned activities, in the near or long term, please let me know by dropping me a line at the Society's postal address or by e-mailing me. My electronic address is on our web page. Like any organization, CNRS has a succession plan, but it always needs input and review.

Once again congratulations are due to our honorary life member, W.A.B. "Alec" Douglas, who in December was awarded the 2003 Admiral's Medal. The award, established in 1985 by the Admirals' Medal Foundation, was made for Dr. Douglas' contribution to Canada's naval and maritime history over many years. It is encouraging to see the arts and humanities receive their due. "Alec" is a most worthy recipient of the award which was made in part for his tireless efforts on behalf of CNRS.

I want to encourage as many members as possible to attend this year's annual meeting being held from 26 to 29 May, 2004, at Ottawa. Our annual conference is becoming an increasingly important event in our CNRS calendar, attracting national and international participants. Your attendance will make a difference. This year we are meeting at Ottawa together with the Canadian Hydrographic Service to celebrate the centenary of its founding in 1904. The conference theme is "A Canadian Celebration of Hydrography." Several special events have been planned including a reception at the National Archives of Canada on the opening of a new exhibit devoted to Canadian hydrography and the launch of a collection of essays on hydrography by internationally known scholars edited by our own Bill Glover. Ottawa has many attractions of its own in addition to those associated with the conference. So consider joining us this year. I am looking forward next May to seeing old friends and making new acquaintances.

James Pritchard
President, CNRS

N° 6386
NAVIRE L "Mont-Blanc"

SOUSSION DE FRANCISATION.

Je, soussigné, (Société Générale de transports maritimes à vapeur) (1) Nous, prénoms et pro-
demeurant à Marseille, rue des Capucins, n° 3, jure et affirme fession du propriétaire.
que le navire à vapeur nommé Mont-Blanc, que je déclare vouloir attacher au port
de Marseille, jauge Mille huit cent-vingt et un
tonneaux soixante et trois centimètres.
centimètres, suivant les données ci-après :

The illustration which should have appeared at the top of Alan Ruffman's *Lloyd's Register can, and has, made errors in the names of foreign-registered vessels: the Mont-Blanc and Guvernøren*: the title portion of the original *Soumission de Francisation* for the *Mont-Blanc*. (courtesy Alan Ruffman)

Argonauta Errata

The editors regret errors in the previous issue. Technical issues with fonts and printer-drivers led to some curious characters in the article *Lloyd's Register of British and Foreign Shipping...* by Alan Ruffman. As Alan writes:

The strange symbol, a vertical rectangle superimposed on an 'o', in the name *Guvernøren* must have puzzled all our non-Norwegian readers. It should have been an 'ø'. The name of the Norwegian national marine museum in footnote (7) is "Norsk Sjøfartsmuseum," and that of the Norwegian International Ship Register is "Sjøfartsdirektoratet."

The small vertical rectangle following the word "France" in line 3 of footnote No. (3) was meant to be the "approximately" symbol – ie the page was approximately 41.5 x 27 cm in size.

Also, the two supporting illustrations for Ruffman's piece were inadvertently missed: they are the ones shown at the top and bottom of this page.

The Admirals' Medal for 2003

The Admirals' Medal Foundation
PO Box 5055
Ottawa, ON., K1P 5A6
Tel: 618-296-7389

COMMUNIQUÉ (9 November, 2003)
The Admirals' Medal Foundation takes great honour in announcing the award winner of The Admirals' Medal for the year 2003 to be Commander William Alexander Binny DOUGLAS, C.D., R.C.N. (retired), Ph.D., M.A., B.A. – in recognition of his long and distinguished career in Canadian maritime and naval history.

Fonction: Capitaine
Nom et prénoms: Le Dr Médéc Aimé

Capitaine Aimée Le Médéc's name, from the chronological file of his voyages for la Compagnie Générale Transatlantique. (courtesy Alan Ruffman)

Dr. Douglas has made a notable and unique contribution to the naval and military history of Canada. He has demonstrated a life long passion for his work and has been a major contributor to the education and professional development of Canadian officers. He had early and long involvement in the establishment of the Canadian Nautical Research Society, including the new life for its journal *Northern Mariner / le Marin du Nord*. In addition he has opened up opportunities for Canadian Forces people to do advanced studies and has served as a graduate studies supervisor for military students at several universities.

Dr. Douglas entered the RCN via UNTD in 1950, and specialized as a navigator. In 1967, He joined DHist from Royal Military College, where he had been on staff since 1964. He became Director General History in 1992 and retired in 1994. He initiated the project, recruited, led the research team, and co-anchored the Official Operational History of the Royal Canadian Navy. This project was launched in Ottawa on 1 May, 2003.

The silver medal and accompanying certificate was presented to him in Ottawa on Friday 5 December 2003. The Admirals' Medal Foundation was established in 1985 in connection with the 75th anniversary of the Naval Service of Canada. Previous winners of the Admirals' Medal were R.I. Hendy, 1985; L.C. Audette, 1986; M.C. Eames 1987; Moira Dunbar, 1988; C.R. Nixon, 1989; T.C. Pullen, 1990; C.H. Little, 1991; F.W. Crickard, 1992; J.A. Beesley, 1993; W.A. O'neil, 1994; J.B. Macinnis, 1995; A.H.G. Storrs, 1996; R.w.timbrell, 1997; H.G. Dewolf, 1998; D.P. Ryan, 1989; A.B.C. German, 2000; A.W. May, 2001; P.G. Chance, 2002.

The Admirals' Medal Foundation is a registered charitable organization whose mandate is to provide recognition of the significant contributions of individuals to Canadian maritime affairs. The Foundation solicits nominations from interested individuals or groups and the winner is selected by an Awards Committee each year. For additional information, contact Doug. Samson, e-mail: DES4529@aol.com.

2002 Keith Matthews Awards Recognize Excellence

by Faye Kert

The CNRS Awards Committee devoted considerable time and pleasure to reviewing a dozen excellent books and a year's worth of articles published in Volume 12 of *The Northern Mariner/Le marin du nord* to ensure that the recipients of the Keith Matthews Awards for Best Book and Best Article for 2002 met the award's rigorous standards of scholarship and contribution to nautical research established over the last decade.

The Book Award Committee consisting of Alec Douglas, Chris Madsen and Julian Gwyn reviewed a strong cross-section of books on topics ranging from canoes to tugboats, explosions to exploration and fishing to fire fighting. In fact, 2002 turned out to be a banner year for books on maritime subjects and the committee debated over several possible winners. For the first time in many years, four additional titles received certificates of Honourable Mention in recognition of their contribution to nautical research.

The Keith Matthews Award for Best Book for 2002 went to *The Canoe: A Living Tradition* by John Jennings of Trent University (Toronto: Firefly Books, 2002). Produced in cooperation with the Canadian Canoe Museum of Peterborough, Ontario, this beautifully printed and illustrated coffee-table book is more than just a pretty face. The Committee was particularly impressed by the breadth of scholarship represented in the twelve essays comprising the book and their contribution to our understanding of the history and importance of the canoe, "the quintessentially Canadian contribution to the nautical field". (committee report)

The four books singled out for Honourable Mention are:

John Griffith Armstrong, *The Halifax Explosion and the Royal Canadian Navy: Inquiry and Intrigue* (Vancouver: University of British Columbia Press, 2002).

A longtime CNRS member, Armstrong was recognized for his thorough research of this dramatic episode in Canadian maritime history which filled significant gaps in our knowledge of the event, especially from the standpoint of the RCN. The Committee also praised *The Halifax Explosion* as an excellent first book of a new military history series published by the Canadian War Museum in cooperation with UBC Press.

Marian Binkley, *Set Adrift: Fishing Families* (Toronto: University of Toronto Press, 2002).

This sociological study of the role of women in Nova Scotia fishing communities complements the author's previous important studies of the deep sea and inshore fisheries of the region. Her extensive literature research combined with detailed interviews fills out our knowledge of the essential economic and social role women continue to play in support of Nova Scotia's fishing industry.

Francis Mansbridge, *Launching History: The Saga of the Burrard Dry Dock* (Vancouver: Harbour Publishing, 2002)

As the archivist of the North Vancouver Museum and archives, Mansbridge combines extensive use of company records and archival photographs with interviews with former family members and staff to tell a fascinating story. The Committee noted that thorough research, entertaining writing and attractive presentation all contributed to a book that satisfied both academic and popular readers.

Glyn Williams, *Voyages of Delusion: The Quest for the Northwest Passage* (London: Harper Collins, 2002; Yale University Press, 2003)

The committee recognized this book as a work of outstanding scholarship masterfully told. Amplifying the author's earlier work, *Voyages* presents the entire eighteenth century story of Canadian Arctic exploration in a single volume.

The Articles Committee, consisting of Christon Archer, Alec Douglas and Christopher

McKee, reviewed all the articles published in Volume XII of *The Northern Mariner/Le marin du nord* and finally agreed on Timothy Wilford for the cryptically titled "Decoding Pearl Harbor: USN Cryptoanalysis and the Challenge of JN-25 in 1941" in issue Number 1 (p. 17 - 37). They also congratulated Bill Glover for taking over editorship of the journal and orchestrating its move from Memorial University of Newfoundland to a new publisher in Kingston, Ontario.

If you have not had the opportunity to read any of the award-winning books or articles, I can recommend them all. If you would like to nominate a book or article for the 2003 awards, send an e-mail to journal editor Bill Glover at williamglover@sympatico.ca or to book review editor Faye Kert at fkert@sympatico.ca.

Research Queries

Argonauta contributor Robin Wylie is working on the old Clyde-built CGS *Druid* for a future column – he is wondering if any reader knows of anything during her career as *Niasra*: her hull is supposed to be beached somewhere around the Lakehead. Robin's address:

Robin H. Wylie
East LaHave
RR3 Bridgewater,
Nova Scotia B4V 2W2

Gene Woodwick (glw@reachone.com) writes:

The SS *Catala* was built by the Rossi Shipyard in Montrose Scotland in 1925 as the of the Union Steamship Company Line operating from Vancouver BC to Prince Rupert. She was a passenger/tramp cargo ship. During WWII she carried US and Canadian troops. When the era of steamships ended she was sold to Northland and was one of the few Union Steamships revived to her former purpose in 1958 for a short while. Northland was going to convert her to a fishing scow. During the 1962 World's Fair she was bought by the developers of Ocean Shores, WA, as a hotel ship during the

Fair. Later the developers brought her to their development to serve as a "botel" charter operation.

A 1965 New Year's Eve storm capsized the vessel. Salvage operations were unsuccessful. She was a coastal tourist attraction for nearly 30 years before being cut up for scrap. I am interested in her years serving logging camps and canneries as well as any information from your membership. She was a beautiful ship.

And literally minutes before going to press, **Alan Ruffman** sent:

On May 27, 1945, westbound convoy ON 303 encountered an enormous iceberg in the thick of fog at 43° 08' N, 49° 18' W. Immediate evasive action was taken, and only one of the convoy's vessels hit the iceberg. However, 19 other vessels hit each other with varying amounts of damage; no vessels were lost, but needless to say chaos reigned in the fog for a while.

Brian Hill, Ice Tank Supervisor at the National Research Council's Institute for Marine Dynamics in St John's, Newfoundland and Labrador, and I are wondering on how many other convoys in WWII, or WW I, was an iceberg encountered and the cause of damage to vessels? Could we call upon the readers of *Argonauta* to perhaps steer us to the other convoy reports where vessels collided with icebergs (as opposed to pack ice)? Or steer us to other reports, perhaps of collisions of naval vessels with icebergs? We would be delighted to find that someone has indexed, or reported on, such wartime iceberg collisions.

Interested readers can find Brian's iceberg collision database at:

www.nrc.ca/imd/ice

Alan Ruffman
PO Box 41, Station 'M'
Halifax, Nova Scotia B3J 2L4

News and Views

Sea Hunters Search for mini Arrows

In the summer of 2003, Jim Delgado and his team of *Sea Hunters* dove from the shores of Prince Edward County, Ontario, filming for what is to be their 91st episode. The search was centred around the remains of the nine "mini-Arrow" models, launched during the development of the ill-fated Avro Arrow jet interceptor, cancelled by the Canadian government in 1959. The team also took a look at the unexplored wreck of a 19th Century schooner, only recently discovered. More information can be found at:

www.aandc.org/news/sea_hunters.html

Gerry Andrews Honoured in BC

The Royal BC Museum put together a display in honour of Gerry Andrews, former Surveyor General of British Columbia, last fall. Andrews, who is near his 100th birthday, is considered "the father of modern mapping" in the province. In preparation for the Normandy Invasion in 1944, he and his team of analysts built on the aerial photographic-mapping techniques used pre-war in BC in order to determine water depths, identify underwater obstructions, and pinpoint other details needed for the landings.

Government Shipwreck Databases

[this was posted by Mike Yared (mike_yared@hotmail.com) on MARHST-L, in December 2003 – reproduced by permission]

Perhaps the most interesting is the NIMA Worldwide Shipwreck Database, available upon request in electronic format under FOIA from:

National Geospatial-Intelligence Agency
Attn: Freedom of Information Act Office
4600 Sangamore Road
Bethesda, MD 20816-5013
(NIMA was recently renamed the NGIA, National Geospatial-Intelligence Agency)

The US Navy has a computerized shipwreck database inventory. A copy of this database, located at the U.S. Naval Historical Center, is available from the Navy at:

Navy
Doris M. Lama
Head, DONPA/FOIA Policy Branch
CNO (N09B10)
2000 Navy Pentagon
Washington, D.C. 20350-2000
telephone number: (202) 685-6545
fax number: (202) 685-6580
e-mail address: navyfoia@hq.navy.mil

The Navy is also in the process of compiling a database of Naval Aviation Wrecks. A general descriptive article about the shipwreck database is posted at:

www.history.navy.mil/branches/org12-7c.htm

The US Department of the Interior has several large databases of shipwrecks available upon request from:

Department of the Interior
Alexandra Mallus
Departmental FOIA Officer (MS-5312 MIB)
Office of Information Resources Management
1849 C Street, N.W.
Washington, D.C. 20240
telephone number: (202) 208-5342
fax number: (202) 501-2360
e-mail address: alexandra_mallus@ios.doi.gov

Within the Interior Department, the Minerals Management Service has the most prominent database, as does the National Park Service, but other agencies also have data on shipwreck maps. Note that the Minerals Management Service does have their Alaska shipwrecks database posted online at:

www.mms.gov/alaska/ref/ships/

The United States Coast Guard maintains a database of shipwrecks, which you can get by writing to:

United States Coast Guard
Donald G. Taylor

HQ USCG Commandant, CG-611
Washington, D.C. 20593-0001
telephone number: (202) 267-1086
fax number: (202) 267-4814

The Coast Guard also has a database entitled the Abandoned Vessel Inventory System [AVIS]. The Coast Guard also has a database called the Marine Safety Management Database to track maritime incidents including tracking sunk vessels.

The National Oceanographic and Atmospheric Administration, NOAA, maintains a database called the Automated Wreck and Obstruction Information System, or AWOIS. This database is maintained by NOAA's Office of Coast Survey. You can obtain a copy of this database by sending a letter to:

NOAA
Jean Carter-Johnson
FOIA/PA Officer
Room 10641, SSMC-3
1315 East West Highway
Silver Spring, MD 20910-3281
telephone number: (301) 713-3540, ext. 209
fax number: (301) 713-1169

Also available upon request from NOAA is the database from the NOAA Abandoned Vessel Program, and the Pacific Coast Maritime Archeological Summary, which includes over 10,000 sunken or abandoned vessels, including 240 designated pollution hazards.

The NOAA ARCH database identifies shipwrecks within the Maritime National Sanctuary. NOAA also has the Resources and Underwater Threats, the RUST database, which includes shipwrecks and other hazards. Finally, NOAA has a database called MARINER, Maritime Archeological Resources Inventory for National Evaluation and Research, which merges all shipwreck and hazards data in one place, but this database is still a work in process.

The South Pacific Regional Environmental Programme, SPREP, catalogues hundreds of military vessels sunk in the Pacific

Ocean during World War II, including hundreds of tankers.

The Army Corps of Engineers is rumoured to have a database of shipwrecks, which is available from:

Army

Bruno C. Leuyer

FOIA/PA Officer

7798 Cissna Road, Suite 205

Springfield, VA 22153-3166

telephone number: (703) 806-7820

fax number: (703) 806-7135

This article was used in the preparation of this overview:

http://response.restoration.noaa.gov/dac/vessels/docs/Helton_NSC2003.pdf

Annapolis Naval History Symposium

From Dr. Gary Weir of the US Naval Historical Center:

As far as we know there are no plans to renew the symposium as the security situation makes the USNA reluctant to hold such a gathering on the Yard in Annapolis. The Maritime Museum in Norfolk is toying with the possibility of formulating a similar conference to fill the void, but nothing is firm yet. This is a sad by-product of 9-11.

Bid to Find Lost Persian Armada

[from the BBC News Online Science Staff, 19/01/04]

Archaeologists have embarked on an epic search for an ancient fleet of Persian ships that was destroyed in a violent storm off Greece in 492 BC. The team will search for sunken remains of the armada – sent by Persian King Darius to invade Greece – which was annihilated before reaching its target. Waters off Mount Athos in northern Greece, the site of the disaster, have yielded two helmets and a spear-butt. Experts will return to the site in June to look for more remains of the fleet.

“This is an extraordinarily target-rich area for ancient shipwrecks,” Dr Robert Hohlfelder, a maritime archaeologist at the University of Colorado, told BBC News Online.

An account of the 492 BC disaster is related in *The Histories*, by the 5th Century BC Greek writer Herodotus. He says the ships were smashed against Mount Athos. Last year, the team discovered a shipwreck containing amphoras, pottery containers used for transporting foodstuffs. How, if at all, this wreck relates to the disaster is not known. The archaeologists also found a bronze spear-butt, called a *sauroter*, at a site where, in 1999, local fisherman raised two Greek classical helmets from the seafloor. The *sauroter* was found in the possession of an octopus, which had dragged the spear-butt inside a modern jar in which it had made its sea-floor home.

The survey could help resolve arguments about how triremes – ancient galley warships used by the Persians and Greeks – were constructed. Not a single trireme wreck has ever been found and archaeologists on the survey are divided over the likelihood of finding one on this expedition.

The project is a collaboration between the Canadian Institute of Archaeology and the Greek Archaeological Service. Katerina Dellaporta, of the Ephorate of Underwater Antiquities in Greece, and Dr Wachsmann are leading the research.

Architectura Navalis Mercatoria

The great Chapman is universally admired. The whole of his masterpiece, *Architectura Navalis Mercatoria* has been placed on the website of the Maritime Museum in Stockholm at:

www.sjohistoriska.nu/Avdelningar/ritarkiv/chapman/chapmanindex.html

Chesapeake Mill

[from Adrian Jarvis about the Chesapeake Mill – and see the October 2003 issue of *Argonauta*]

I made various enquiries, and can report at least some progress as a result of the representations made by ourselves and many others to the [Plymouth City Councillors].

First: the Council is now in no doubt or the importance of, and widespread interest in, the Mill. This means that Second: the Members know they are being watched by maritime historians, marine archaeologists and industrial archaeologists on both sides of the Atlantic. Third: the 'Listing' of the building has been upgraded from II to II*, making alteration of any features mentioned in the listing significantly more difficult. Fourth: The council will retain the freehold title to the property and will incorporate existing protection, fairly major repair works and also facilities for research and interpretation to visitors, into the intended lease. The mill will be open to visitors six days per week.

However, they remain convinced that their private sector partner is the only financially viable option.

Argo readers can take some satisfaction in knowing the CNRS played a part in helping to preserve this important structure.

A Great Lakes History Resource from Walter Lewis

Probably the best known of the nineteenth century histories of the Great Lakes was the great two volume work, *History of the Great Lakes*, published by Beers in Chicago in 1899. Volume 1 is now available online at:

www.hhpl.on.ca/GreatLakes/Documents/HGL/

The 900 or so pages of the original were scanned by Brendon Baillod and myself. In addition there are 89 illustrations, some of which were republished from Robertson's *Landmarks of Toronto* and Stanton's, *American Steam Vessels*, both of which are available on the Maritime History of the Great Lakes site.

My only regret is this early version of the History, volume 1, is not yet indexed. The indexing I do for the site is fairly painstaking and I did not want to wait anything up to a year to make this available. At the same time don't forget that parts of volume 1 and all of volume 2 are available from

linkstothepast.com/marine/index2.html

Odyssey Completes SS Republic Pre-Disturbance Survey and Begins Excavation

[from *Business Wire*, 6 November 2003]

Odyssey Marine Exploration, Inc, a leader in the field of deep ocean shipwreck exploration, has completed detailed necessary pre-disturbance survey work and has begun the archaeological excavation of the SS *Republic* shipwreck site.

The archaeological pre-disturbance work included a detailed photomosaic of the shipwreck site and debris fields. More than 4,600 digital still photographs were taken during the photomosaic and site survey work over the course of 23 dives.

"We are thrilled by the detailed images of the site. Each dive has revealed more information about the cargo and site configuration," reported Greg Stemm, Odyssey Co-founder and Director of Operations. "And now, we're beginning to remove sediment and debris to reveal what lies beneath. Archaeological excavation of the site has begun."

To the company's knowledge, this is the first time that a geographically correct colour photomosaic of a shipwreck and debris field on a deep-water shipwreck has ever been produced. The fact that the detailed study was produced on site during operations, rather than after months of post-processing work on shore is also a first.

After the *Republic* project, Odyssey plans to conduct an archaeological excavation on HMS *Sussex*, a British warship that sank in

1694. The company has several additional projects that can be undertaken after the *Sussex* project is complete.

"We're not in business to excavate one shipwreck," stated John Morris, Odyssey co-founder and CEO. "Deep ocean shipwreck exploration and excavation is an emerging industry with real potential and we plan to be the leader in the field. The *SS Republic* is the first of a number of recovery projects planned."

The *SS Republic* was a sidewheel steamer that was lost in deep water in 1865 after battling a hurricane for two days. All the crew and passengers made it safely off the vessel, although a number of passengers eventually died on one of the rafts before they could be rescued. The ship, en route from New York to New Orleans, was reportedly carrying a large cargo of gold specie.

Pictures from the *SS Republic* shipwreck site, which lies approximately 1700 feet deep below the surface of the Atlantic, are available at:

www.shipwreck.net

South African Underwater Heritage

South Africa's first long-term underwater heritage survey has recently been launched by the South African Heritage Resources Agency, thanks to a 4.2-million rand grant from the National Lotteries Distribution Trust. The survey team, headed by maritime archaeologist John Gribble, comprises four archaeologists, three of whom specialise in maritime archaeology. Some of the sites to be surveyed include the wrecks of *HMS Birkenhead*, *Soares*, and the many hundreds of stone-age middens.

Merchant Navy Commemorative Theme Project

This is an international initiative that aims to commemorate the Allied Merchant Navy and educate Canadians and the international community on the contributions made by the thousands of Merchant Mariners from Canada and from other allied nations.

In 2003, Bill C-411 was passed in the House of Commons, designating September 3rd as the Official Day of Remembrance for the Merchant Navy. September 3rd, 2004, will mark the 65th Anniversary year of the declaration of World War Two, the sinking of the first merchant navy vessel, the *SS Athenia*, the first Canadian casualty of war stewardess Hannah Baird, and the first anniversary year of Bill C-411.

Admiral Buck, Chief of the Maritime Staff, has recently appointed an official DND representative to be part of this Merchant Navy initiative, and may well merge with DND's plans leading up to the 100 Year Anniversary Celebration of the Canadian Navy planned for 2010.

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The End of the Battle of the Atlantic

By John Crosse

Fraser McKee's analysis of Wartime Convoys (*Argonauta*, July '03) brought back a whole flood of memories, most relevant here being those connected with the end of the battle. Contrary to what is generally believed, the Battle of the Atlantic did *not* end on the same day as the end of the war in Europe, VE Day, May 8th 1945, but *continued for a further twenty days*.

In this article I present such evidence as I have to support this contention. A difference of twenty days in a battle that lasted 69 months may seem unimportant, but it is necessary to set the record right.

On VE Day there were still many U-boats in the Atlantic and no certainty that all would surrender peaceably. There was still the ever present danger that one fanatical U-boat commander might disobey Doenitz's orders and attack a convoy. The Admiralty therefore

wisely gave orders for hostilities to continue until such time as all U-boats had surrendered, or been accounted for, and that in the meantime all convoys would continue to sail under full wartime security.

Arnold Hague, in his most valuable work, covering the whole battle¹ (which Fraser McKee also used *inter alia*), summarized, for the first time, the movements of all convoys throughout the war. He lists no less than forty-eight (48) that sailed *after VE Day*. These involved more than 1,361 merchant vessels in total (see Appendix). There were also other vessels, not included, that sailed independent.

We also need to look at U-boat Signal Intelligence collected by Commander Rodger Winn of Western Approaches HQ in Liverpool, which has now been edited and published by David Syrett². These two books paint a clearer picture of the events of May 1945. However we still lack the 'Report of Proceedings' of all Allied war vessels taking the surrender of individual German U-boats. It is necessary to know how they came to surrendered. Did they quit peacefully? Or were there incidents, such as might be inferred from reading Nicholas Monserrat's *The Cruel Sea*.³ To the best of my knowledge, no accounts of these last days has yet appeared, although it is well known that two U-boats manage to escape to the Argentine after a lengthy voyage of in no less than 77 days.

But from Commander Winn's detailed analysis of SigIntel for the first week of May 1945, *i.e.* the week before VE Day, there were no less than 130 U-boats that needed to be accounted for, 45 to 50 were in the Atlantic, 65

in or near German Norwegian bases and possibly 20 in the Arctic. In addition, there were a large number from Kiel, attempting to reach Norway, 17 of which had already been sunk by the RAF.⁴

One of the main problems at the time was that no German radio transmitter, powerful enough to contact submerged U-boats, remained in working order. Doenitz, as early as May 4th, had signalled all U-boats to cease hostilities and return to base, but even after this order five Allied vessels were torpedoed. These could have been the result of U-boat captains not having received the order. But there could have been more sinister reasons, and this was no occasion for the Admiralty to take any chances; too many ships and men had been lost. The day after VE Day a German signal was sent for all U-boats to surface, report their position and hoist a black flag. From then on the U-boats began to come in, 31 having been located by the 13th. Despite this however Winn's 'U-boat Situation Report' for the week ending 14 May estimated that, of those that had sailed from German ports in the last weeks of the war, there were still 22 unaccounted for in the Atlantic.⁵

A week later the count was down to 11 or 12, and 36 U-boats were now surrendered and in UK ports, 5 in the United States, 2 at Gibraltar, 2 in Canada and one had scuttled off Portugal, besides the many others sunk by their own crews in German and Danish ports. The report's general assessment was that most of the others were homeward bound.⁶

SigIntel published records end at this point. There were still U-boats at large, but by the 28th the Admiralty were sufficiently convinced of the minimal threat they posed to issue a guarded release.

¹ Arnold Hague, *The Allied Convoy System, 1939-1945: Its Organization, Defense and Operation*, Vanwell Publishing, Ontario, 2000.

² David Syrett, *The Battle of the Atlantic and Signals Intelligence: U-boat Situations and Trends, 1941-1945*, Publications of the Navy Records Society, Vol. 139, 1998.

³ Nicholas Monserrat, *The Cruel Sea*, London, 1951, pp 439-440.

⁴ Syrett, *ibid*, 328, p589.

⁵ Syrett, *ibid*, 329 & 330, p590.

⁶ Syrett, *ibid*, 331, p591.

CONVOY RULE RELAXED

The Admiralty announces that, from midnight last night no further trade convoys will be sailed in the non-combat areas.

Ships that would have sailed in trade convoys in the non-combat areas will be sailed independently. By night they will burn navigation lights at full brilliance and need not darken ship.⁷

Here it is worth adding two personal accounts to flesh out the hard statistics of those days. The first is from the American philanthropist Paul Mellon, then a US army officer returning from Europe. "On May 22 I sailed on the *Île de France* from Southampton ... It was packed to the gunwales with GIs and zigzagged its way carefully across the Atlantic, just in case a German submarine out there had not heard word that the war was over or, if it had, wasn't going to pay any attention."⁸

The second, is by Tom Osborne, a former World War II British merchant seaman now living in Victoria, B.C. "[In May of '45] I was a seaman on the *S.S. Corfu*, a troopship coming back from India with sick and wounded from the XIVth Army in Burma. We were sailing independent but with an escort. As we approached Gibraltar we could see all these rockets and flares going up, and somebody said 'The War's over!' All the lights of Gibraltar were on, and we open up the portholes. But somebody quickly ordered 'Put that light out! Close the scuttle' We could not figure out what's going on? Our escort was dropping depth charges, and all the way through the Bay of Biscay we could hear this boom, boom of depth charges going off."⁹

So much for such evidence as I have at the moment. However it is still necessary to find two Admiralty signals, the one, issued May 8th, ordering hostilities to continue, and the

other the official order promulgated the 28th May, ending the Battle. David Syrett suggests to look in ADM 1 or ADM 199 at the Public Record Office.

The question therefore arises as to how this error has remained in the history books for more than half a century? I was a young 'subby' at the time and 'raring to go'. I was most disappointed when the War ended. For most of the rest of us though, the day the war ended there was a wild stampede to return home. Within a couple of months almost every corvette crew had been paid off and their vessels laid up¹⁰, some of the larger frigates might possibly have a use in the battle still continuing against Japan. In Canada, the war against Japan seemed a long, long way away. In Britain though all efforts were turned to achieving victory in the Pacific. We all forgot about the last few days in the Atlantic.

I fully recognize that this analysis is not complete, but *please* could we get the date of the end of the Battle of the Atlantic correct?

⁷ *The [London] Times*, Tuesday May 29 1945, page 4.

⁸ Paul Mellon, *Reflections In A Silver Spoon*, R.Morrow, New York, 1992, page 220.

⁹ Tom Osborne, personal communication to author.

¹⁰ Thomas G. Lynch, *Canada's Flowers*, Halifax, 1981, pp 64-68.

APPENDIX, ATLANTIC CONVOYS, POST V-E DAY (8 MAY 1945) SAILINGS

CONVOY	DEPARTURE PORT	DEPARTURE DATE	ARRIVAL PORT	ARRIVAL DATE	SHIPS DEPARTING
<u>NEW YORK TO UNITED KINGDOM</u>					
HX 355	NEW YORK	09/05/45	LIVERPOOL	25/05/45	57
HX 356	NEW YORK	13/05/45	LIVERPOOL	26/05/45	47
HX 357	NEW YORK	19/05/45	LIVERPOOL	03/06/45	83
HX 358	NEW YORK	23/05/45	LIVERPOOL	06/06/45	56
<u>SLOW CONVOY, HALIFAX - UNITED KINGDOM</u>					
SC 176	HALIFAX	16/05/45	LIVERPOOL	29/05/45	26
SC 177	HALIFAX	26/05/45	LIVERPOOL	08/06/45	32
<u>MEDITERRANEAN - U.K., SLOW</u>					
MKS 100G	GIBRALTAR	10/05/45	LIVERPOOL	17/05/45	23
MKS 101G	GIBRALTAR	15/05/45	LIVERPOOL	22/05/45	19
MKS 102G	GIBRALTAR	20/05/45	LIVERPOOL	28/05/45	21
MKS 103G	GIBRALTAR	25/05/45	LIVERPOOL	01/06/45	14
<u>OUTWARD NORTHERN, TO NORTH AMERICA</u>					
ON 302	LIVERPOOL	12/05/45	DISPERSED 40°28'N, 70°16'W	27/05/45	75
ON 303	LIVERPOOL	17/05/45	DISPERSED, NEW YORK SHIPS ARRIVED	02/06/45	81
ON 304	SOUTHEND	21/05/45	DISPERSED, NEW YORK SHIPS ARRIVED	05/06/45	70
ON 305	SOUTHEND	27/05/45	FATHER POINT SHIPS ARRIVED	10/06/45	79
<u>OUTWARD NORTHERN, SLOW, TO NORTH AMERICA</u>					
ONS 50	LIVERPOOL	11/05/45	HALIFAX	29/05/45	17
ONS 51	LIVERPOOL	21/05/45	HALIFAX	04/06/45	20
<u>OUTWARD SOUTHBOUND, TO FREETOWN & MEDITERRANEAN, SLOW</u>					
OS 128 / KMS 102	LIVERPOOL	11/05/45	DISPERSED	15/05/45	7
OS 129 / KMS 103	LIVERPOOL	17/05/45	DISPERSED	21/05/45	16
OS 130 / KMS 104	LIVERPOOL	22/05/45	DISPERSED	24/05/45	25
OS 131 / KMS 105	LIVERPOOL	27/05/45	DISPERSED	30/05/45	13
<u>U.K. - MEDITERRANEAN, FAST</u>					
KMF 45	CLYDE	23/05/45	DISPERSED 47°56'N 08°39'W	24/05/45	14
<u>MEDITERRANEAN - U.K., FAST</u>					
MKF 44	GIBRALTAR	17/05/45	LIVERPOOL	22/05/45	13
MKF 45	GIBRALTAR	04/06/45	LIVERPOOL	08/06/45	11
<u>U.S. - GIBRALTAR</u>					
UGS 92	HAMPTON ROADS	13/05/45	DISPERSED	27/05/45	45
USG 93	HAMPTON ROADS	18/05/45	ORAN	04/06/45	30
USG 94	HAMPTON ROADS	23/05/45	GIBRALTAR	07/06/45	51
USG 95	HAMPTON ROADS	28/05/45	DISPERSED	29/05/45	28
<u>GIBRALTAR - U.S.</u>					
GUS 89	ORAN	12/05/45	HAMPTON ROADS	29/05/45	42
GUS 90	ORAN	17/05/45	HAMPTON ROADS	02/06/45	46
GUS 91	ORAN	22/05/45	HAMPTON ROADS	08/06/45	23
GUS 92	ORAN	27/05/45	HAMPTON ROADS	11/06/45	nk
<u>[CURACOA] NEW YORK - U.K., TANKER</u>					
CU 69	NEW YORK	10/05/45	LIVERPOOL	20/05/45	31
CU 70	NEW YORK	15/05/45	LIVERPOOL	25/05/45	24
CU 71	NEW YORK	20/05/45	LIVERPOOL	30/05/45	21
CU 72	NEW YORK	25/05/45	LIVERPOOL	03/06/45	23
CU 73	NEW YORK	30/05/45	LIVERPOOL	08/06/45	2
<u>U.K. - [CURACOA] NEW YORK, TANKER</u>					
UC 67A	LIVERPOOL	09/05/45	NEW YORK	19/05/45	37
UC 67B	LIVERPOOL	13/05/45	NEW YORK	23/05/45	12
UC 68A	LIVERPOOL	17/05/45	NEW YORK	28/05/45	28
UC 68B	LIVERPOOL	19/05/45	NEW YORK	29/05/45	11
UC 69	LIVERPOOL	24/05/45	NEW YORK	03/06/45	25
UC 70A	LIVERPOOL	29/05/45	NEW YORK	08/06/45	4
UC 70B	LIVERPOOL	05/06/45	DISPERSED	06/06/45	2
UC 71	LIVERPOOL	03/06/45	DISPERSED	04/06/45	6
<u>U.K. - NORTH RUSSIA</u>					
JW 67	CLYDE	12/05/45	KOLA INLET	20/05/45	26
<u>NORTH RUSSIA - U.K.</u>					
RA 67	KOLA INLET	23/05/45	CLYDE	30/05/45	25

Historical Errors and Falsehoods in *Shattered City*

By Dan Conlin

Special thanks to Janet Kitz and John G. Armstrong.

Shattered City is a drama but it is based on a real historical event involving real people and it takes extreme license with historical fact. The film does convey with some visual power the effect of the blast and the destruction and suffering of the people of Halifax. The production values are quite high in terms of historically appropriate costumes and settings. However the film is full of falsehoods, distortions and errors from start to finish. While the drama has unquestionably raised awareness, one must question its validity and not rely on it as an educational resource.

Four Major Examples

1. German spies

There is no evidence of Germans spies or saboteurs in Halifax in World War One during or before the explosion. Military records, both Allied and German, show no spy network operated in Canada. German intelligence officials complained it was "almost impossible" to send intelligence agents to North America in the face of the superior English intelligence network. The limited intelligence gathering from the German embassy in Washington became "quite impossible" after the US entry into the war in 1917. This led to almost "complete abandonment" of any attempt to keep up a secret service, let alone carry out organized acts of sabotage. There were lots of public rumours about German spies in World War One and later in World War Two but these were based on wartime paranoia and ethnic stereotypes. Many Canadian immigrants from Europe, innocent seafarers with German sounding names and Nova Scotians with centuries old German roots became innocent victims of arrests and internment thanks to the sort of paranoia which the film *Shattered City*

promotes by making German spies and saboteurs a major plot line. A large Canadian audience who know nothing about the Halifax Explosion will now think spies were part of it.

Sources:

John G. Armstrong, *Canadian Home Defence, 1914-1917 and the Role of Major-General Willoughby Gwatkin*, unpublished master's, Royal Military College of Canada, 1982 thesis.

Michael L. Hadley and Roger Sarty, *Tin Pots and Pirate Ships Canadian Naval Forces and German sea raiders 1880-1918*, McGill-Queen's Press, 1991.

A web resource on World War Internments:
www.infoukes.com/history/internment/booklet01/

2. Trial and "cover-up"

Shattered City depicts a conspiracy that frees the captain of *Mont-Blanc* and Commander Wyatt with a letter from Ottawa leaving *Mont-Blanc's* pilot, Mackey, as the fall guy for the explosion. There was no conspiracy or intervention by higher powers. In fact, Mackey was the first to be let go even before the trial, by the judge who felt there was not enough evidence, followed by the release of *Mont-Blanc's* captain for the same reason. It was Wyatt who became the scapegoat who went to trial. He was acquitted not by "intervention of powers outside this courtroom" but by a Halifax jury. The film's overall depiction of the trial is a clumsy and false compression of an Inquiry which started in December, a Criminal manslaughter trial which started in February and a civil court case which dragged on into the 1920s. There are fragments of real issues, such as the issue of blaming the dead captain of *Imo* and Wyatt's claim that he had been warning of an impending accident, however these issues are freely mixed with contrived facts, pure inventions and complete reversals of what really happened.

Sources:

Janet Kitz, *Shattered City*, Nimbus 1989. The chapter "Fixing Responsibility" is a good summary.

"Another Calamity: The Litigation" chapter in *Ground Zero*, edited by Alan Ruffman and Colin Howell, Nimbus, 1994. This article gives a more detailed look at the legal aspects. If you want what people actually said, word for word, this document at the Halifax Regional Library reference department has it all: "In the Privy Council On Appeal from the Supreme Court of Canada Between the Ship Imo and La Compagnie General Transatlantic Record of Proceedings", 1919.

3. Vilification of Commander Wyatt and Captain Le Médec

Facts are made up to blame a Canadian naval officer, Commander Wyatt, for the explosion and depict him as an arrogant coward. He is depicted as cowardly refusing to venture near the burning *Mont-Blanc* but ordering others to do so. (In fact Wyatt was trying to get to his harbour tug to direct fire fighting when the explosion occurred.) In the service of a relentlessly anti-British theme of the film, Wyatt is depicted as a British officer, when in fact, he was in the Royal Canadian Navy. (Before the war, he had served in the Royal Naval Reserve as had many Canadian naval officers.) Using a 1990s term, Wyatt is depicted as "deregulating" harbour traffic including raising the speed limits and relaxing rules on the movement of ammunition when in fact it is clear that Wyatt worked with what regulations he had and was calling for more regulation of the harbour pilots as were other officials but were hampered by political patronage interests at the pilotage commission. The captain of the *Mont-Blanc* is depicted as a panicky coward and shown to be one of the first to abandon his ship (when in fact he was the last to leave, insisting on remaining behind.) Le Médec's behaviour is contrasted with heroic action by Mackey which are complete inventions of the film-makers. In final absurd invention, the *Mont-*

Blanc's crew is shown fleeing on foot to New Brunswick to be captured by Mounties when they never left the city.

Sources:

John Armstrong, *The Halifax Explosion and the Royal Canadian Navy*. A chapter looks at the trial in some detail with quotes from critical testimony by Wyatt and Le Médec.

4. Medical Aftermath of the explosion

The film tells us there were no surgeons and only a makeshift hospital until the Americans arrive on trains to save everyone. There were actually a half dozen hospitals operating immediately after the explosion in addition to military medical facilities at five other locations who provided critical personnel and supplies. American relief trains did not arrive for two days. It was five Canadian relief trains who arrived the day of the explosion from towns in Nova Scotia and New Brunswick bringing surgeons, nurses and supplies. They were summoned by heroic railway employees and provided vital medical staff, supplies and fire equipment when it was needed most. American help was greatly appreciated and vital for long-term treatment but it was not part of the initial emergency response. It is unfortunate that the film *Shattered City* turned this important Canadian story into an American one.

Sources:

Joseph Scanlon, "The Magnificent Railways Rail Response to the 1917 Halifax Explosion" *Canadian Rail* No.461 (November-December 1997), 143-153.

Detailed military reports on the medical aftermath:

Department of Militia and Defence Canada, "Extracts from an Intermediate Medical Report Re the Halifax Disaster, December 6th, 1917," by Assistant Director Medical Services, Military District No. 6, Halifax, Feb

26th, 1918), 22-1-245, No. 2 MD, NAC, RG 24, vol. 4273.

ADMS MD No 6 to DGMS, circa 8 March 1918, HQ 71-26-99-3, vol. 1, NAC, RG 24, Vol 6359.

Scene by Scene Error and Fabrication List

This is a list of important errors and falsehoods. It does not include minor anachronisms (such as the wrong flags or incorrect railway insignia etc) but concentrates on blatant falsehoods, distortions or noteworthy errors.

Scene: New York Docks as Le Médec takes command

Falsehood: *Mont-Blanc* is depicted as a decrepit old vessel that "should have been scrapped years ago".

Fact: *Mont-Blanc* was 18 years old but that is not an excessive age for a steel vessel. *Imo* was also 18 years old and in fact, 20 years was about the average age of all the major vessels in the Halifax at the time of the explosion.

Scene: New York Docks, Halifax Basements, Halifax Docks etc

Falsehood: German spies

Fact: There is no evidence of Germans spies or saboteurs in Halifax in World War One during or before the explosion. Military records from both Allied and German records show no spy network operated in Halifax. There were lots of public rumours about German spies in both World War One and Two but these were based on ethnic stereotypes and wartime paranoia. The film *Shattered City* unfortunately gives new life to these xenophobic falsehoods by making spies a major plot-line. A large Canadian audience who know nothing about the Halifax Explosion will now think spies were part of it.

Scene: Horse corral in Halifax

Falsehood: Horatio Brennan (who is changed from a tugboat captain into a horse dealer) says since the British took over, it has all been de-regulation.

Fact: The Royal Canadian Navy took over from the British in Halifax in 1910 and oversaw the operation of the harbour in World War One. There was no British take-over and no deregulation. In fact regulations for harbour traffic were increased because of the concerns about collisions in the constricted shipping lanes at the anti-submarine nets.

Scene: *Highflyer* photographed by German spies

Minor Error: The wrong ship is shown as HMS *Highflyer*.

Fact: *Highflyer* had three funnels, not four and did not have dazzle camouflage at the Halifax Explosion; a minor detail but given the big deal the writers make about *Highflyer*, you think they would have gotten it right.

Scene: Telegraph office

Minor error: Vincent Coleman is shown working in a downtown telegraph office.

Fact: Coleman worked at the Richmond Railway Station, in the middle of a railway yard. Of course he had nothing to do with chasing spies.

Scene: *Mont-Blanc* at Anti submarine nets

Falsehood: The *Mont-Blanc* is depicted as carelessly left to the mercy of German submarines outside the anti-submarine nets.

Fact: Ships were not allowed to go through the net after darkness as a wise precaution against accidents in the dark in the very congested area around the net gates. The examination anchorage was very well defended by two large gun batteries complete with searchlights on McNabs Island and York Redoubt.

Minor Error: The anti-submarine nets are shown in their World War Two location from

York Redoubt to McNabs Island. In World War One, the outer net ran from Point Pleasant to McNabs Island with an inner net from Georges Island to the present location of Pier 21.

Scene: War Bond Rally in Church

Falsehood: In his big anti-war speech, Capt. Collins claims his Canadian unit was sent on repeated pointless attacks by British commanders supplying a constant stream of Canadians cannon fodder.

Fact: At this stage in the war, the Canadian army was under Canadian Generals. The Canadian Corps in Europe had become an elite organization, fresh from the triumph at Vimy Ridge, which had proven that careful preparation, planning and tactics could achieve meaningful results under their own command. A more skilful writer could perhaps have evoked a episode from the horrors of Passchendaele without compromising the real Canadian World War One experience.

Scene: Hospital, Collins Household and Street
Minor Error: The US calvary will come to the rescue.

Fact: This expression used again and again in the movie came from Hollywood westerns in the 1930s and 40s. Nobody was using it in World War One.

Scene: Hospital Ship Scene

Minor Error: A hospital ship is shown unloading wounded at night so no one will see them.

Fact: No hospital ship was unloading wounded on December 5. The landing of wounded troops was well known, much praised and not secret.

Scene: *Imo* and *Mont-Blanc* in Narrows

Error: The film shows *Imo* on the wrong side of the harbour for no reason. Most accounts

point to an American steamship and tug with barges which were the reason why *Imo* was on the wrong side.

Scene: *Mont-Blanc* is burning. Mackey wants to open the sea cocks and sink her to prevent an explosion but the French refuse.

Fact: Opening sea cocks on a loaded merchant vessel is not quick and easy action like pulling a bathroom plug. Testimony at the Inquiry showed it would have taken hours.

Scene: *Mont-Blanc*'s crew flee.

The captain of the *Mont-Blanc* is depicted as a panicky coward and shown to be one of the first to abandon his ship while Mackey stays behind.

Fact: Le Médec was the last to leave, insisting on remaining behind but was dragged off by his crew. This was confirmed by Mackey and all the rest of *Mont-Blanc*'s crew.

Scene: Commander Wyatt of the wharf

Falsehood: He is depicted as cowardly refusing to venture near the burning *Mont-Blanc* but ordering others to do so.

Fact: Wyatt was desperately trying to get to his harbour tug which was equipped with fire hoses to direct fire fighting when the explosion occurred.

Minor distortion: Wyatt warns Coleman about *Mont-Blanc*'s munitions cargo.

Fact: No one is sure who informed Coleman to send his message but most historians believe it was a British convoy officer Lt. Commander Murray who landed at Pier 9 in the tug *Hilford* and sent word to Coleman.

Minor Distortion: The fire department is shown arriving and fighting the fire on the wharf.

Fact: The fire engine had only just arrived when the explosion occurred.

Scene: Waterfront just before explosion
Minor Distortion: Horatio Brennan and his son are turned into waterfront merchants.

Fact: Horatio Brennan and his son were aboard a tugboat trying to pull away *Mont-Blanc*. This was probably changed for budget reason. Horatio Brennan's son survived.

Scene: *Mont-Blanc* Crew Land at Dartmouth
Mackey is shown grabbing a baby from her mother to save them.

Fact: It was one of *Mont-Blanc*'s crew who grabbed the baby. This was clearly changed to make Mackey look good and make sure the French looked bad.

Part 2

Minor Distortion: *Mont-Blanc*'s whole anchor is shown landing in a chicken shed.

Fact: Fragments of the anchor landed in several places. Considering the fabrications elsewhere in the film, this one is pretty forgivable.

Distortion: Capt. Collins is shown taking over the entire relief effort from a confused deputy mayor.

Fact: There were 5,000 soldiers commanded by a very able general in Halifax as well as specialist headquarters staff - including medical troops, not a handful of soldiers led by a junior captain. The scene actually makes the disaster seem much smaller than it was. Locations such as "We can open up the North Barracks. She's gone sir." are made-up details by writers who clearly don't know Halifax. There were no North Barracks in 1917. This scene also overlooks the important work the deputy mayor actually led immediately organizing transportation, food and shelter and sadly misses a classic scene before noon at City Hall where shocked city officials first came together along with army and naval commanders to take stock and move forward, by all accounts very moving and courageous meeting.

Distortion: "Thank God the convoy hasn't sailed, we're depending on the army."

Fact: Halifax was a defended fortress and naval base with a large garrison. This falsely suggests that the whole army presence would have sailed off with the convoy leaving Halifax deserted.

Air Raid Siren goes off warning off a second explosion.

Fact: An air raid siren was not sounded. Soldiers and civilians spread the false report of a second explosion by word of mouth. Another indication of a World War Two convention used in the film.

Officials meet at City Hall

"I can call in the British Navy. The British Navy will stand by while the Royal Canadian Navy makes its assessment".

Fact: This confused discussion has no basis in fact. The British Navy was already busy rescuing people with the crews from two of its cruisers anchored in Halifax and the British admiral on station was working very well with the Canadian Naval officers in the dockyard. This line seems to have been put in to make both the British and Canadian Navies look bad.

Citadel Hill Scenes

People were ordered up to Citadel Hill until late at night and there were no hospitals or shelters.

The all clear was actually given at noon and all morning the injured were directly to a half dozen hospitals which were open and very busy as soon as the dust settled from the blast. The army also had quickly set up many heated tents on the commons, although most found shelter elsewhere.

2nd City Hall scene

Wyatt is arrested at City Hall on December 6 and protests "I am a serving British officer".

Fact: Wyatt was in the Canadian Navy, not the British Navy. He was not arrested until February. He is also falsely described all through the film as "the British Harbour Commander" which implied he had greater authority than his actual appointment as the Chief Examining Officer.

Chebucto School served as a temporary hospital.

Fact: The Chebucto Road School was the central morgue for the explosion, not a hospital. Temporary hospitals were set up at several other locations but the film's writers didn't seem to know or care about real Halifax locations.

Chebucto Hospital Scene

There are no surgeons and only two makeshift hospital until the Americans arrive on trains.

Fact: There were actually a half dozen hospitals operating the day of the explosion. American relief trains did not arrive for two days. Five Canadian relief trains did arrive the day of the explosion from towns in Nova Scotia and New Brunswick. They were summoned by heroic railway employees and provided vital medical staff, supplies and fire equipment when it was needed most. It is unfortunate that the film *Shattered City* turned this important Canadian story into an exclusively American one.

Outside Chebucto Hospital

A soldier says "We're waiting at the North Station." for supplies. "We're out of chloroform", the train was derailed.

Fact: They would have to wait a long time. It was very obvious that the track was closed and blocked by debris. Incoming trains from Nova Scotia and New Brunswick diverted to a new temporary terminals at the south end.

Snowy Road in New Brunswick

Falsehood: *Mont-Blanc's* crew sneak out of Halifax and walk all the way to New Brunswick where they are arrested by

Mounted Policemen using a trick NHL sports question.

Fact: *Mont-Blanc's* crew did not flee the city. This was just an absurd falsehood made up by the film-makers to make *Mont-Blanc's* crew look bad. The use of a sports question is yet another cliché taken from American World War Two movies. As many hockey fans have already indicated, there was no Detroit NHL team in 1917 and the league had in fact just been created, making their games far from common knowledge. The RCMP were not doing any local policing in the Maritime until the 1930s and certainly not on horseback. This scene seems to be the film makers determination to plant a Hollywood western scene in the Halifax Explosion.

Only a few flakes and small piles of snow are shown falling on Dec. 7

Fact: A major blizzard with 18 inches of snow struck the city which greatly hampered rescue and recovery efforts.

Trial Scenes

The film shows a criminal trial and government conspiracy which started on Dec. 7 and ended by Christmas.

Fact: There was an Inquiry which started in December, a Criminal manslaughter trial which started in March, and a civil court case which dragged on into the 1920s. The film makes a messy and false compression of these legal proceedings into one immediate trial and cover-up. There are fragments of real issues which surfaced in the inquiry, such as the question of blaming the dead captain of *Imo* and Wyatt's claim that he had been warning of an impending accident, however these issues are freely mixed with contrived facts, pure inventions and complete reversals of what went on.

Exterior Courthouse scene

Falsehood: Angry mobs, held back by mounted policemen

Fact: There were no mobs held back by mounted policemen. The writers obviously have seen too many episodes of Law and Order.

Brennan says Wyatt brought in high speed limits, re-regulation and was a horse ass.

Fact: Brennan was a real person and did not say any of this. His descendants felt the film's depiction was insulting. Deregulation and speed limits are all things made up by the film makers.

Full 35 minutes to save Halifax
Fact: It was actually 20 minutes.

Le Médec and Mackey fight over who was the last to leave and who tried to take precautions.

Fact: Mackey and Le Médec did not contradict each other. This is a false conflict created to make the French look bad.

Falsehood: A conspiracy frees Le Médec and Wyatt with a letter from Ottawa leaving Mackey as the fall guy.

Fact: Mackey was the first to be let go even before the trial by the prosecutors who felt there was not enough evidence, followed soon after by Le Médec's release. It was Wyatt who became the fall guy who went to trial. He was acquitted not by "intervention of powers outside this courtroom" but by a Halifax jury.

Final Courtroom Scene

The testimony of a surprise witness who survived being blown out of the harbour in a dory who frees Mackey.

Fact: There was no survivor who was blown on to dry land in a dory, although there were remarkable accounts of men who survived from boats blown to pieces in the harbour and other people were blown through the air to survive on land. There was an overlooked last minute witness in a tugboat, Mate John Makiny, RNCVR of the tugboat *Nereid*, but his testimony helped save Wyatt, not Mackey.

Scene: Chebucto Morgue and Burial Scene

An unknown child is selected to represent all the children who died

Fact: There was no symbolic unknown child for the Halifax Explosion. This appears to have been the writers deliberately confusing the Halifax Explosion with an unknown child from the Titanic sinking.

Titles at end:

British quietly transferred Wyatt to Boston and Le Médec was promoted in France.

Fact: Wyatt was dismissed from the Canadian Navy after his trial, despite his acquittal, and his promising naval career was ruined. He went on to work at minor civilian jobs with US shipping jobs firms and moved to Boston. Le Médec was disciplined by the French government and was demoted from 1st Class Captain to 3rd Class Captain, a demotion that lasted for almost the entire length of his career.

Website on the Halifax Explosion

[John G. Armstrong posted this e-mail on MARHST-L on the 12th of December]

Some of you may be interested in looking at a new website dealing with the Halifax Explosion which has been put together by CBC Halifax. It includes quite a bit of interesting material on various aspects, including recently found new film footage. The home page is at:

www.cbc.ca/halifaxexplosion/

The centre left of this page also has links to information about two new films dealing with the explosion which were shown on prime time television in Canada in late October. These can be purchased on the web site.

Maritime Provinces Steam Passenger Vessels

By Robin H. Wyllie

S. S. Brunswick

Specifications:

Official Number:	112056
Builder:	J. E. Bigelow, Canning, NS
Date Built:	1901
Gross Tonnage:	184
Overall Length:	110.0 feet
Breadth:	23.0 feet
Draught:	8.7 feet
Engines:	2 cyl. 15" x 32", 42 h.p.
Engine Builder:	J. Flemming, Saint John, NB
Propulsion:	single screw

History:

By the early part of the 19th Century, thanks to the vast timber resources of the St John watershed, the Bay of Fundy coastal fishery, and its excellent harbour, Saint John, New Brunswick, had evolved into a major port and distribution centre for manufactured goods coming in from Britain and the United States and outgoing lumber, fishery products and produce from the local area. By mid-century it had become a major manufacturing centre in its own right and the main commercial centre, not only for the vast reaches of the St. John River Valley, but for South-Western Nova Scotia and the myriad of small coastal communities hugging both shores of the Bay of Fundy, from Passamaquoddy to Parrsboro at the head of the Bay.

In the beginning, most of the traffic from Bay of Fundy ports to Saint John consisted of bulk soft coal from Cumberland County, produce from Minas basin ports and, of course, fishery products. It was carried by a variety of small locally-owned sailing vessels, among which the ubiquitous coastal schooner proliferated. Return cargoes consisted of imports from the United

Kingdom and the United States, plus a variety of general cargo from Saint John wholesalers.

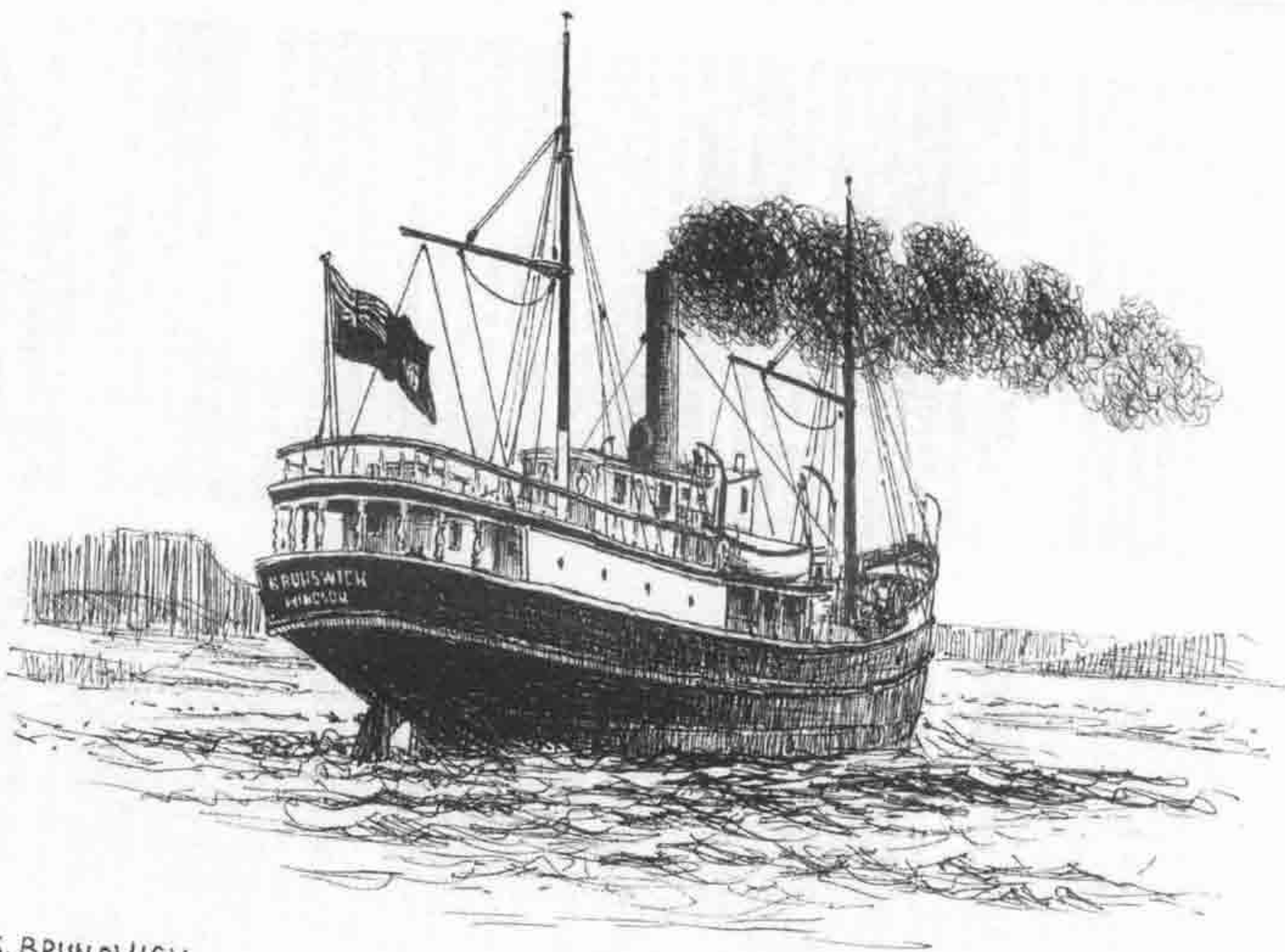
The first steamer built in Saint John was the side paddler *General Smyth*, which had a 20 hp engine built in Glasgow. She commenced running up-river to Fredericton in 1816. As was the case with many early wooden steamers, her engine outlasted her hull and, in 1827, she was dismantled. Her engine was installed in the Deer Island-built *St. John*, which was placed on a run from Saint John to Digby and Annapolis, thereby introducing steam navigation to the Bay of Fundy.

The construction of the Nova Scotia Government Railway from Halifax to Windsor, in 1858, established a railhead on the Minas Basin. Not only was passage down the relatively sheltered waters of the Bay of Fundy much safer than the treacherous South Shore route, but it saved a considerable amount of time and, subject to the tides, regular steamer services were soon established between Windsor and Saint John, Portland and Boston.

When the railway was extended from Windsor to Annapolis in 1869, the big Saint John and US-based paddle steamers moved with it and it was not until the last quarter of the 19th Century, with the establishment of marine engine works in Yarmouth and Saint John, that steam finally began to replace sail on the upper reaches of the bay. Tugs became a common sight in harbours such as Windsor, Hantsport, Amherst and the Shepody Bay ports, and small passenger cargo steamers began to replace the sailing packets.

These little steamers, most of them just under two hundred tons and around one hundred feet in length, were usually community-owned and, when the hull had been completed, they were towed to either Yarmouth or Saint John to have the engines and boilers installed.

For the most part, their hull design was similar to that of the coastal cargo schooners they were designed to replace. Engines and



S.S. BRUNSWICK

ROBIN H. WYLLIE 2003

SS Brunswick from a photograph and post cards in the author's collection.

boilers were installed amidships and their holds, located fore and aft of the engine compartment, were serviced by cargo booms mounted high on the masts to facilitate loading and unloading at any state of the famous Fundy tides.

Somewhat spartan passenger accommodations were located fore and aft of the funnel and the larger ships often had an upper deck, which provided additional space for passengers, and a platform upon which the lifeboats, Captain's cabin and bridge could be located.

The SS *Brunswick* was one such vessel. She was built in Canning, which in 1900 had a population of more than one thousand and was the third largest town in Nova Scotia's Kings County. Located three miles up the barely navigable Habitant River from the Minas Basin, Canning was originally and appropriately named Apple Tree Landing, and was set in the midst of some of the richest farm and orchard land in the country.

By the turn of the century, Canning had become the main commercial centre for the entire Cornwallis Valley region of the county. The village was served by the Cornwallis Valley branch of the Dominion Atlantic Railway and boasted 28 stores, 3 hotels, and edge tool factory, two large cooperages and two shipyards. There was also a large government wharf from which a considerable volume of fruit and produce was shipped annually.

In 1900, a group of local Canning merchants, with a view to avoiding the high cost of trans-shipping their goods from Saint John wholesalers via Digby and Kentville, pooled their resources and registered the Minas Basin Steamship Company. Their idea was to build a small screw steamer and inaugurate a direct service between Canning and Saint John via other Bay of Fundy ports.

J. E. Bigelow, owner of one of the two village shipyards, would build the hull in the usual way, contracting Blenkhorn and Sons, owners of the axe factory, to make most of the

ship iron and a variety of other local artisans from ship's carpenters, to turners, caulkers and riggers to provide the finishing touches.

Launched in 1901, she was towed to Saint John to have her engine installed and, after sea trials in the bay, she was delivered to her owners in Canning. With her black hull, turned rails and deck supports, *Brunswick* looked more like a cargo schooner with a funnel, than one of the typical white-hulled wooden coastal steamers of the day.

The new vessel was soon making weekly trips to Saint John and "the different ports on Minas Basin." As she could only operate with the tide, specific times of departure and ports of call could not be specified, but the latter most likely included Parrsboro, Port Greville and anywhere else on her route where there happened to be an available cargo.

Brunswick was also advertised as being available for picnic parties to Cape Blomidon and other points of interest. The upper Bay of Fundy being regarded as an inland waterway by the Department of Marine and Fisheries, the vessel was allowed to carry up to 250 passengers, which must, upon occasion, have resulted in somewhat cramped conditions on board.

There is every indication to suggest that the Minas Basin Steamship Company was at least a modest success, as *Brunswick* merrily chugged her stately way up and down the Bay of Fundy once every week, subject to the tides, until the outbreak of war in 1914. Like many of the small coastal steamers of this period, we know little of her subsequent career, but it has been suggested that she was commandeered by the military for the transport of troops to and from the outlying forts in Halifax Harbour. If this was indeed the case, she might well have been among the numerous harbour craft destroyed by the Halifax Explosion on December 7th, 1917.

The last official listing of the SS *Brunswick* found to date is in *Sessional Paper No. 23*, the *Steamboat Inspection Report*

published as a supplement to the *Forty-Seventh Annual Report of The Department of Marine and Fisheries*. From this document we learn that the vessel's engine, boiler and hull had passed inspection during the year ending March 31st, 1914.

After the war, the little *Ruby L* was placed on the Canning run until 1920, but times and shipping patterns were changing. More than 1,000,000 bushels of apples were being produced annually in the Cornwallis Valley and the United Fruit Company, the largest fruit growing and shipping company in the world, was shipping direct to the US from nearby Port Williams. Saint John traffic, curtailed during the war, was not routed by rail through Kingsport at the mouth of the Habitant River.

It was the beginning of the end for Canning as a port. The last vessel built there, the 435 ton tern schooner *Fieldwood* had been

launched from Hatfield's yard in 1917 and the river had been allowed to silt up. Shortly thereafter, with a view to creating additional prime farming land, a dyke was built across its mouth, turning the once bustling harbour into a muddy creek.

The railway has gone, the famous Blenkhorn Axe factory closed in 1965 and it is now hard to believe that this sleepy little country village was once one of the three busiest ports on the upper reaches of the Bay of Fundy.

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CGS *Canada* –The First Years

By Doug Maginley

This year is the 100th anniversary of the completion of the Canadian Government patrol vessel *Canada*, known at the time as “Canada’s little cruiser,” a somewhat exaggerated classification. She has also been called Canada’s first warship, although her half-sister, the *Vigilant*, surely had as much right to the title; but *Vigilant* spent her early years policing the Great Lakes while *Canada* not only represented her country abroad but was used as a training ship for the infant Royal Canadian Navy, so her claim is based as much on her use as on her design.

Before a Canadian Navy existed, Canada possessed a small armed sea-going police force in the form of the Fisheries Protection Service, a branch of the Department of Marine and Fisheries. These vessels were armed with machine guns or small cannon and an important position on each ship was that of Gunner. Rifles and revolvers were carried on board and the crews attended small-arms courses run by the army. In other respects, the ships were managed like the Department’s lighthouse supply vessels and icebreakers. The crews signed articles like the crews of merchant ships, but a system of half-pay while the ships were not active helped to retain the specially trained personnel.

In 1904, the East Coast Fisheries Protection Fleet included both steam and sailing vessels. The steam patrol vessel *Curlew* looked after southern Nova Scotia and the Bay of Fundy. The schooners *Osprey* and *Kingfisher* were usually on the Eastern shore and the waters around Cape Breton. The steamer *La Canadienne* was used to regulate the Gulf of St Lawrence fishery as far as the Magdalen Islands. The *Curlew*’s sister ship *Constance* was also stationed in the Gulf but was under the control of the Customs Department. Another sister ship, the *Petrel*, was in the Great Lakes and a somewhat similar vessel, the *Kestrel*, together with the smaller *Falcon*, patrolled the waters of British Columbia.



Photo 2: Fisheries Protection Vessel *Kestrel*.
(Vancouver Maritime Museum)



Photo 1: Fisheries Protection Vessel *Curlew*.
(Fisheries and Oceans Canada)

In June 1904 the schooner *Osprey*, was commanded by Captain Charles T. Knowlton. Captain Knowlton was from Advocate Harbour on the Bay of Fundy. He was a member of a family that had produced a number of shipowners and master mariners and, before he joined the Fisheries Patrol service in 1887, he had commanded deep-sea square rigged ships. On June 27th 1904, when the *Osprey* was at Canso, Nova Scotia, Captain Knowlton was notified by letter that he was to give command of the schooner to his First Officer and to proceed to England with a selected crew to take command of the new patrol vessel *CGS Canada*.



Photo 3: Fisheries Protection Schooner *Osprey*, at Shelburne NS, 1896. (Knowlton family)

Two new patrol vessels were being completed: the *Vigilant* by Polson Iron Works, Toronto, and the *Canada* by Vickers, Son and Maxim, at Barrow-in-Furness, England. These were products of the Laurier government's active policy with regard to maritime affairs, which included the purchase of the CGS *Arctic* and the institution of Captain Bernier's northern sovereignty patrols in that ship and, eventually, the creation of the Naval Service of Canada. The *Canada* and *Vigilant* displaced about 780 tons and their design was very similar to a type of small RN warship of the previous decade known as a torpedo gunboat, an unsuccessful predecessor of the destroyer but, in this case, without the torpedoes. The ram bows (was it really contemplated that they might ram and sink transgressing fishing vessels?) were a feature of warships of the period that had more often resulted in sinking friendly vessels by accident than hostile vessels in battle. However, even the *Constance*, *Curlew* and *Petrel* of 1892, had these fearsome appendages, though their speed was only a modest 11 kts. (It has recently been determined that the rams actually enhanced the hulls' hydrodynamic qualities, acting like the bulbous bows that are usually fitted to merchant ships today).

Captain Knowlton and key crew members, two from each of the patrol vessels, took passage to Liverpool on the Allan liner *Ionian* and arrived at Barrow on July 15th, finding that the ship was nearly complete. On



Photo 4: Fisheries Protection Vessel *Vigilant*, (Fisheries and Oceans Canada)

July 26th they left Barrow for trials and proceeded to the Clyde to run the measured mile off Arran. The ship achieved a speed of 17 1/4 knots with ease, with her twin-screw triple expansion steam machinery indicating 1800 HP. (The speed of 22 knots sometimes attributed to this ship should not be credited). They then returned to Barrow where two Maxim guns were fitted. She ultimately had four, so two others were either embarked disassembled or were shipped to Canada later. These were automatic 1 1/2 pdr (37 mm or 1.46") guns, model 1904. *Vigilant* had the same armament.

On August 16th the *Canada* left Barrow. Only 13 Canadians were in the crew: the rest of the complement for the passage being made up by Royal Navy ratings and Vickers dockyard workers, the latter probably making final adjustments to some of the equipment. After making a good passage across the Atlantic, they arrived at St. John's Newfoundland on August 25th. They then cruised in Newfoundland waters for a couple of weeks until a telegram was received ordering Captain Knowlton to proceed to Gaspé, where they arrived on September 16th. Here they were met by the commander of the Fisheries Protection Service, O. G. V. Spain, who inspected the new ship. On September 29th they arrived at Quebec and were visited by the Hon. Raymond Préfontaine, Minister of Marine and Fisheries, accompanied by

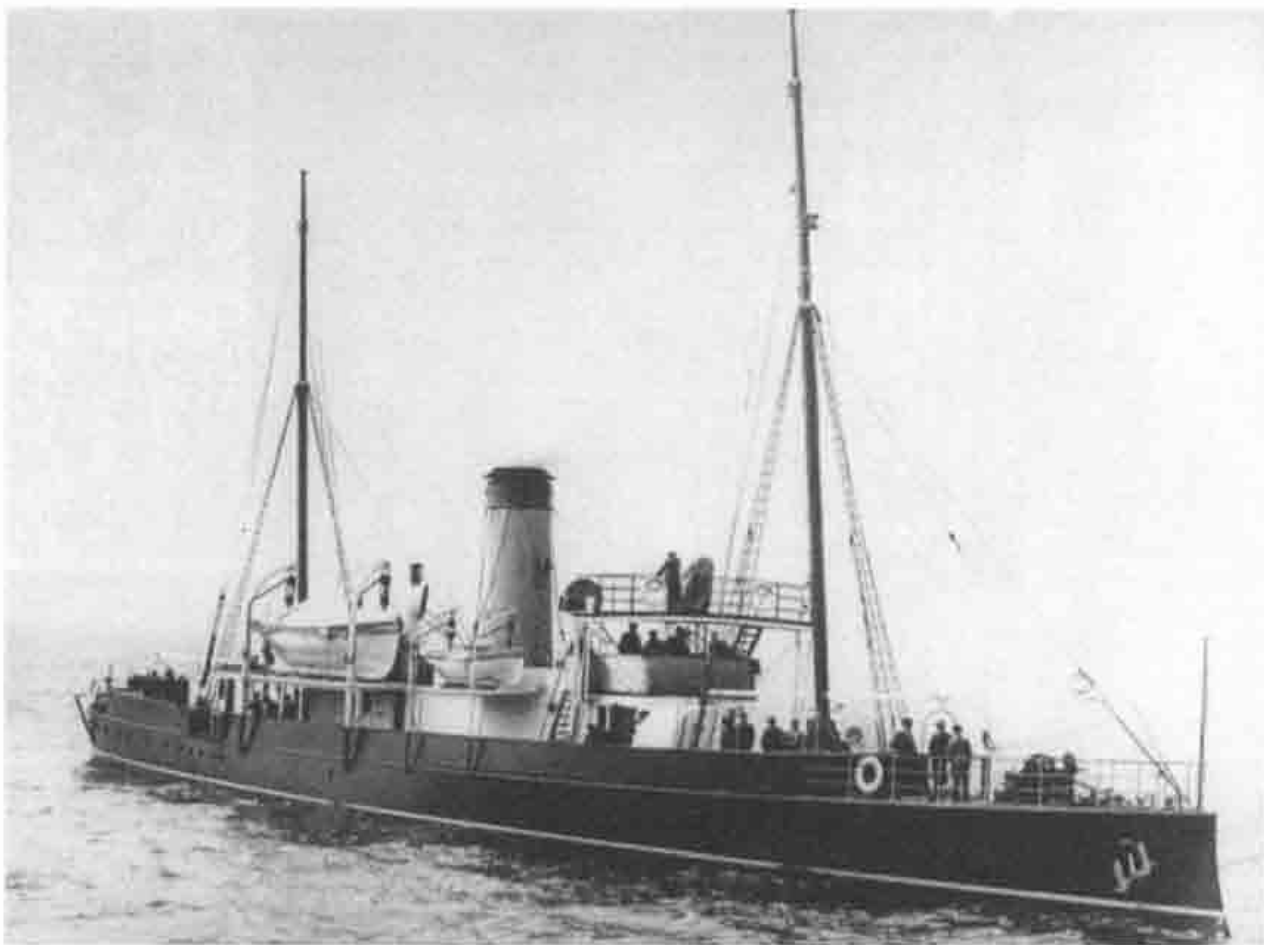


Photo 5: *Canada* as completed in 1904. (National Archives of Canada)

Commander Spain and other officials. Then, on to Montreal where the Minister and Lt. Col. F. F. Gourdeau, the Deputy Minister, inspected the vessel and expressed satisfaction with her qualities and condition.

The next step was to go to Halifax, with a stop at Quebec to load 500 Ross rifles for delivery to the Halifax Armoury. They arrived in Halifax on October 20th. Work started immediately on installing a wheelhouse and a wireless system - the *Canada* was one of the first four government ships to be fitted for wireless telegraphy. (The others were the *Lady Laurier*, *Stanley* and *Minto*). On November 24th the installation was complete. Radio trials and leave completed the year: the *Canada* performed no fisheries patrols in 1904.

In January 1905, the *Canada* was at Halifax preparing for a southern cruise to train Naval Militia recruits (a Militia Act had been passed the previous year). On February 1st she sailed for Shelburne and then to Pubnico where she was met by Commander Spain, who gave Captain Knowlton drafts on the Bank of Montreal and letters of introduction to the governors of various British colonies. She then returned to Shelburne to pick up tropical uniforms for the ship's company and the Naval Militia trainees. On February 7th she departed Shelburne and immediately encountered a heavy NNW gale and snow. In his log, Captain Knowlton remarked that "the little ship made exceedingly good weather of it." At 6 pm on the 9th, while 40 miles out, they contacted HMS *Terror*, the Bermuda base, by radio. Arriving the next day, Captain Knowlton exchanged calls with the RN officer commanding the dockyard, and the

commanding officer of the Netherlands warship *Kortenaar* which was at Ireland Island. He also called on the governor and other officials. The *Canada* was supplied with coal and water at no charge.

The next stop was Nassau where calls were exchanged and then via Crooked

Island Passage to Kingston, Jamaica, where they found four ships of the Royal Navy's North America and West Indies squadron. Captain Knowlton called on Admiral Bosanquet in his flagship HMS *Royal Arthur*. The call was returned by Flag Captain Moore. After coaling, the *Canada* departed Kingston on March 4th for Barbados, a rough passage into the prevailing swell, and then to Port of Spain, Trinidad, arriving on March 9th. On these visits the usual formal courtesies were exchanged and in Trinidad Captain Knowlton exchanged calls with the commanding officer of the Italian warship *Dogali*.

They then proceeded via the Mona Passage back to Nassau. Captain Knowlton dined with the Governor who visited the ship the next day and, on his departure, was saluted with 17 guns. On April 7th the *Canada* again arrived at Bermuda and received instructions to remain there for three weeks for gun practice. In his report, Captain Knowlton said that: "throughout the trip every available hour had been spent in training with the Maxim guns, rifle and revolver drill, hand flag and semaphore signalling, pipe and bugle calls and Marconi wireless telegraphy." He also remarked that: "the recruits showed the greatest interest in their work; these young fishermen, with care and attention, are equal to any seamen in the world. The practice with



Photo 6: Capt Knowlton and ship's company. (Knowlton family)

the automatic quick firing guns with the ship under way was very successful." *Canada* then returned to Halifax.

The formal aspects of the southern cruise are important in the development of a distinct Canadian identity in the early years of the last century. Although she flew

the Canadian Blue Ensign and not the White Ensign, the *Canada* was treated in all respects as a warship representing her country, and her commander exchanged calls with two foreign warships as well as with the authorities in the British territories that were visited. In his report Captain Knowlton said that he had received the greatest co-operation from all the Imperial officers during the voyage.

On May 15th, the ship commenced fisheries protection duties. From May 25th to June 15th she was with US mackerel fleet between Sambro and Cape North. On June 25th she underwent repairs at the Halifax marine railway. On July 13th she transferred

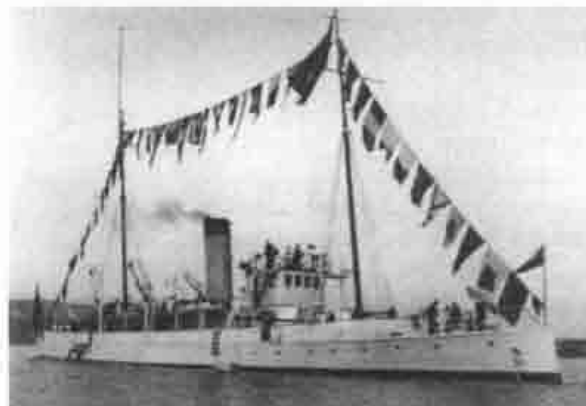


Photo 7: *Canada* at a yachting regatta 1909, dressed overall. (R. Wyllie collection)

mails from SS *Virginian* to the railway at North Sydney (a function later performed by the *Lady Evelyn* at Point-au-Père) and in August attended the regatta at Guysborough. She was now painted white, which was done during the southern cruise. On October 4th she arrived in Halifax where she was met by the Minister, the Deputy Minister and Commander Spain, who inspected the vessel. The Minister was saluted on his departure with 11 guns. The *Canada* then went to Southwest Nova Scotia where she met the *Curlew* and subsequently to St. Andrews and to Eastport, Maine, where the ship was opened to tours by school children. The year's activities were concluded on November 10th and the ship was docked on December 16th.



Photo 8: Hon. Raymond Préfontaine, Minister of Marine and Fisheries. (Fisheries and Oceans Canada)

Canada spent the months of January and February 1906 at Halifax but her ship's company was called upon to perform a melancholy duty. The Minister, the Hon. Raymond Préfontaine had died during a visit to Paris. The Royal Navy detached one of its latest battleships, the appropriately named HMS *Dominion*, commanded by a Canadian,



Photo 9: Rear-Admiral Charles Kingsmill, RCN. (National Archives of Canada, PA42541)

Captain Charles Kingsmill, to return his body to Canada. On Jan 5th 1906 Captain Knowlton was ordered to detail an honour guard of two officers and twenty men to accompany the remains to Montreal. The *Dominion* arrived in Halifax on January 22nd. Captain Knowlton and the escort received the coffin and the cortege proceeded by train to Montreal. En route they were joined by Captain Kent of the *Petrel* (which was now based in Nova Scotia, having been replaced in Lake Erie by the *Vigilant*) and Captain May of the *Constance*. At Montreal the *Canada's* bluejackets mounted vigil as the body lay in state at City Hall. When the Minister's remains had been interred in the family vault, the *Canada's* contingent returned to Halifax. The *Dominion* had gone on to Quebec and her commander attended the ceremonies at Montreal, where he met the Prime Minister Sir Wilfrid Laurier. One result of this meeting was that Kingsmill, who came from an Ontario family with Liberal interests, retired from the Royal Navy two years later with the rank of Rear Admiral,

and took over control of the Marine and Fisheries fleet and of the Naval Service of Canada when it was founded in 1910.

In 1906 the *Canada* had a successful year of fisheries

protection work. She arrested two American trawlers that were fishing illegally and became very much respected by the fishermen because of her speed and the diligence of her commander. On December 31st Captain Knowlton, with Lt Col. Gourdeau, Col. Anderson, the Chief Engineer for the Department, and Commander Spain, attended the transfer of the Halifax Dockyard from the Royal Navy to Canada.

I will give only a brief account of the *Canada's* subsequent service. Admiral Kingsmill used her a training ship for future RCN officers. In 1908 she had three naval cadets in her complement. In 1910 there were seven midshipmen and cadets, two of whom

later became Admirals, together with their naval instructors. In 1912 the fo'csle was raised which must have improved her seakeeping qualities. Perhaps the armament was increased as the

1914 *Jane's* credits her with four 3 pdrs. In 1915 she was commissioned into the RCN and hoisted the White Ensign. *Jane's* for 1919 says she then had two 12 pdrs. and two 3 pdrs. She was decommissioned in November 1919. As for Captain Knowlton, he remained in command of the *Canada* until the RCN took her over, when he became the Inspector of Floating Stock for the government railway. Four years later he finally retired and moved to Vancouver to join some of his children. He died in 1925.

Neither the *Canada* nor the *Vigilant* returned to fisheries patrols after World War One. A large number of Admiralty design trawlers (the Battle class) were completing in Canadian yards and several were acquired by Marine and Fisheries, three of which were



Photo 10: *Canada* in RCN service. (K. Macpherson Collection)

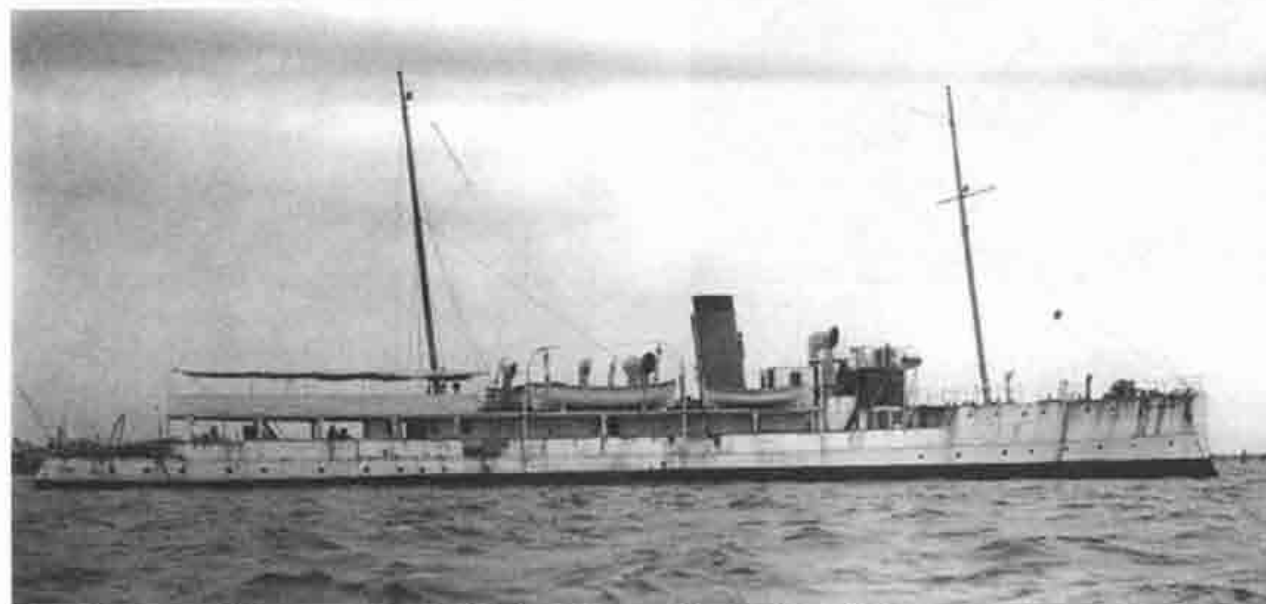


Photo 11: *Queen of Nassau*, ex *Canada*. (Mariners Museum, Newport News Va.)



Photo 12: Wreck of the *Queen of Nassau*. (Mariner's Museum, Newport News, VA)

employed in the fisheries protection service and others as buoy tenders and lightships. They were simpler ships, economical to operate and, like their schooner predecessors, resembled the fishing vessels they policed. The *Canada* was sold in 1924 to a company in Florida. She was renamed *Queen of Nassau* and in the fall of that year started a passenger and freight service between Miami and Nassau. This was not profitable and was discontinued in March 1925 and, for the next eighteen months, she lay neglected in Biscayne Bay. In 1926 a Mexican company expressed interest in her and she was en route to Tampa for a refit when water began to enter the rusted hull at a rate too great for the pumps to handle. The crew abandoned ship and on July 2nd 1926 the *Queen of Nassau* sank.

In February 2002, a wreck found off Islamorada Island was identified by the Association of Underwater Explorers as *Queen of Nassau*, ex *Canada*. Canada's little cruiser lies in 230 ft. of water in what is now

the Florida Keys Marine Sanctuary. The hull is nearly intact and in remarkable condition.

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Nautical Miles: An Apparent Paradox by John Harland

Many readers of *Argonauta* subscribe to the Marine History Information Exchange Group (MARHST-L@post.queensu.ca), which is expertly moderated by Maurice Smith and Walter Lewis (both CNRS members). What follows is based on items which have appeared on that list. Trevor Kenchington wrote (25 Mar 2002):

Since a nautical mile is the distance subtended by one minute of latitude and there are 60 minutes to a degree and 90 degrees to the right angle, 5400 nautical miles should have been equal to 10,000 km, making one nautical mile 1,851.851 metres (to the nearest millimetre) or very, very close to the current definition of a nautical mile...One problem, of course, is that the Earth is not a perfect sphere, so the distance subtended by a minute of latitude at the poles is appreciably less than that at the equator.

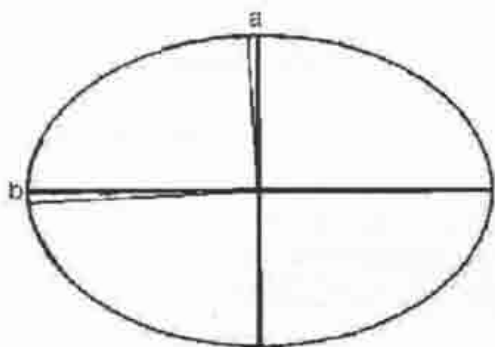


Figure 1.

Figure 1 represents an ellipsoid, with its centre at the point where vertical and horizontal diameters meet, and as Trevor says that the vertical diameter is less, and therefore an arc subtended at 'a' by a given angle, from the centre on the vertical axis will be less than the arc 'b', subtended on the horizontal. The problem is that a minute of arc of meridian at the pole measures 1861.57 metres (6107.5 feet); at the equator it equals 1842.9 metres (6046.26 feet). The distance is **greater** at the pole than at the equator!

[See: home.online.no/~sigurdhu/Grid_1deg.htm]

How is this paradox to be explained? I am most grateful to Paul Adamthwaite, Peter Beeston, Bernard de Neumann and Sigurd Humerfelt for sorting it out for me. Fig. 1 suggested above fails to take into consideration the flattening at the poles, which means that the vertical centre of radius is further away from the 'pole', and the horizontal centre of radius closer to the 'equator', than the figure suggests. Figures 2 and 3 demonstrate this very elegantly. They are to be found in an article written by Chris Rizos (his Fig 3.2):

www.gmat.unsw.edu.au/snap/gps/gps_notes3.pdf

The realization that the earth was not a perfect sphere, and the resolution of the manner in which it was flattened, is a fascinating chapter in the history of science. Perhaps the first inkling of this came with Richer's observation in 1672, that a pendulum which beat very precisely at two seconds per oscillation at Paris, about 49 degrees north, was a little slower at Cayenne, about 5

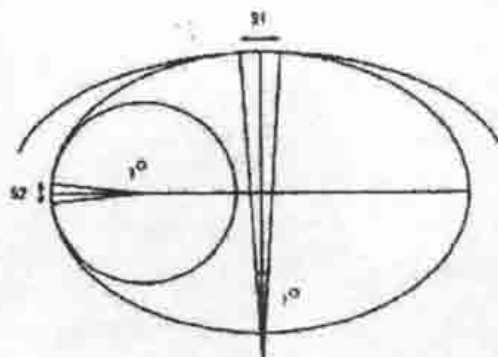


Figure 2. (reproduced courtesy of Professor Chris Rizos)

degrees north. From this, Newton and Huygens deduced that the force of gravity was less at the equator than at the poles, and hence the earth must be shaped like a tangerine orange, or oblate sphere, as in Figure 2. However, the observations of the Cassinis, who had carried out a monumental survey of France from Dunkirk to Collioure, suggested the earth was flattened from side to sidemore or less egg-shaped, otherwise known as a prolate sphere, as in Figure 3). The question was settled by sending expeditions to Lapland (1735) and Peru (1735-7) to make very careful estimations of an arc of meridian at these different latitudes. Their observations confirmed that Newton and Huygens were right.

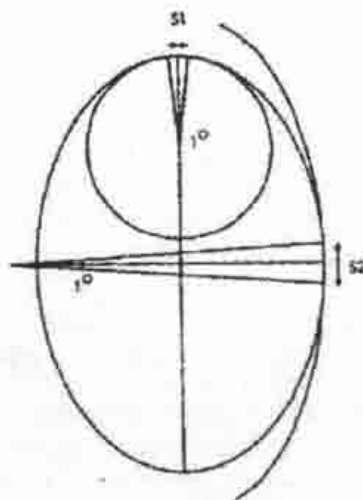


Figure 3. (reproduced courtesy of Professor Chris Rizos)

Maritime Source Material in the United Kingdom and Ireland

by Lois A. Swanick

Part 1

[*Editors' Note:* Louis A. Swanick's work was recommended to us by CNRS member Eric Lawson, so first, a thank you to the author and to Eric. We also appreciate the support of Christine Powell the Editor of the *Institute of Nautical Archaeology Quarterly* who, with great understanding also sent along a digital file, much to our relief. This is the first of two parts.]

The extensive collections and archives of the United Kingdom of Great Britain and Northern Ireland (UK) and the Republic of Ireland (Eire) offer a rewarding place to research maritime topics. Public record offices, maritime insurance carriers, libraries, museums, institutes, universities, and archives overflow with material. The best way to get your hands on these resources is in person, but if a ticket to London is outside your budget, here is a review of some of the sources available through the Internet. Most institutions have indexes or catalogues available on line. If you find a document you need, photocopies or microfilms are available in many cases, often for a fee, by mail. Many institutions also provide librarians or researchers who, again for a fee, will review the archive and send you relevant documents or a bibliography of related sources in their collections.

Most archives organize their index by vessel name, vessel use (merchant, naval, etc.), departure date, port of departure or port of arrival. In most cases, the vessel must be registered, use a port, or be damaged or wrecked within the waters of the UK or Eire at least once to be in the index. If the port of registry is known, information such as the tonnage, shipmaster, and number of crew can also be found. Be aware that Port Records often record vessels "the [Name of Vessel] of Bristol" (for example). However, this may only refer to the fact that Bristol was the vessel's main port of call in England, rather

than its port of registry. Only further investigation could reveal if Bristol was actually the vessel's port of registration.

The actual name of the vessel and any alternative names that might be used are also vital. For example, the records might indicate a vessel called *Own's Endeavor*. This name can be also be rendered in the index as *Owner's Endeavor*, as *Owens Endeavor* or *Owners Endeavor* (with no apostrophe), or as simply *Endeavor*. "Endeavor" can also be spelled "Endeavour," thus creating ten possible names for the same vessel in the records! The only way to be certain the record refers to the vessel of interest is to compare the names of the ships' masters, if available, or the regular ports of call.

Information sources are divided into two categories: general sources and specific sources. General sources include collections such as Lloyd's of London, National Maritime Museum, Public Record Office, and others. Specific sources include those focussing particularly on naval vessels or shipbuilders, for example.

General Information Sources

Lloyd's Marine Collection. Located at Guildhall Library in London, Lloyd's Marine Collection contains the records compiled and kept by Lloyd's of London, marine insurance underwriters since 1760. The records focus on vessels registered or trading in London, with some information on vessels in other English ports and inconsistent information from abroad. For a complete list of the collections kept at Guildhall Library see D. A. Barriskill, *A Guide to the Lloyd's Marine Collection and Related Marine Sources at Guildhall Library*.

The two most comprehensive and valuable resources in the collection are the *Register of Ships* and *Lloyd's List*. In the 1700s, the *Register of Ships* included the name of the vessel, previous vessel names (if any), a description of the rigging, tonnage, load-draught, date of building, place of building, name of owner, name of master, number of crew, port of survey, class, and destined voyage. The *Register* later expanded

to include additional information. Copies of the *Register* are available, in whole or in part, worldwide. Contact your local library for details.

Lloyd's List can be used to reconstruct the overall history of historic vessels. Published since April 1734, the oldest surviving issue dates to January 2, 1740. *Lloyd's List* contains information on shipping arrivals and departures. Movements are listed geographically, by port, beginning with Gravesend (London), continuing clockwise around the British Isles and clockwise around the world. The *List* also contains casualty reports, vessel sightings, and inter-ship visits, as well as reports of damaged, missing, or foundered vessels. From the mid-eighteenth century, *Lloyd's List* was expanded to include Board of Trade inquiries, information on events such as trade disputes, wars affecting commerce, and general commercial news.

Other resources in the collection include *Lloyd's Register of Casualty Returns*, a report of vessels over 100 tons totally lost, condemned, etc. from 1890–1980, and the *Mercantile Navy List* (1857–1940 and 1947–1977), a compilation of the British-registered merchant vessels published for the Registrar General of Shipping and Seamen. If a vessel of interest was broken up between 1890 and 1946—rather than wrecked, sold, or renamed—the *Registrar General's Monthly Returns* provides statistics for each month, as well as lists of vessels added to or removed from *Lloyd's Register of Ships* with explanations. The collection also has an impressive number of resources that focus on World Wars I and II. The Lloyd's Marine Collection also contains a number of archives not listed here.

National Maritime Museum. The National Maritime Museum (NMM) in Greenwich, England is a national repository for maritime history (www.port.nmm.ac.uk). The library holds some 100,000 volumes and 20,000 bound periodicals, as well as historic photographs, models, paintings, prints, drawings, weapons, atlases, historical journals, and the like. Ship plans are available

by mail. However, the researcher must contact NMM for details. The NMM does not hold passenger lists.

The NMM keeps records on naval, merchant, fishing, and other vessel types from ancient times to the present. The manuscript collection has crew lists and official logs for the years 1861–1862, 1865–1925 (published every ten years), and 1955, as well as application forms and certificates of competency for masters and officers between 1850 and 1926. The archives also include records of various ship owners and builders, including P&O and Denny of Dumbarton. The NMM website, *Collections Online*, provides a database of its available collections. The NMM electronic publication, *Journal of Maritime Research* (www.jmr.nmm.ac.uk), is also highly recommended. This site provides extensive links and researchers are encouraged to review the site personally.

The National Archives formerly known as the Public Record Office

The Public Record Office (PRO, www.nationalarchives.gov.uk/) is the national archive for the government papers of England and Wales. In general, the shipping records for the southern UK have been consolidated in the PRO in London. These records span a period from the eleventh century to the present day. The PRO does not contain public records for Scotland, Ireland, or Northern Ireland. For Scotland, contact the General Register Office (www.gro-scotland.gov.uk) or the National Archives of Scotland (www.nas.gov.uk); for Eire, contact the National Archives of Ireland (www.nationalarchives.ie); and for Northern Ireland, contact the Public Records Office of Northern Ireland (proni.nics.gov.uk).

The PRO publishes leaflets to inform researchers on the background, condition, and availability of resources (www.pro.gov.uk/catalogues/leaflets.htm). A selection of leaflets that might be helpful to researching vessel history include: Admiralty Charts; Births, Deaths and Marriages at Sea; Royal Marines; Merchant Seamen; Royal

Navy; Navy: Log Books and Reports of Proceedings; Ships Passenger Lists; Ships Wrecked or Sunk; and Titanic. The PRO has an online catalogue, called PROCAT (catalogue.pro.gov.uk). The eight million documents catalogued at this site are organized by creating department, such as the Board of Trade, the Ministry of Defense, etc. Documents can be ordered on-line, for a fee, and the site does include documents archived outside the PRO office in London. The UK government portal (www.ukonline.gov.uk) provides links to locate information for England, Scotland, Northern Ireland, and Wales. The site is an excellent resource for those trying to find official documents from less well-known departments.

The British Library

As the national library of the UK, the British Library holds some 150 million items, including one of the world's finest collections of printed and manuscript maps, Western and Oriental manuscripts, patent specifications, and conference proceedings. The British Library online catalogue is at www.bl.uk/catalogues/blpc.html. Researchers are encouraged to review the information at www.bl.uk/resorschol.html for further details on accessing materials. While there is some historical and supporting information available at the British Library, most of the nautical and maritime collections have been relocated to the National Maritime Museum or the Public Records Office. For example, the Oriental and India Office Collections at the British Library still contain a series on maritime officers, as well as nine thousand logs and account books (with crew lists) of Asian voyages between 1601 and 1833. Also the Bombay Marine and Indian Navy personnel and history from 1750-1947 remains at the Library, so researchers are encouraged to review the collection most pertinent to their research.

End of Part I

Letter from the West Coast

by John Crosse

If we want to tell our history it is always better if we start at the beginning, but on Canada's West Coast virtually nobody knows what this is. The difficulty is that the secret is hidden away on an Indian reserve so far removed from civilization that hardly anybody knows where it is. Today, what happens on that reserve is the responsibility of the federal government. Neither the fact that Capt. Cook landed there in 1778, nor that the Spaniards later built a fort on the site, nor that the Nootka Incident, involving a dispute with a British fur trader, nearly precipitated a war between the two countries, is of any significance. The Spanish flag, that had flown over the settlement for six years was hauled down, the British flag raised and then hauled down and presented to the Indian chief for safekeeping. But in 1880 the Indian Act established reserves across Canada and the remote settlement at Friendly Cove, or Yuquot as it is more correctly known today, became the domain of the Mowachaht/Muchalaht band. Time passed, and it was only in 1992 that the wharf was repaired so that the little *Uchuck III* could land passengers two or three times a week. But the settlement is so exposed that it is really only habitable in the summer months. The band welcomes visitors and attempts to tell the genesis of our history, but there is no shelter (the word Yuquot means 'where the wind comes from all directions') and if visitors *en masse* are ever to know the earliest records of our history, they need to have an interpretive centre built and properly equipped for the purpose. But the Mowachaht/Muchalaht have rejected the idea, put forward by Parks Canada, that the reserve should be declared a National Historic Site, with all the benefits that would ensue. If a centre was to be built the chiefs insisted it must, first and foremost, be one where they and their children could know their own history. Only after that criteria was fulfilled could it be used to tell visitors why Friendly Cove is so important to the history of Canada. The federal government was unprepared to fund this whole project alone, so it now been

decided that a society should be set up to provide a means of channelling funds for this a purpose. Completion is a still a long way off, but at least some real progress has been made this past year.

On a different note, one of the biggest headaches out here at the moment is the future of our Maritime Museum of British Columbia, located in Bastion Square in the heart of our provincial capital of Victoria. But changing tourist patterns and a cost-cutting government have meant the museum must either find new premises, or (unthinkably) close shop. MMBC has been a wonderful repository for the maritime history of our province, and provides an excellent service to such visitors as succeed in finding their way there. Located in a lovely old building, it is in sharp contrast to the utility-type cellars of the Vancouver Maritime Museum. But head-space-wise Vancouver and Victoria are poles apart. Victoria is an administrative centre and tourist mecca, Vancouver, if one includes Greater Vancouver and the Lower Mainland, a rapidly-expanding megacity, both commercially and as a manufacturing hub, and is thus infinitely richer. Under the able management of Jim Delgado, executive director (and CNRS member), the VMM is in excellent shape financially and chafing at the bit to move to a new location, possibly at the head of False Creek. Space at the present location is so cramped that 90% of exhibits have to be housed elsewhere.

One of the jewels in the crown of the VMM is our local branch of the World Ship Society, an organization that has its main headquarters in the United Kingdom. The group holds regular monthly meetings in the museum and also provides volunteers to look after the VMM's photograph and press clipping archives. As one would expect in such a major port, there is no shortage of old seamen, and others who have spent their lives around ships, to lend a hand. But what is more remarkable is that our branch has such an efficient executive that they have made it the largest of any in this world-wide organization, being rivalled only by that of Sydney, NSW. Vancouver's group is the only one in *all* of

Canada, so we get regular reports from Montreal and the Great Lakes, and occasional news items from the Maritimes. Our monthly meetings feature guest speakers and slide shows, and the branch also publishes a fine little magazine, *Ship's Log*, produced by a dedicated band of full time volunteers. Click onto our website, to see proof of this:

www.worldshipsocietyvan.ca

Through dint of hard lobby, John Hammond, our social convenor, was recently able to get us a first-hand look at Operation Apollo, the NATO operation that followed 9/11. The speaker was Commander Rick Gerbrecht, who had been operations commander of our Esquimalt-based HMCS *Protecteur* in the Persian Gulf. Canadian operations were chiefly located in the Gulf of Hormuz, the narrow stretch of water between Iran and the United Arab Emirate, where we were engaged in 'interdiction patrol', the interception and boarding of vessels of every conceivable size, from super-tanker to rowboat, searching for suspected terrorists. Despite our fewer vessels, Canadian intercepts were several times those of the United States Navy. So much so that the U.S. Defense Secretary, Donald Rumsfeld, on a visit to the Persian Gulf, on being shown the relevant statistics, was convinced there must be an error. "Oh no," came the reply. "These are the *official* figures".

Furthermore, *Protecteur's* aged, 33 year old, Sea King, during the vessel's ten-month deployment, put in no less than 750 flying hours, fulfilling every mission without failure – a performance as good as any of the other NATO helicopters, mostly much younger. One came away from this lecture proud of Canada's naval achievement; as proud, dare I say it, as our record in the Battle of the Atlantic.

It would be wrong to end this letter from our West Coast without mention of recent goings-on at Tofino. For many years a sort of hippy-outstation *cum* fishing-resort, last year a local scuba-diver found an interesting looking old anchor on the seabed in the Templar Channel, the main channel into Clayoquot Sound. Tofino has long been

known for its alternate lifestyle, so this was a welcomed break for the tourist industry. It has always been believed that Clayoquot Sound marked the site of one of the most famous shipwrecks in Pacific Northwest history. It is said that the American J.J. Astor's *Tonquin* blew up here in 1811 - and the anchor found matched that period. Delightfully, it was also encumbered with equally historic blue trade-beads, so it certainly seems a possibility. The local boys saw to it that the *New York Times* picked up on the story, and as a result a veritable deluge of e-mail was soon swelling around North America, so much so that one *aficionado* reported he had a pile a foot high. However all this will have to wait until the Spring, when historic-shipwreck-diver, and CNRS representative, Jim Delgado, will lead a team to search out what else lies hidden below. Meanwhile a tug-of-war is going on between our provincial department of Archaeology and the current owners as to who will ultimately have possession. Is it one of *Tonquin's* several? Or perhaps a loner from the *San Carlos*, a Spanish war vessel from the Eliza Expedition of 1791, which anchored in the vicinity? Whatever the outcome it would be sad day if the anchor were ever to leave Tofino. It is certainly the oldest yet found in B.C., and would make an eye-catching entrance to the village, and certainly boost their tourist industry.

I would like to write more about our museums up and down the Coast, but will leave that for a later occasion.

Members' News

On Wednesday, January 07, 2004, the Canadian Press reported that: "the navy plans to tell Canadians about its secret role in the war on terrorism - for a price. The Defence Department has commissioned a book on the navy's overseas missions, based partly on classified material, with the aim of hitting store shelves by summer. The government is seeking a co-publisher for the volume, tentatively titled *Operation Apollo: The Golden Age of the Canadian Navy in the War Against Terrorism*. An outline of the book claims it will reveal 'significant but

unreported operations' undertaken abroad by Canadian sailors following the Sept. 11, 2001, terrorist attacks on the United States...The author, historian and retired navy officer **Richard Gimblett**, also helped write a 1997 account of the Canadian Forces' role in the Persian Gulf War. The book about Operation Apollo is an 'authorized account.' But to discourage 'charges of propaganda' the navy gave Gimblett 'complete freedom' in preparation of the manuscript, the federal notice says. 'He spent time at sea with Canadian and coalition naval forces, and enjoyed reasonable access to classified materials.'

In early spring, the University of Ottawa Press will be publishing the latest book by Professor **Julian Gwyn**: *Ashore and Afloat: The British Navy and the Halifax Navy Yard Before 1820* (ISBN 0776630318).

Museums and Ships

Marine Museum of the Atlantic

Effective October 6th I will have left the Maritime Museum of the Atlantic to accept a secondment with Parks Canada, Atlantic Service Centre, in the position of Senior Heritage Presentation Specialist. I hope you will continue your relationship with the museum as it continues to forge ahead as Canada's leading Maritime Museum.

Michael Murray,
Director Maritime Museum of the Atlantic
Nova Scotia Department of Tourism and Culture
Halifax, Nova Scotia

The Marine Museum of the Great Lakes

A Special Exhibition will open May 2004 entitled, *The Mighty Calvins of Garden Island, Shipbuilding and Timber Rafting 1836 to 1913*. The exhibit, involving a high degree of community participation and support, will be curated by Maurice D. Smith.

The Barque *Garden Island*

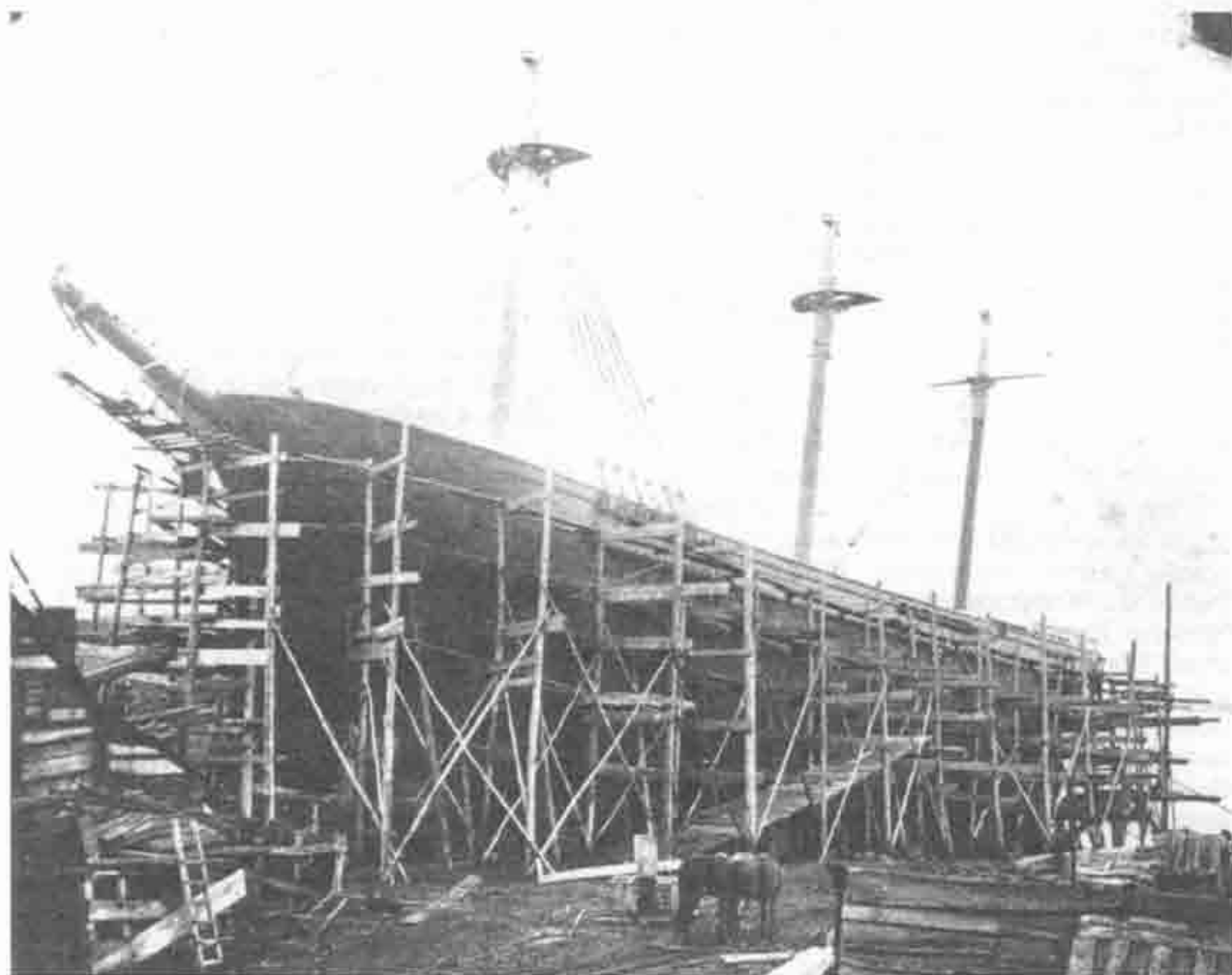
by Maurice D. Smith,
Curator Emeritus

From the vantage of the stern of the museum ship *Alexander Henry* you can look across Kingston Harbour, and there, tucked in close to Wolfe Island is the site of a 19th century "timber and shipping empire." Garden Island still contains vestiges of the shipyard, docks, streets and buildings that were the fiefdom of Delano Dexter Calvin and his son, Hiram. Starting in the mid 1830s to World War One, they built over sixty ships, sail and steam. The Back Bay was an anchorage for timber ships from all of the lakes where their timber cargo was discharged. The Calvins were primarily in the forwarding trade and their main task was sending the timber

assembled into rafts down the St. Lawrence River through the rapids to Quebec City for eventual transport across the Atlantic to Great Britain in square rigged ships.

Among the little known Calvin ventures is the story of the barque *Garden Island*. She was built in the 1870s of choice materials during the fallout from a world-wide depression. She was also a first, a kind of trial run, since she was intended to be sailed across the oceans of the world, possibly to give the Calvins a foothold in a trade beyond that of forwarding timber on the Great Lakes.

She was launched in May of 1877, stern first from the north side of the island in full view of Kingston. With masts in place she was sent down the St. Lawrence to Montreal



The barque *Garden Island* was launched May 8, 1877. Six days later she was towed to Montreal for fitting out.

where her fitting out was completed. Today she is what we would call a tramp ship picking up cargos where she could. Certainly one of her longest passages was from Cardiff to Ceylon with a cargo of coal. She remained in service with the Calvins until 1884 when she was sold to Norwegian interests. Financially she was not a success suffering a book loss of \$6,325.00 when sold (*FreshWater* Vol. 7 No. 1, 1992). As a superb example of shipbuilding she lasted until 1906 when lost at sea. Twenty-eight years is a remarkable life-span for a wood ship tramping the sea lanes of the world.

If you would like to contribute to this exhibit with ideas or to lend artefacts and papers for the exhibit please contact Maurice at the Museum or via e-mail: barque2@cogeco.ca.

PS Tattershall Castle

It has been reported that the paddle steamer *Tattershall Castle*, moored in the Thames opposite the "London Eye" has gone in to Greater Yarmouth for a complete refit. Usually good news, it appears that her interior is to be completely stripped out, including the engines, the paddle wheels removed, and panoramic windows and a new bridge fitted. She is scheduled to return to London in April 2004.

HMS Warrior

Warrior, too, is scheduled for some maintenance this year: in March, she is to be moved into drydock, returning to her normal position in April.

HMS M33

This Great War veteran is now facing an uncertain future. She has been sitting in drydock beside HMS *Victory* since 1991, and undergone much restoration to her appearance as the 6-inch monitor that served in the Dardanelles. However, a funding deadlock may see her mothballed, and possibly even sold abroad.

Return of HMS *Whimbrel*?

The Egyptian training frigate *El Tariq* may be returning home. She is one of the few remaining British-built veterans of the Second World War: a modified Black Swan class frigate, originally HMS *Whimbrel* (pendant U29), that for a time served in Captain Johnny Walker's Escort Group 2, and was present for the Japanese surrender in Tokyo Bay. The Egyptian government has gone to some length to ensure her preservation to date, and is currently working out a deal with a British-based preservation group who will acquire her for approximately £2,000,000. A berth has been secured for her at Canning Dock in Liverpool, and it is hoped to have her open for visitors in 2007.

Vietnam History Museum

Deep sea artifacts are now on display for the first time at the Vietnam History Museum. The ancient treasures, some dated as far back as 1402, reveal valuable insights into Vietnam's history. They were recovered from five wrecks in the Southern Vietnam Sea, and demonstrate how Vietnam was once actively engaged in trade with the rest of the world.

The biggest salvage was recovered from Chan Island in Quang Nam Province. Items such as porcelain plates and vases were submerged 72 metres under water. A three-year US \$6million effort allowed local and foreign divers managed to recover some 240,000 artefacts from this area alone. Included are a restored shipping map, vases made of ceramic and even a well-preserved skull, believed to be that of an 18-year-old Thai girl.

HMS *Scylla* to be Scuttled

Leander class frigate *Scylla* is to be scuttled off Whitsand Bay in April 2004 for divers, the first artificial reef of its kind in Europe. Canadians, including the Canadian Artificial Reef Consultancy, have been involved in the cleanup of the vessel, prior to her sinking.

Meetings, Symposia and Calls for Papers

The Future of Canada's Maritime Capabilities: the Issues, Challenges and Solutions in a New Security Environment

Centre for Foreign Policy Studies,
Dalhousie University
18-20 June 2004

The Centre for Foreign Policy Studies at Dalhousie University will host a three day conference in Halifax 18-20 June 2004. The aim is to explore the new and emerging challenges confronting various dimensions of Canada's maritime capabilities with a view to making a substantive contribution to the foreign, security and defence policy debates currently underway.

The timing of the conference is important for three reasons: 1) the transition in Canada to a new Liberal government under Paul Martin, and one which identifies the need for a "new national security policy" as a major goal; 2) renewed emphasis in Ottawa on the need for a full and formal security and defence review; and 3) new and emerging threats tied to globalized terrorism and organized crime.

With respect to contributions, all participants, presenters and discussants will be asked to focus their comments and papers on a series of specific theme questions. A more detailed statement outlining the conference theme and associated questions will be posted shortly on the Centre for Foreign Policy Studies' web site – along with the conference programme (as it develops) and registration information.

The topics and panels will be multi-disciplinary and multi-national – we therefore encourage proposals and contributions from academics in the humanities and social sciences in North America and Europe, policy officials from all relevant government departments in Canada and the United States, and both junior and senior military personnel. Proposals should

range from 250-500 words and should emphasise the general relevance to the conference theme and objectives. Papers and presentations should contribute to an understanding of the central issues and challenges as they relate to the future of Canada's maritime capabilities. They should also provide necessary context and concrete policy proposals for the way ahead. More importantly, the topics should provide a stimulus for conference discussion and debate, so presenters will be given no more than 10-12 minutes to present their arguments. Full conference papers will be published after the conference.

There is limited funding available for travel, accommodations and meals for those selected to present papers, and who do not have access to a travel budget.

For up-dated information on the conference and for on-line registration, go to:
www.dal.ca/~centre/
(click on "Upcoming").

**PROPOSAL DEADLINE: 30 JANUARY
2004.** Please submit proposals by email or
mail to:

Commander Bob Edwards,
Defence Fellow,
Centre for Foreign Policy Studies
Dalhousie University, Halifax NS, B3H 4H6
redwards@dal.ca

CNRS Annual Conference, in conjunction with the Canadian Hydrographic Service

"A Canadian Celebration of Hydrography"

Ottawa, 26 - 29 May

Preliminary Programme - Subject to change

Wednesday, 26 May

Evening: Reception at the National Archives and Library of Canada opening their exhibit
"Important Charts of New France"

Thursday, 27 May (Ottawa Congress Centre)

The speakers are contributors to *Charting Northern Waters: Essays for the Centenary of the Canadian Hydrographic Service*, published for CNRS by McGill-Queen's University Press. We gratefully acknowledge in the financial assistance of CARIS in making this possible. The book will be launched at the gala anniversary luncheon, and there will be a signing session with the contributors at the conclusion of the day's sessions.

James Pritchard: Hydrography in New France

Andrew David: Alejandro Malaspina's Survey Operation on the Northwest Coast, 1791-1792

Andrew S. Cook: The Publication of British Admiralty Charts for British Columbia in the Nineteenth Century

Richard H. Gimblett: The Incarnation of Energy: Raymond Préfontaine, the Hydrographic Survey of Canada and the Establishment of a Canadian Naval Militia

Christopher Andreae: Hydrographic Work of the Departments of Public Works, Railways & Canals, and Interior, 1867-1914

Gala Anniversary for CHS Lunch Celebrating 100 years

G.S. Ritchie: HMS *Challenger's* Surveys in Labrador, 1932-34

Vladimir Sergeevich Sobolev, translated by George Bolotenko: Hydrographic Studies of Russia's Northern Oceans, 1900 - 1940

Michael L. Hadley: Wartime German Hydrography in Canadian Waters

David Gray: Canadian Technical Advances in Hydrography after 1945

Gary Weir: At Sea with Hydro: William Metcalf and USS *Edisto's* Arctic Cruise, Spring 1951

Friday and Saturday, 28-29 May, 2004 (Westin Hotel)

(Proposals received in response to the Call for Papers. Funding for international speakers has yet to be confirmed. Other topics also subject to change.)

Selma Barkham: The Basque Contribution to the Hydrography of the Gulf of St Lawrence

Victor Suthren: Bouganville

William Glover: Companies and Charting: The Hudson's Bay Company in Hudson Bay

Randolph Cock: Science 'Incidental' to Royal Navy Hydrographic Surveys under Sir Francis Beaufort

David Gray: Sir Wilfred Grenfell on the Labrador Coast, 1880-1900

Brian Osborne: The Ports of Kingston, Ontario

Charles Maginley: CSS *Acadia*: A Biography

Richard Gimblett: The Canadian Hydrographic Service and the Royal Canadian Navy

Keith Fraser: Polar Bears, Sledge Dogs and Five-oared Gigs: Notes from the Field Surveys of Robert Fraser, 1908-1926

Richard Goette: Hydrography, Aircraft and the Anti-U-boat War

Alan Lemmers: Toppi's in the Tropics: Dutch Hydrography in New Guinea at the end of the manual era

Art Collin: Hydrography and Tomorrow's Issues

Following the last paper on Saturday morning, we will hold the CNRS Annual General Meeting. The conference will close at 12 noon on Saturday, 29 May.

As you can see, this conference will be a major celebration of Canada's maritime heritage, with a number of important international scholars joining us. Plan to attend.

Full conference registration details will be sent out closer to the event. The anticipated CNRS registration cost will be \$150. The Westin Hotel has been designated the conference hotel with a special room rate of approximately \$220.

For further information, call Bill Glover at (613) 549-1900 or williamglover@sympatico.ca



MERCHANT NAVY COMMEMORATIVE THEME PROJECT

THE FACTS

In 1992, after five decades of struggle, Canadian Merchant Seaman were officially recognized as Veterans. Their sacrifices and contributions were without question one of Canada's most important contributions to the success of the Allied cause.

During the Second World War, their losses were 1 in 8. Out of the 12,000 WWII Merchant Navy Veterans, there are only (approximately) 2,400 that remain, with an average attrition level of 12 per month.

PROJECT BACKGROUND

The Merchant Navy Commemorative Theme Project has its roots in an initiative that started fifteen years ago in Sydney, Cape Breton, Nova Scotia, to preserve some of the crumbling WWII Fortifications, that resulted in the development of a nationally recognized military war museum, namely Fort Petrie. In addition, this project stimulated the writing of an historical publication titled *Guardians of the Gulf: Sydney, Cape Breton and the Atlantic Wars*, by Dr. Brian Tennyson and Dr. Roger Sarty.

Now, in the effervescent spirit that stimulated the Sydney Harbour Fortifications initiative, a new phase is underway. This is the Merchant Navy Commemorative Theme Project.

THE PROJECT

In 2003, Bill C-411 was passed in the House of Commons, designating September 3rd as the Official Day of Remembrance for the Merchant Navy.

September 3rd, 2004, will mark the 65th Anniversary year of the declaration of World War Two, the sinking of the first merchant navy vessel, the "SS Athenia," the first Canadian casualty of war stewardess Hannah Baird, and the first anniversary year of Bill C-411.

The Merchant Navy Commemorative Theme Project is a multi-pronged initiative that will highlight the importance of Canada's role in the Battle of the Atlantic. Also, it will provide a foundation for recognition and remembrance for the brave people of the Merchant Navy that accompanied the regular naval forces on the treacherous crossings of the North Atlantic.

The products and events we propose to create and develop in support of this theme are: the Inaugural Merchant Navy Theme Launch Event, a Commemorative Theme Song, a Commemorative Stamp and Coin Theme, a Heritage Moment, a dramatic feature/ documentary series, a Web site, an educational kit with classroom/curriculum application, and a multi-media CD-ROM.

CURRENT STATUS

The preliminary step is to create the foundation to garner the much-needed broad based support, political, financial, and moral, and to start assembling the resources required to produce this project. A framework proposal has been developed, and is available upon request in PDF format by e-mail.

For further information, please contact:

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Argonauta Advertisements

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The Gordon C. Shaw Study Centre

The full resources of the Museum are available for study or consultation in the Study Centre. These resources when combined with those of Queen's University and the Royal Military College make Kingston an ideal location in which to base research.

Marine Museum of the Great Lakes at Kingston
www.marmus.ca
(follow the research links)

B&B Aboard the *Alexander Henry*

Kingston Ontario has extensive marine history research resources. While in town spend a night aboard the museum ship *Alexander Henry* (seasonal).

Call: (613) 542 2261 or visit
www.marmus.ca

Visit HMCS *Sackville* – Canada's Naval Memorial

Summer months: Sackville Landing, next to the Maritime Museum of the Atlantic (902-429-2132)
Winter months: berthed at HMC Dockyard – visitors welcome, by appointment (winter phone: 902-427-0550, ext. 2837)
e-mail: secretary@hmcssackville-cnmt.ns.ca
<http://www.hmcssackville-cnmt.ns.ca>

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