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Editorial

Communities across Canada are working hard to commemorate the 100th Anniversary of the Canadian Navy. There seems little support from official sources for these celebrations but volunteer groups are working hard. This is a testament to our Navy, and the high respect accorded to those who served ashore and in the ships. Memorials are planned, special services, celebrations and a host of special programming by museums, societies such as our own and naval reserve units.

Keep a 'weather eye' for these events. Your Navy deserves your support.

Maurice D. Smith
Editor, *Argonauta*

"Our forthcoming 2010 conference and AGM, returning to the scene of our very successful 2002 gathering in Halifax, Nova Scotia".

Rich Gimblett

The breakdown of activities is as follows:

Tuesday 15 June - arrival and informal no-host evening reception (locale to be determined)

Wednesday 16 June - sessions dedicated to ships & people; evening reception at the Maritime Museum of the Atlantic

Thursday 17 June - sessions dedicated to equipment, training and operations; evening banquet

Friday 18 June - while the CFPS conference remains in session looking at future naval technologies, I am organizing a tour for CNRS members to historic scenic Lunenburg, to include visits to the Fisheries Museum of the Atlantic, lunch at one of the very fine local pubs, a viewing of the Tancook Schooner (now under construction), and the studio of marine artist Yves Berube
*cost for this day will be in addition to the regular conference registration, and assessed on a cost-recovery basis - anticipated \$40 per person, lunch extra

Saturday 19 June - sessions dedicated to other topics of interest to CNRS members, and our AGM (expect to be concluded by mid-afternoon)

Greetings everybody,

This is to make you aware of our forthcoming 2010 conference and AGM, returning to the scene of our very successful 2002 gathering in Halifax, Nova Scotia.

Indeed, the setting this year is the famous Pier 21 on the downtown waterfront, the precise dates are Wednesday through Saturday 16-19 June, and the theme is the Centennial of the Canadian Navy. But read on and you will see there will be much else of interest to non-naval specialists. We are really fortunate this year to have as the lead conference organizer Society member Peter Haydon who is Senior Research Fellow at the Dalhousie University Centre of Foreign Policy Studies (CFPS), and through him we are partnering with CFPS in their annual Maritime Affairs Conference. (see page opposite)

Conference registration can be accomplished by downloading the form on the CFPS website indicated below. Read it carefully, because there are three classes of participants (Society Members are included as "members" in the middle column), and you will need to indicate in the appropriate spots that you are a Society member and also that you are attending the Saturday session:

http://centreforforeignpolicystudies.dal.ca/IMSC2010_registration.php

As for accommodation, a block of rooms is reserved at the conveniently co-located Westin Hotel at a preferential conference rate of \$175 per night; other accommodation options can be investigated at: <http://visitors.halifax.ca/accommodations.shtml>

Further information can be obtained from the Centre website <http://centreforforeignpolicystudies.dal.ca/events.php> or by direct email inquiry to Peter Haydon at: navalconference@eastlink.ca, or of course myself.

Please feel free to forward this message to any other friends in the maritime history community who you feel may be interested - all welcome!

Here's hoping to see many of you in Halifax this summer to catch up and take in some great academic and social activities.

Yours,

Rich Gimblett

Can 16 ships create as much pollution as all the cars in the world?

Michael Clark

A recent article in the New Yorker on the subject of climate change repeated a story that has been around for a long time but is worth repeating. In 1860 New Yorkers made some 35 million trips in horse drawn streetcars and, by 1870, the figure for transporting people and goods had tripled. In 1880, there were at least 150 thousand horses living in New York and producing on average 45 thousand tons of manure a month. It was no different in other major cities. The London Times forecast in 1894, that by the middle of the following century every street in the city would be buried under nine feet of horse manure. When the world's first international urban-planning conference was held in New York in 1898, it was dominated by discussion of the manure situation but, although delegates recognised that a public health crisis was imminent, they were unable to agree. The conference, intended to last ten days, broke up after just three.

A few weeks ago a British tabloid, the Mail on Sunday, published an article on the subject of pollution by merchant ships. The premise was that each of the largest vessels could emit in one year as much as 5,000 tons of sulphur – the equivalent of 50 million cars each emitting an average of 100 grams of sulphur per annum. The author, an

environmental consultant, calculated that it took only sixteen large ships to emit as much sulphur as the fleet of 800 million cars now driving around the planet. The newspaper's attention-grabbing headline was linked to a report that 54 large oil tankers were anchored off the coast of Britain 'refusing to unload their fuel until prices have risen' - a not unusual tactic employed by oil traders during Europe's autumn as they speculate on the effect the arrival of the first frost of the winter would have on the market.

In the late 1990s, the International Maritime Organisation focussed its attention from oil pollution to the environmental impact of emissions from ships, including air emissions and ballast water. Known as MARPOL Annex VI it set limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances. It put a global cap of 4.5 per cent on the sulphur content of fuel oil by weight and required IMO to monitor worldwide averages.

The secretary of the International Chamber of Shipping must have choked on his porridge that morning before sending off a letter to the newspaper's editor claiming, with typical British understatement, that the article portrayed the shipping industry 'a bit unfairly'. He pointed out that, despite the huge cost implications to switch to cleaner fuels, shipowners had not objected to the

ambitious European Union proposal to cut emissions by 20 per cent by the year 2020, compared with a proposed cut of 10 per cent for aviation. Sulphur in ships' fuel will be just 0.1 per cent in the North Sea by 2015 (compared to 4.5 per cent permitted by IMO until recently) and in EU ports from January 2010. The switch to cleaner fuel, however, depended on the required expansion of oil refining capacity. Finally, he denied the newspaper's claims that IMO had rejected a proposal from the Chamber to set up a carbon-trading scheme to encourage emissions reduction.

Critics of the shipping industry seldom take into account the huge loads that it carries. The current dry bulk fleet consists of 7,839 ships with a total capacity of 432 million deadweight tons and these vessels transport almost ninety per cent of world's intercontinental trade by weight over huge distances. A recent Cambridge University comparative study shows that, per freight-ton-kilometre, ocean-going container ships emit about seven per cent of sulphur dioxide (SO₂); about eight times as much CO₂ and about forty per cent of the nitrous dioxide (NO₂) of airfreight. As such, they are the most carbon efficient form of commercial transport and their carbon pollution is a fraction of airfreight. However, their sulphur emissions are about eight times higher and the Copenhagen summit may enforce ships to convert to more expensive low-sulphur fuels.

In the midst of this debate there are some fundamental points that must be kept in mind. The sulphur content of marine bunker fuel varies according to where it is supplied and some critics have based their calculations on a sulphur content of 4.5 per cent, whereas one major containership owner believes that the fuel used on his vessels averages 2.5 per cent. Burning low-sulphur fuel will not by itself cut carbon emissions but more efficient engines could reduce emissions by up to thirty per cent. Cutting speed, a tactic often used by shipowners when the freight market is low, could reduce emissions by as much again. For sure, the solution will not be as simple as that proposed by one commentator who asked why the offending sixteen ships in question were not compulsory purchased by governments and scrapped.

Finally, recent research predicts that by the end of 2013, the world's dry bulk carrier fleet will grow by an average annual increase of 9.5 per cent compared to 6.5 per cent in the previous five years, as a consequence of China's demand for iron ore and metallurgical coal to satisfy its appetite for steel production. Of course, we now know the risks of relying on straight line extrapolations of data and that, by 1912, electrification and the development of the internal combustion engine, had resulted in horses being outnumbered by automobiles in New York and that in 1917 the last horse-drawn streetcar made its final run.

Is Piracy a Growing Threat to Merchant Shipping in the New Decade?

Michael Clark

Last year, this column noted that Somalia and the Gulf of Aden was the worst area for piracy in 2008 with 42 hijackings, an increase of 200 per cent over 2007. It also reported a warning from the multinational NATO and EU Combined Maritime Force (NavFor) operating in the Gulf of Aden that piracy would increase once the southwest monsoon season ended in August 2009. This pessimistic forecast has been confirmed by figures from the International Maritime Bureau (IMB) that show more than 170 attacks by Somali-based pirates in 2009 and there are now a dozen vessels and over 250 hostages held off its coast in the Gulf of Aden. In spite of the large naval presence, Somalia's 1,900 mile coastline is now the base for increasingly aggressive international maritime terrorism and that the pirate's 'financing operations' raising ransoms by threatening the crews of merchant ships with violence have grown out of control.

As the new decade arrived, two more incidents occurred when Somali pirates hijacked two UK-flag ships, both operated by Zodiac Maritime Agency which is part of the influential London-based Offer shipping group. The 13,900-ton chemical tanker *St James Park*, with a crew of 26, was seized on 28 December 2009, and the vehicle carrier *Asian Glory* was hijacked on New Year's Day in the Somali basin about 900 miles north of the Seychelles, 600 miles from the Somali coast and outside Navfor's normal operating area. Although both vessels had UK flag and ownership, none of the 51 seamen

involved were British but mainly Filipino, Russian, Polish, Bulgarian, Ukrainian, Romanian, Turkish and Indian nationals. Nevertheless, the hijackings provoked the seafarers' union Nautilus to demand urgent talks with the UK foreign secretary David Milliband. The union wanted to know what shipowners should do instead of paying ransoms if they are not to put the lives of captured crews at risk. Milliband acknowledged that it was particularly difficult to protect vessels in the Indian Ocean but although there is no UK law against third parties such as shipowners paying ransoms 'we counsel against them doing so as we believe that making concessions to pirates only encourages future hijacks.' The independent IMB says it has no evidence that terrorists are profiting from Somali pirates, 'who are merely criminals in it for the money' yet the House of Lords Committee on Money Laundering and Financing of Terrorism still insists that owners must decide whether the pirates on their ships are terrorists or ordinary criminals.

Other nations do not agree with the UK: in January 2009, the crew of the Saudi-owned Very Large Crude Carrier (VLCC) *Sirius Star*, which was carrying the largest cargo of oil so far hijacked and worth about US\$100 million, was released after two months. It is suspected that the payment of a US\$3 million ransom was parachuted from a plane onto the deck of the vessel. The *BW Lion*, a 298,000 ton VLCC, was attacked on 9 November 2009 by pirates wielding automatic weapons and rocket propelled grenades aimed at the bridge. However, the crew fought back and repulsed the pirates and were praised by Navfor for their calm and professional seamanship while under fire. Three days later, a similar sized vessel, *Filitsa*, was hijacked within about 65 nautical

miles of *BW Lion*. On 29 November, it took only nine pirates to hijack *Maran Centaurus*, a Greek flag super-tanker with a 28-man crew, 570 miles north east of the Seychelles. The vessel was en route from Mina Al Ahmadi to the United States with a full cargo of Kuwaiti crude and was shadowed by the Greek frigate *Adrias* which saw it being diverted to Somalia.

In January 2010, the International Maritime Organization (IMO) honoured sixteen British Royal Navy and Royal Fleet Auxiliary crews, as well as ships from other navies undertaking counter-piracy operations off the coast of Somalia over the past twelve months. The IMO secretary-general presented certificates for 'exceptional services rendered to shipping and mankind' and thanked the officers and crews for their 'dedication, courage, commitment and sacrifices' to repress piracy. He added that 'whilst *everyone agrees that the final solution to the problem of piracy around Somalia is not at sea* our fellow navies from around the world continue to work together to help protect shipping...' (my italics).

In fact, not everyone does agree. Although some maritime terrorism has benefited from strong external or internal support, the current situation off Somalia and in the Gulf of Aden is different. In an article in the *New Yorker* in December 2009, Jon Lee Anderson, the author of several books on revolution and insurgency, wrote that Somalia has been without a functioning government since 1991 and is the archetypal failed state. As such, it exerts no control whatsoever over its territorial waters and piracy has become a byword for its lawlessness. In an interview with Admiral Farah Ahmed Omaar, who is rebuilding the Somali Navy from scratch, Anderson asked if he worked

with the multinational NATO and EU Combined Maritime Force's anti-piracy flotillas policing the Indian Ocean. The admiral answered that 'as far as he knew' his government had not made any contact and that the Somali navy 'is practically nothing'. In his effort to rebuild the navy, he had enlisted 500 young men 'for a four month training course covering drilling, swimming and basic rules of the sea.'

The result is that in the next decade national and global governments must accept what the merchant shipping industry has long known: Terrorism against commercial ships is growing and pirates are attracted by shipping targets, despite maritime environments providing tactical obstacles not met on land. Thus, the solution to the continuing lawlessness around Somalia will have to be mainly found at sea in the Gulf of Aden and international naval forces must take a more proactive role and be willing to use their arms.

Literature Review

By Travis Harris

The New Year has offers several interesting articles of interest to Maritime historians. Duncan Redford, Leverhulme Early Career Fellow in the Department of History at the University of Exeter, has provided an insightful analysis of internal and external rivalries in his article "Inter - and Intra-Service Rivalries in the Battle of the Atlantic." (*Journal of Strategic Studies*, 32: 6, 899-928) Redford **argues** that Battle of the Atlantic was "perhaps the decisive campaign of World War II" and seeks to examine the largely-neglected issue regarding the use of air power during the

battle. The author claims that he seeks not only to fill a historiographical hole on this topic, but also to bring air and naval historians closer together on a hitherto contentious subject - proposing that an understanding of strategic and cultural considerations provides a basis for "understanding irreconcilable differences between maritime and strategic bombing schools."

Also of note is Matthew Seligmann's "Intelligence Information and the 1909 Naval Scare: The Secret Foundation of a Public Panic." (*War in History*, 2010: 17(1), 37, 37 - 59). Seligmann, a Reader in History at the University of Northampton currently researches the origins of war. Besides his university duties, he helps edit the journal *Totalitarian Movements and Political Religions* and serves on the Council of the Navy Records Society. The author tackles a long-standing claim that the 1909 'Naval Scare' was contrived in order to force the Asquith government into additional naval spending. Seligmann's work focuses on an examination of the intelligence reports backing the Admiralty's claim and contends that not only were these claims valid, the quality and volume of information strongly suggests that pre-Secret Service Bureau intelligence gathering was far more robust than previously claimed.

As usual, our colleagues at the *Mariner's Mirror* provide many interesting articles in their recent issue (Vol. 95 No.4, November 2009). Margaret Robertson, an Honorary Research Fellow in the History Department at the University of Lancaster

investigates government methods of estimating manpower in the 1600s in her article "Loose and Unknown Persons: Listing Seamen in the Late Seventeenth Century." Robinson states that as the Royal Navy remobilised for war, a reasonably-accurate system for estimating the number of available trained seamen was required in case of emergency. Such lists allowed press gangs to focus on areas where desired individuals resided. Her work analyses the development of this very system until the passing of the "Register Act" in 1696.

Justin Reay, Tutor in Naval History for University of Oxford, senior manager of the Bodleian Library, Fellow of the Society of Antiquaries and online editor of the Society for Nautical Research gives readers interesting insight into the British attack on a French fleet in the Aix Roads in "A Place of Considerable Importance: Lord Cochrane and the Siege of Roses 1808." Reay seeks to raise the status of Catalonian maritime operations during the Napoleonic Wars. While historians often consider the theatre a "backwater", Reay claims it was in fact a major component of Napoleon's "overall strategic vision." By using a combination of original research and primary source material, Reay seeks to shed new light on Lord Cochrane's role in this campaign.

The SS *Chelatross*: A Rich Existence and Dramatic Salvage

By Sonja Bourgeois



The 55 *Chelatross* was just one of many ships whose cargo was salvaged or whose ship was ultimately rescued by the efforts of *Foundation Franklin*, a salvage tug made famous in Farley Mowat's book, *Grey Seas Under*. This essay will explore the life of this ship and provide a comparison of the information found in Mowat's book and information found in the archives.

To more fully grasp the long life of this steam ship, we must begin in 1914, the year the 55 *Magdala* was built. The 55 *Magdala* was built in Northumberland (Newcastle) by shipbuilders S.B and Co. Ltd., and took four months to complete. ¹ The owner at the time was O. Wallenberg and the port listed for the ship was Stockholm, Sweden. At 3489 Gross Tons, *Magdala* was a medium-sized steamer. Its dimensions were 360' in length, 52' in breadth and 23.6' in depth. A.P.G. Andersson was the master of the ship for a short time. J. Beldring took over as master two years later in 1916 when the 55 *Magdala* was bought by Dmpsk. Akties, Orient. ² The new homeport was then listed as Copenhagen, Denmark. ³

The ship took on a new identity and name when she was again purchased in 1923 and became the 55 *Chelatross*. Her new home port was Syra, Greece and her proud owners were Rethymnis, Arvanitidi & Co. The owner changed again in 1928 to Kassos Steam Navigation Co. Ltd but the ship kept

¹ Lloyd's Register of Shipping, 1914

² Lloyd's Register of Shipping, 1916

³ Lloyd's Register of Shipping, 1917

the same managers as before (Pneumaticos, Rethymnis & Yannaghas). In her book "A History of Greek-owned shipping: The Making of an International Steam Fleet, 1830 to the Present Day", Gelina Harlaftis gives the reader more information the Kassos Steam Navigation Company Ltd.:

"The third company that was important to R & K (Rethymnis & Kulukundis) was Kassos Steam Navigation Co. Ltd, in which the Rethymnis family held 40 per cent of the shares. Kassos was formed with Rethymnis' cousin, Michael Pneumaticos, and his brother in law Stathis Yannaghas. By 1938 the company had seven ships and its Syros office was staffed by two employees, who kept the books of all seven, and provided crews preferably from Kassos and Syros." ⁴

This demonstrates the importance the Greek attributed to shipping and how this business was very much a family affair. The Greek island of Kasos is host to Chelatro Beach, a popular tourist destination in Greece, and would appear to be the inspiration for the vessel's name.

The 55 *Chelatro* was used primarily to ship cargo from one port to another. When it was bought, its Greek owners would have spent money to refit and renovate the ship for their purposes. This was also in the hopes of prolonging the ship's life as long as possible, which the Greek shipping companies became famous for doing. ⁵ The 55 *Chelatro* is a prime example of this because it had a long and eventful life at sea which included two world wars and the Great Depression. It was a working ship from 1914 to 1941, a total of 27 years which is quite impressive. It had been remarked by Farley Mowat in his novel, *Grey Seas Under*, "that she (55 *Chelatro*) was still afloat in 1941 was a fact to make men marvel!" ⁶

Even before that November day in 1941 when *Foundation Franklin* was sent to rescue the 55 *Chelatro*, it had survived its share of troubles already. On January 18th, 1941, the vessel was damaged by German bombing by aircraft at Swansea. ⁷ For a ship as old as the *Chelatro*, this could have signalled the end, however, she continued to sail for another 10 months following the incident after it was repaired.

It was in early November 1941 that the 55 *Chelatro* began its ill-fated voyage near the Magdalen Islands. *Foundation Franklin* was stationed in Pictou, Nova Scotia, a convenient base for which to assist ships that were loading in Quebec and Montreal and trying to make it through the Gulf of St. Lawrence before the ice formed.

The 55 *Chelatro* left Quebec on November 2nd, 1941 destined for Sydney to join a convoy bound for England. Its worth was over a million dollars in Canadian dollars or \$255,000 as estimated at the time by Pratt & Company Limited, Insurance brokers, thanks largely to the cargo in the holds. ⁸ It

⁴ Harlaftis, Gelina. *A history of Greek-owned shipping: The Making of an International Steam Fleet, 1830 to the Present Day*. Routledge, 1st edition, 1995.

⁵ Mowat, Farley. *Grey Seas Under*. Little Brown and Company, 1958.

⁶ Mowat, Farley. *Grey Seas Under*. Little Brown and Company, 1958.

⁷ Uoyd's War Losses, The Second World War 1939-1945 (Informa Pub) & www.naval-history.net.

⁸ File documents – SS *Chelatro*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

was filled with 5960 tons of cargo that included army trucks, aluminum, copper and lead ingots as well as artillery shells and weapons. There were also cases of apples and some Ontario cheese. The following is a list of items on board the ship and the amount in tons for each item. ⁹

General	1696 tons
Trucks	200 tons
Steel	708 tons
Calcium carbide	500 tons
Lead zinc	1000 tons
Aluminum	750 tons
Copper	251 tons
Apples	281 tons
Cheese	435 tons

During the dark and foggy night of November 3rd, 1941, one of the officers on board the ship plotted their position at approximately 3 miles north of Brion Island, the most northerly of the Magdalen Islands group: the officer was proved wrong moments later when the 55 *Chelatros* ran aground onto the northwest shores of Brion Island, an uninhabited island. A telegram was received by Featherstone, the captain of the *Foundation Franklin* through Naval Control on November 3rd from the 55 *Chelatross* at 11:00 am (Atlantic Time). ¹⁰ This first message indicated that the ship was "Aground in fog north west side Brion Island unable refloat own power water in tunnel no water in hold or tanks".¹¹ The second message received five minutes later had little information about the ship's condition but did mention the value of the cargo. Only a little more than a half an hour later on that same day at 11:45 am (Atlantic Time), a telegram was sent from Foundation Maritime to the Master of the 55 *Chelatros* to indicate that "Our salvage vessel *Foundation Franklin* leaving Pictou immediately to your assistance.",¹² Foundation Maritime, the owner of *Foundation Franklin*, was a tugboat and salvage operation based out of Halifax, Nova Scotia.

By this time, Captain Featherstone was already on his way to Pictou from Halifax to join the crew of the *Foundation Franklin*. They reached the stranded *Chelatros* the following morning. Many obstacles were waiting for him upon his arrival. This was a shallow water wreck and he found that all compartments including the engine room and stokehold were flooded. The cargo was so valuable that Featherstone decided it had to be saved. In order to be able to make the ship float on its own again, they would have to remove over fifteen hundred tons of cargo from the holds. Tugboat *Foundation Franklin* would not be able to handle this job alone and therefore Featherstone contacted E.M.

⁹ File documents - SS *Chelatros*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

¹⁰ File documents – SS *Chelatros*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

¹¹ File documents – SS *Chelatros*, 2006-0II/043 (4051), Nova Scotia Archives and Records Management.

¹² Wireless message Foundation Maritime to SS *Chelatros* Nov. 3, 1941, 2006-011/043 (4051), NS Archives and Records Management.

Woollcombe, who was the General Manager of Foundation Maritime, for assistance with the salvage efforts. The pumps were already being put into the engine room of the *55 Chelatros* with much difficulty. Woollcomb agreed to send another tug, the *Foundation Aranmore*, as soon as its repairs were completed along with the *Security* (both owned by Foundation Maritime) and two barges that could help with the salvage effort of the *55 Chelatros*. The *Foundation Aranmore* sailed out of Halifax on November 7th after repairs on it were accelerated. The *Security* sailed first to Mulgrave, in the province of Nova Scotia, Canada to take two wooden lighters to the scene of the wreck and it arrived on November 6th, 1941.¹³

The crew, pump men and divers emptied the ships engine rooms and stokehold. Later, the *Security* arrived with two barges in tow and the small chartered coaster *M.V. Bernardo*. The salvage crew immediately began unloading cargo into the *Bernardo* with wooden lighters at a steady pace. A few days later, the Canadian lake freighter, the *Donald Stewart* arrived and came alongside to take a few hundred tons of cargo from the *55 Chelatros*. It suffered a few bumps during the salvage operation while lying alongside and being removed from the ship. Foundation Maritime would later have to pay the *M.V. Bernardo* \$300 a day for its role in this salvage operation as well as \$600 a day to the *Donald Stewart*, a merchant steam ship, for its help with taking on the cargo from the *55 Chelatros* as well as a small percentage of the value of the cargo that was taken in by their ship.¹⁴



Most of the cargo in the ship belonged to the Canadian Government as part of war supplies en route to England.¹⁵ Although the cargo salvage efforts were complicated, they would be worth it in the end. Foundation Maritime entered into a contract with Scotia Stevedoring Co. Ltd for aid in unloading the salvaged cargo. A preliminary list of official recoveries made by Foundation Maritime, who had been

¹³Letter Foundation Maritime to William A. Crump & Son, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

¹⁴ File documents - *SS Chelatros*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

¹⁵ File documents - *SS Chelatros*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

awarded the contract on the basis of LOF and was able to successfully recover a good portion of the cargo has been provided below:

251 tons of copper shipped	202 tons recovered
750 tons of aluminum shipped	623 tons recovered
1000 tons of zinc shipped	340 tons recovered

In all, the approximate amount of cargo salvaged was over 1500 tons, approximately 20 % of the cargo aboard the ship originally. The *Bernardo* returned to North Sydney in late November with a portion of the salvaged cargo before it was shipped to Montreal for reclamation. Some cargo was returned to the Canadian Government as well as the Canadian Red Cross Society, which also had cargo on board. When Foundation Maritime was awarded the salvage contract for the ship, it waived any salvage amounts for the portion of the cargo that belonged to the Canadian Red Cross. Most of it was returned to the organization and was considered a charitable donation.¹⁷

On the night of November 12th, a first attempt was made to refloat the downed ship by heaving on ground tackle and towing. This attempt was unsuccessful. The crew were forced to unload more cargo so that the ship would be lighter and in a position to be able to float on its own. However, time was not on their side as the weather conditions were starting to deteriorate. All of a sudden, in the early morning of November 13th, a severe gale flooded the *Chelatros*. The *Donald Stewart* and the *Bernardo* had to be removed from the *Chelatros*' vicinity very carefully and quickly. A few days later on November 16th, the *55 Chelatros* was broken in half at the boiler room and by November 18th, the entire forward half was submerged in the water. The crew escaped in life boats and were taken aboard the *Foundation Aranmore* who brought them to Sydney, Nova Scotia in favourable weather conditions.

¹⁸

In the end, Foundation Maritime received an amount of \$20,000 (actual amount in 1941) for the salvage of the cargo on board the *55 Chelatros*, the final sum of which was not received in full until December 1943. A telegram was sent from Crump from William A. Crump and Son. Solicitors to Foundation Maritime indicating that the "*Chelatros* balance remitted [*sic*]." ¹⁹ In letters on file at the Nova Scotia archives, it would appear that Foundation Maritime attempted to negotiate a larger amount for the work carried out on the *55 Chelatros* but this did not happen. Cargo salvage efforts continued for years following the ship's sinking. ²⁰ *Franklin* was later able to recover another forty-six hundred tons of metal ingots, which eventually found their way to their destination in England. In a letter by J.J. Kavanaugh, President and general manager of Eastern Canada Towing on July 4th, 1973, he

¹⁶ File documents - SS *Chelatros*, 2006-01]/043 (405)], Nova Scotia Archives and Records Management.

¹⁷ File documents - SS *Chelatros*, 2006-011/043 (4051), Nova Scotia Archives and Records Management.

¹⁸ File documents - SS *Chelatros*, 2006-0] 1/043 (405)], Nova Scotia Archives and Records Management.

¹⁹Wireless message Crump to Foundation Maritime Dec.], 1943, 2006-011 /043 (4051), NS Archives and Records Management.

²⁰ File documents - SS *Chelatros*, 2006-01]/043 (4051), Nova Scotia Archives and Records Management.

advised that there was no further bounty left and that everything that could be salvaged has been. The letter was addressed to Mr. F. Minnikin at The Salvage Association, London. ²¹

The information located in the file of the incident at the Nova Scotia Archives proved to be very useful for the purpose of this research paper. In some cases, the dates in the files differ from dates indicated in Farley Mowat's book Grey Seas Under. Mowat's description of the salvage efforts by *Foundation Franklin* of the SS *Chelatros* is for the most part accurate but some of the information has been skewed, it seems, for dramatic effect in the book. Also, he proceeds to spell the ship's name Chelatross (with two S's) while all other sources, such as Lloyd's Register and Nova Scotia Archives and Records Management, spell it as *Chelatros*. In some respects, Mowat's account of the salvage of the *Chelatros* is very detailed. Some of these details were not found in the files at the Nova Scotia archives, and so could not be verified from Mowat's account. In other instances, Mowat had failed to mention some relevant information or were blatantly incorrect. At the same time, the account of the salvage efforts as read in the book Grey Seas Under is slightly more interesting and reader-friendly than the letters and statements found in the file. Mowat has a way of drawing in the reader so that one feels the need to continue to read in order to find out what happens to each ship.

What is important to note is that *Foundation Franklin* did great work in this salvage attempt and although the ship was lost, none of the men were lost with it. For all intents and purposes, this was a successful endeavour for the company and very important cargo was recovered for the war effort. SS *Chelatros* had a long life at sea and the Greek shipping company could take justifiable pride for being able to prolong the life of the ship to 1941.

²¹Letter J.I. Kavanaugh to The Salvage Association, July 4, 19732006-011/043 (4051), NS Archives and Records Management.

The Commander Maritime Command (MARCOM) in association with the Canadian War Museum (CWM) and the Naval Officers Association of Canada (NOAC / Ottawa Branch) is hosting this major international historical conference at the CWM on Wednesday-Thursday 05-06 May 2010.

This will be the ninth in the series of MARCOM Historical Conferences that have been held at irregular intervals since 1980 and which have contributed significantly to a better national understanding of our navy. The proceedings of four have resulted in major academic publications: RCN in Retrospect (1980), RCN in Transition (1985), A Nation's Navy (1992), and The Admirals (2002). The last was held in Quebec City (2008), which proceedings will appear later this year as Citizen-Sailors: Chronicles of Canada's Naval Reserve, 1910-2010. It is anticipated that the University of British Columbia (UBC) Press will publish the proceedings of this conference in 2011, under the prestigious scholarship program of the Canadian War Museum.

The theme of this conference is "The Canadian Navy and the Commonwealth Experience 1910-2010: From Empire to Independence." Organized in cooperation with the Historical Branches of the Royal and Royal Australian Navies (RN / RAN), it aims to situate Canadian naval development over the past century within the broader comparative context of other Commonwealth navies. The program includes internationally recognized historians and seasoned naval professionals from Australia, Britain, Canada, India, New Zealand, Singapore and the United States, and promises to be the most important international gathering of scholars and practitioners in this field of research in 2010, a fitting recognition of our Naval Centennial. All presentations will be in English, simultaneous translation will be available. The event is open to the public, but registration is required as seating is limited. There is no registration fee other than a nominal charge for the banquet. The attached form will also be downloadable from the CWM site.

A block of rooms has been reserved at the Lord Elgin Hotel (www.lordelginhotel.ca) at the conference rate of Cdn\$154/night + taxes. Guests may call toll-free at 1-800-267-4298 or direct to the hotel at 613-235-3333 or by e-mail at reservations@lordelgin.ca and reference "Navy Centennial History Conference" when making their reservation.

If you have any questions please contact Sandra O'Quinn at 819 776-8617 or sandra.oguinn@warmuseum.ca, or Dr Richard Gimblett at 819 997-3720 or richard.gimblett@forces.gc.ca.

Additional conference information will be posted at www.warmuseum.ca/conference-e/ / www.warmuseum.ca/conference-f/.

Yours aye,

Dr Richard H. Gimblett, CD

First Stages in the Restoration of the Kingston Drydock - A National Historic Site.



February 2010. There are two dry dock caisson positions. Normally the inner position is used, but should extra length be needed for a docked ship, the caisson can be shifted to the outside position. On the left the new cofferdam, built for this project is in the outside or seaward position. The original 1890 Caisson is preserved in the usual position immediately aft of the Museum Ship *Alexander Henry*.

The sequence: move the caisson to block the dock, remove the water, position the keel and bilge blocks, admit water to the dock, pull the gate back into its chamber, carefully position the ship over blocks, draw the caisson across the dock entrance, pump down the dock so the ship settles on the blocks. The Kingston Drydock is located close to the downtown core of Kingston, Ontario. Adjacent to the dock is the Marine Museum of the Great Lakes at Kingston.

First Stages in the Restoration of the Kingston Drydock - A National Historic Site.



March 2010. With the snow and ice gone, the restoration work moves quickly.

In 1929 the stonework at the head of the dock was removed to be replaced with a concrete extension. This was done to increase the length of the dock from 250 ft. to 376 ft. The original and remaining stonework, visible to the left and right of the *Alexander Henry* is in good condition with no evident signs of deflection. It is the concrete extension that is being replaced.

The museum ship *Alexander Henry* was built in 1958 and acquired by the Marine Museum in 1985. The ship plays an important part in the life of the museum; programming, museum visits and of course the very popular Bed & Breakfast. Please visit the Museum web site at www.mannuseum.ca for more information.

First Stages in the Restoration of the Kingston Drydock - A National Historic Site.



April 2010. The new east wall is now well advanced and can be seen on the left foreground. On the right (and just out of sight) the Doomekamp Construction crew are laying the foundation for the new west wall. The 1890 limestone steps have been cleaned and silt is being removed from the bottom of the dock.

The ship was repainted several years ago by a dedicated group of volunteers under the leadership of John d'Esterre, one of the original 1975 founders of the museum.

Volunteers are working with the Museum Facilities Manager, Ian Hood to scrape and repaint the waterline. In late March they welded plates over the through-hull openings to make the ship more secure - a nasty cold piece of work, but, well done.

The \$1.6 million project is funded by Public Works and Government Services Canada.

Notes: Maurice D. Smith, Curator Emeritus.

**The Maritime Nexus: Re-connecting Landsmen with
Their Seagoing Heritage
9th Maritime Heritage Conference, Baltimore, MD
15-19 September 2010**

Historic Ships in Baltimore, home port of USS Constellation, USS Torsk, USCGC Taney, LV-116 Chesapeake and Seven Foot Knoll Lighthouse, are pleased to host the the 9th Maritime Heritage Conference within the City's historic Inner Harbor.

Held every three years, this conference provides an opportunity for members of local, national, and international maritime heritage and preservation organizations to meet, exchange ideas about issues affecting the broader community, and have a great time while doing so! In the past, many organizations have held their annual meetings in conjunction with the conference and the MHC planning team will work to coordinate these meetings with the overall program.

Baltimore's historic inner harbor will be the site of the 2010 conference, at the Hyatt Regency Baltimore, overlooking USS Constellation in her home berth. Hosts include Historic Ships in Baltimore, the Maryland Historical Society and the Naval Historical Foundation. The annual meeting of the Historic Naval Ships Association and several other maritime organizational forums will run concurrently with this conference.

CALL FOR PAPERS: The conference theme, "Maritime Nexus," envisions the marine environment- the Earth's oceans, seas, and freshwater great lakes and rivers-as a global meeting place. Merchant sailors, navy men and women, fishers, and others all share this space. Most of their work is done out of sight of land, invisible to all but the seagull and the albatross. Goods imported and exported find their way to and from the marketplace in ways seemingly mysterious to ordinary citizens. The navies that protect these goods and the nations they represent are also often "out of sight and out of mind." Fishermen perform their valuable, often dangerous, work beyond the horizon, and the products of their labor are brought to market overland, by trucks.

In their introduction to *The Way of the Ship* (2008), authors Alex Roland, W. Jeffrey Bolster, and Alexander Keyssar expressed it this way: "Never in the nation's history has shipping been so invisible..." Shipping has so far receded from public consciousness in the United States that it is now difficult to recall that the country began as a group of maritime provinces hugging the Atlantic Coast of North America and depending on ships for their way of life, for life itself." This is also true in other countries. It is time to take on the task of reinterpreting the seagoing world to those who can no longer even imagine it, despite the hundreds of histories, novels and films that have done so in the past.

The purpose of this conference will be to stimulate thinking on how history can reawaken the general public's consciousness of what the maritime world means (and meant) to us all.

Given this context, the organizers of the 9th Maritime Heritage Conference see an opportunity for individuals from all segments of the maritime heritage communities to come together to discuss topics of interest, learn from their peers, and consider how to connect our fellow citizens with their seagoing heritage. Conference topics include, but are not limited to:

International Trade
Whaling
Oceanic Immigration
Underwater Archeology
Maritime Law
Shipbuilding
Naval History
War of 1812
Small Craft
Lighthouses & Lifesaving Stations
Mercantile & Naval Ports
Historic Ships and Preservation
Sail Training
Sailors' Life Ashore
African-American Maritime History
Maritime Museums and Organizations
Maritime Literature
Native Maritime Cultures
Maritime Art and Music
Maritime Education
Marine Sanctuaries and Protected Areas
and other topics related to global maritime heritage.

The deadline for submitting proposals is 1 June 2010

Paper proposals should include an abstract not exceeding 250 words and a one-page vita. Panel proposals are also encouraged and should contain an abstract and vita for each panelist. Please mail proposals to: Dr. David F. Winkler, *clo* Naval Historical Foundation, 1306 Dahlgren Avenue SE, Washington Navy Yard, Washington, DC 20374-5055. Send inquiries and electronic proposals to dwickler@navyhistory.org.

Contributors to this issue of Argonauta 2010.1

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The winter meeting of the CNRS Council, February 20, 2010

Picton, Ontario.



The winter meeting of the CNRS Council took place, February 20, 2010 at the Collections & Archives Society, Picton, Ontario.

From R to L standing: Paul Adamthwaite, CNRS President and Host; Faye Kert, Membership Secretary; Rob Davison, Secretary; Errolyn Humphreys, Treasurer; Richard Gimblett, Past President; Richard Mayne, Councillor; Chris Madson, Councillor; James Pritchard, Member. Sitting, Roger Sarty, 1st Vice President. There, but behind the camera, Maurice D. Smith and William Glover.