

ARGONAUTA



**The Newsletter of the Canadian Nautical Research Society/Société
canadienne pour la recherche nautique**

Volume XXVIII Number 4 Autumn 2011

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

Editors

Isabel Campbell and S. Colleen McKee

Argonauta Editorial Office

c/o Isabel Campbell
2067 Alta Vista Dr. Ottawa ON K1H 7L4

e-mail submissions to:

scmckee@magma.ca

or

Isabel.Campbell@forces.gc.ca

ARGONAUTA is published four times a year—Winter, Spring, Summer and Autumn

The Canadian Nautical Research Society

Executive Officers

President:	Maurice Smith, Kingston
Past President:	Paul Adamthwaite, Picton
1 st Vice President:	Chris Madsen, Toronto
2 nd Vice President:	Roger Sarty, Kitchener
Treasurer:	Errolyn Humphreys, Ottawa
Secretary:	Rob Davison, Waterloo
Membership Secretary:	Faye Kert, Ottawa
Councillor:	Isabel Campbell, Ottawa
Councillor:	Dan Conlin, Halifax
Councillor:	Richard O. Mayne, Winnipeg
Councillor:	Barbara Winters, Ottawa

Membership Business:

200 Fifth Avenue, Ottawa, Ontario, K1S 2N2, Canada
e-mail: fkert@sympatico.ca

Annual Membership including four issues of *ARGONAUTA*
and four issues of *THE NORTHERN MARINER/LE MARIN DU NORD*:
Within Canada: Individuals, \$65.00; Institutions, \$90.00; Students, \$20.00
International: Individuals, \$75.00; Institutions, \$100.00; Students, \$30.00

Our Website: <http://www.cnrs-scrn.org>

**In This Issue
Table of Contents**

Editorial	1-2
President's Corner	2-3
Announcements	3-9
Literature review	9-10
Canadian Naval Technical Association presentation	11-18
Modelling HMS <i>Kelly</i> by Gray	18-27
Call for Papers	28-29

Editorial

Those of us who reside in Ottawa, deprived of spectacular ocean and lake views, are grateful that autumn brings us vibrant colours as a compensation for our land-locked status. This issue of *Argonauta* is also brightly coloured with autumn offerings for all of our readers.

Starting with the President's Corner, Maurice Smith entertains us with a revealing personal anecdote, followed by a thought-providing reference to a recent *Globe and Mail* article about the complexity of thought in the humanities and mediums of expression. He even touches upon modern text based databases in his challenge for us to think hard about research and writing. We hope that *Argo* will continue to be a medium for your thoughts, your research problems, your new ideas, and also for announcements on developments in the field of nautical research. As you will see, Tavis Harris has picked up the theme in her literature review providing us with an insightful overview of what's going on in other maritime history journals. We congratulate Tavis on the recent publication of her article, "Wind, Words and Fury: Canada and the Geneva Protocol, 1925-1926" in the October issue of *War and Society*.

The Canadian Technical History Association piece by Tony Thatcher provides us with an overview of the association's mission as well as tantalizing tidbits from their archives that may tempt some researchers to venture into the Directorate of History and Heritage to examine the contents more fully. Finally, David Gray shares his passion for ship modelling and reveals the careful background research he has undertaken in the process of modelling HMS *Kelly*. The medium here is

undoubtedly the message.

It is our hope that Argo will continue to attract submissions from our readers from all parts of Canada who enjoy maritime history and want to share their discoveries with others.

Fair Winds, Isabel and Colleen

President's Corner

by Maurice Smith

It was a perfect fall day in London when I walked into the Science Museum on Museum Road. I had a purpose, a quest to track down an artefact associated with the construction of the 1820 Stone Frigate at the Royal Military College in Kingston. At the main desk I asked for a curator, one associated with their maritime history gallery. Surprisingly she put me through to the right person immediately and soon enough a senior gent appeared, and yes, he met some of the expected stereotypical impressions – a bit of an immediate post-war (2) look, and jolly. “I am very happy to see you. It has been a while since I had a question like that. Shall we go downstairs?” I had the impression he had been waiting for me a very long time. This was not Lewis Carol’s caterpillar saying, “who are you”. Maybe being Canadian helped. Below decks was a version of heaven, architecturally untouched by modern ideas.

In his office; piles of books and papers, little space to sit down, I told him about data bases, all the usual stuff about Boolean search techniques to help establish my street cred. On his desk was a monitor that took up most of the space, remember this is pre flat screen days. He dropped in the keywords and we got close but not quite there and then there was there an, “aha”. We walked, maneuvered our way is better, to reach a filing card cabinet with numerous drawers. “These are the files the contract people used to transfer the marine information into the computer.” On the front face of the card was the typed information that had been copied into the data base. But then he did something rather marvellous. He flipped the card. Generations of curators, and he knew some of them by their writing style had been annotating the backs of the cards in pencil. This information was not transferred. It seems the contract people were on some kind of performance based piece-work – typed info only. We found just enough research leads to open up what I call a good hunch worth following up. That will be another adventure in 2012.

And so this takes me to a column written by Russell Smith (no relation) in the *Globe & Mail*, 20 October 2011, "Complex ideas can't always be made simple" in which he discusses PhD students from Australia and New Zealand participating in contest (<http://www.postgraduate.uwa.edu.au/news/3mt>). Only one of the ten was from the humanities, e.g. complex ideas.

And so I shall try to draw these threads together. The first is that historians are themselves the repository of complex ideas that, I suspect, go well beyond what appears on the printed page or in the lecture theatre. Is there a way, a medium, through which these ideas can be transmitted, or is it worth it, surely the answer is yes. And second, modern text based data bases are no longer restricted by rigidly defined field structures.

Maurice

Announcements

Royal Navy Burying Ground Halifax

The Royal Navy Burying Ground in Halifax is an almost forgotten trove of history tucked in a corner of the Canadian navy's home base at CFB *Stadacona*. Historian Rick Sanderson believes it has been there since 1759.

The Canadian maritime forces are looking for a team of archeologists to probe the graveyard with ground-penetrating radar to find out how many people are buried at the site. Although there are only 84 grave markers, perhaps 500 people may be buried there. A map from the 1860s shows hundreds of graves. However, Sanderson noted: "It doesn't tell you the names of the vast majority of people buried there and it doesn't tell you where there are unknown graves."

Many of the remaining markers are in rough shape and need repairs, such as a wooden grave marker from 1845. Often the cause of death is explained on the marker. For example, James Hamley fell from the topmast of the squared rigged warship, HRM *Sloop Pilot*, on Aug. 4, 1841. Underneath another marker lie five sailors who served aboard the HMS *Shannon* — the British ship that captured the American frigate, Chesapeake, during the War of 1812.

A longer version of this story appeared on the CBC website, 18 July 2011.

A Celebration in Halifax – *Queen Elizabeth* and Cunard History

In honour of the maiden visit of Cunard's newest ocean liner and the recent revitalization of the Halifax Seaport and waterfront, The Halifax Foundation re-dedicated the majestic statue yesterday which had been re-located last year to a more prominent position, adjacent to the Cunard Centre, overlooking the harbour and Georges Island. On hand to join the festivities were many members of the Paton Family, direct descendants of Samuel Cunard. As the ribbon was cut, *Queen Elizabeth* sounded her whistle in acknowledgement of the historic occasion. Captain Christopher Wells, master of *Queen Elizabeth*, and members of the ship's company joined the re-dedication ceremony on the waterfront. In his remarks Wells said, "The city of Halifax holds unique significance to Cunard Line and we are proud to join Samuel Cunard's descendants as we celebrate this special occasion. It is truly gratifying to see this majestic symbol of Samuel Cunard's legacy take such a prominent position on the waterfront; it stands as a beacon to visitors from all over the globe, which is fitting since Samuel Cunard made far-reaching travel possible for untold millions."

In 2006, The Honourable Alan R. Abraham of The Halifax Foundation, along with John Langley, chairman of the Cunard Steamship Society, spearheaded the initiative to create a bronze statue of Sir Samuel Cunard, which was dedicated in October of that year and has presided over Halifax's waterfront to recognize one of the city's most famous and influential individuals. The statue depicts Cunard standing beside a ship's telegraph, symbolic of steamship travel and the company he established.

"Cunard history and heritage is widespread as one might expect after 171 years, and counting. It was here that founder Samuel Cunard was born, later establishing a company which has no equal in the annals of ocean liner history. Today in Halifax was a great day for celebrating the man and his legacy," said John Langley, who is considered to be the foremost expert on the life of Samuel Cunard and who authored his biography, "Steam Lion."

A longer version of this article appeared on the Maritime history on-line list.

Franklin Ships Remain Unfound

Archeologists in the Arctic hoping to find Sir John Franklin's long-lost ships neared the end of their latest search Friday with no shipwreck in sight. It appears HMS *Erebus* and HMS *Terror*, two of the most sought-after wrecks in Canada, will remain undiscovered for now. Parks Canada archeologists spent the last six days combing an area west of King William Island, where explorers seeking the Northwest Passage stopped or, in the case of Franklin, got stranded in ice. *Erebus* and *Terror* vanished in the High Arctic more than 160 years ago, along with the famous British explorer and 128 crew.

This was the third year of a three-year-program to find the two ships, but searches for them and remnants of Franklin's failed 1845 expedition began almost immediately after he disappeared.

Marc-Andre Bernier, Parks Canada's chief of underwater archeology, says it is too soon to say whether the search program might be extended beyond this year. Crews in two boats have been using sonar to map the ocean floor but a plan to use a new underwater robotic vehicle fell apart.

"We weren't able to deploy it," he said. "We're hoping if we continue next year that's going to be available, but unfortunately for this year, we ran into some technical problems at the last minute, so that actually could not be used on this survey" Even if *Erebus* and *Terror* remain lost, the expedition from the coast guard icebreaker Sir Wilfrid Laurier, has been useful for mapping the area. Similar searches were conducted in 2010 and 2008, when small bits of copper sheeting were uncovered that may have belonged to Franklin's ships.

A search effort was called off in 2009 because Parks Canada could not secure a Canadian Coast Guard icebreaker to assist with the project.

CBC News (August 26 2011)

Great Lakes Shipwreck Historical Society

As we prepare to close a seminal year in the history of the Great Lakes Shipwreck Historical Society, we provide this update requesting continued support of this award winning organization. As a member organization, we are accountable to you. Please consider our progress and accomplishments:

Great Lakes Shipwreck Historical Society cont'd

- Completed Phase II of Whitefish Point Light Tower Restoration
- Completed the Historic Restoration of the Weather Bureau Building
- Launched a monthly Maritime History and Shipwreck Lecture Series
- Instituted an annual 5K "Run for the Light" fundraiser
- Hosted the 150th Commemorative Event for the erection of our own Light Tower
- Ushered more than 6,000 visitors to the top of our light tower for a truly memorable experience
- Updated Interpretive Panels in the Shipwreck Museum
- Actively began planning to find the WWI Era Lake Superior Wrecks of the French Minesweepers

Many exciting projects remain, including restoration of the present video theatre, originally built as a U.S. Navy barracks and restoration of a WFP Motor Life Boat House. Many wreck sites beckon to be discovered and documented, so to fashion appropriate memorials to Masters and crew.

Please remember our good work in your end of year charitable gifting. All gifts are tax deductible. Even modest gifts from so many members and friends make a dramatic difference. You may make your contribution online or by calling 800-635-1742 business hours eastern time; or by simply mailing a check to the letterhead address below, noting "2011 Annual Appeal" on the [cheque].

Thank you for your support of the Shipwreck Society. You may contact any one of us at 800-635-1742 during normal business hours.

The Great Lakes Shipwreck Historical Society
400 W. Portage Avenue, Sault Ste Marie, MI 49783
906-635-1742 · Toll Free Phone: 800-635-1742

www.shipwreckmuseum.com

Historian Awarded Hattendorf Prize during International Seapower Symposium

U.S. Naval War College (NWC) presented British naval historian N.A.M. Rodger with the Hattendorf Prize for his contributions to maritime history, Oct. 20, 2011. During a brief ceremony at the 20th International Seapower Symposium, U.S. Chief of Naval Operations Adm. Jonathan W. Greenert and the British Royal Navy's First Sea Lord, Adm. Sir Mark Stanhope, joined the Naval War College's President Rear Admiral John N. Christenson and Professor John B. Hattendorf in recognizing Rodger as the inaugural Hattendorf Prize Laureate.

Rodger is a fellow of All Soul's College at Oxford University and of the British Academy, the U.K.'s London-based national organization for distinguished scholars in the humanities and social sciences. Rodger has researched extensively the naval history of Britain, with his works spanning nearly 1,400 years of history.

"It is particularly appropriate for the Naval War College to make this announcement here at this symposium," said Christenson. "This prize is made for world-class achievement in original research that contributes to a deeper historical understanding of the broad context and interrelationships involved in the roles, contributions, limitations, and uses of the sea services in history." Rodger told the audience of maritime leaders from more than 110 nations around the world that he was honored to be presented the award in front of such an august international delegation. "I've often thought naval historians are able to do more service to navies than navies realize," Rodger said. "I like to take the opportunities that come my way to tell admirals this, but I must say, I never dreamt I should find myself with the opportunity to say this to all the admirals in the whole world who matter."

Christenson told the international delegation of naval and coast guard officers that the prize reflects the essence of Professor John B. Hattendorf's long legacy of scholarship and service to the U.S. Navy, the college, and the local community. He first joined the Naval War College faculty as a lieutenant in 1972 and has been the Ernest J. King Professor of Maritime History at NWC since 1984 and director of the Naval War College Museum since 2003.

Christenson recognized the great generosity of the donor, Pam

Ribbey, whose late grandfather, Captain Charles H. Maddox, was a 1935 and 1939 Naval War College graduate and a faculty member from 1939 to 1941. The donation of the prize was made in memory of Capt. Maddox, who played an instrumental role in intelligence collaboration between the U.S. Navy and the Royal Navy in the Pacific in the late 1930s and was serving at Pearl Harbor during the attack. Recognizing her grandfather's service, Ribbey endowed the Prize on the anniversary of the Pearl Harbor attack, Dec. 7, 2010. This endowment fund will allow the Naval War College to award the Prize at two-year intervals, providing a \$10,000 cash prize with a citation and a bronze medal.

by James E. Brooks, Naval War College Public Affairs

HMS *Victory* To Be Restored

HMS *Victory*, the world's oldest commissioned warship, is to be returned to her former glory thanks to a ten-year restoration program.

The Royal Navy's oldest commissioned vessel, Lord Nelson's flagship HMS *Victory*, at Portsmouth Historic Dockyard.

It will be the most extensive restoration of the 246-year-old warship since she was repaired after the Battle of Trafalgar in 1805.

The work will begin this month and be undertaken by BAE Systems Surface Ships at Portsmouth Naval Base under a £16m contract awarded by the MOD.

The restoration of Lord Nelson's flagship will include the ship's masts, rigging and bowsprit, and will involve replacing side planking and decayed timber with hand-fitted teak to maintain the structural integrity and unique profile of the vessel.

Captain John Newell, head of the HMS *Victory* support team at the MOD's Defence Equipment and Support organisation in Bristol, said: "This is a great opportunity to carry out the repairs needed to preserve the ship for the nation [for the] long term. BAE Systems Surface Ships has assembled a very experienced and world class team, and we look forward to working with them."

Vice Admiral Charles Montgomery, Second Sea Lord and Commander-in-Chief of HMS *Victory*, said: "HMS *Victory* is an icon for the Royal Navy and the nation as a whole. This restoration project will enable future generations to experience for themselves a warship that has an enduring and far-reaching effect on national and international history."

John O'Sullivan, BAE Systems Project Manager for HMS *Victory*,

said: "This phase of restorative work is necessary to guarantee *Victory's* long-term future and our project team are looking forward to getting started on the job of maintaining the ship for future generations to enjoy."

The repairs will be carried out by Team Victory, which is made up of shipwrights and other specialist staff employed by BAE Systems including traditional shipbuilders, Bell Rigging, based in London, and the Gloucester-based T Nielsen & Company, who specialise in traditional wooden shipbuilding skills.

The contract has been signed for an initial five years with an option to extend for a further five, sustaining a number of jobs at BAE Systems Surface Ships and maintaining traditional shipbuilding skills in the UK.

Literature Review

by Tavis Harris

It has been a little while since I have had the opportunity to complete a review, but it is great to get back to it as it gives me a chance to poke my head up from my own work and see what is occurring the wider world of nautical research. As many readers certainly know, H Net is a fantastic resource for humanities and social science research, and H-Maritime (<http://www.h-net.org/~maritime/>) provides a wealth of interesting resources for anyone interested in Maritime studies. One terrific find was the University of Michigan's Clements Library online exhibit concerning the American campaign against the Barbary Pirates in the 18th and 19th centuries. The exhibit itself provides covers a significant number of topics and provides hotlinks to several primary sources in the library's holdings and other online sources. This collection is certainly of interest to anyone examining the development of the U.S Navy and the country's early forays into the region. The exhibit can be found at the following URL: <http://www.clements.umich.edu/exhibits/online/barbary/barbary-introduction.php>

Continuing the 19th century theme is Philippe R. Girard's "The Ugly Duckling: The French Navy and the Saint-Domingue Expedition, 1801-1803" from *International Journal of Naval History* Vol. 9 No. 1-3 (2010). Girard is an associate professor of history at McNeese State University who has published extensively on French military/naval history. The article examines the many roles the French Navy played during the ill-fated Saint-Dominique expedition and argues the lack of

Literature Review cont'd

success stemmed from senior military commanders viewing the naval forces as a 'junior' partner in the expedition and frequently misused naval forces assigned to the campaign.

Noted Naval Historian Christopher M. Bell offers an interesting take on Sir. John Fisher in "Sir John Fisher's Naval Revolution Reconsidered: Winston Churchill at the Admiralty, 1911–1914." *War in History* Vol. 18 No. 3 (July 2011). Bell is a professor of history at Dalhousie University in Halifax who has published extensively in the fields of international relations and naval history. In this recent paper, Bell argues against recent revisionist works contending Sir John Fisher and Winston Churchill were "on the verge of implementing a naval revolution" in the years leading up to the Great War. The author contends that while Fisher was interested in technical developments such as submarines the strategic outlook and force structure remained decidedly conservative, focusing on a preponderance of large surface craft and their employment in the North Sea.

In closing, I would like bring to your attention an article I wrote for the upcoming *War & Society* No. 30 Vol. 3 (October 2011). "Wind Words and Fury: Canada and the Geneva Protocol, 1925–26" examines a little understood aspect in Canada's interwar external relations policy and addresses how the Protocol itself helped shape Canadian naval disarmament. The Protocol represented Canada's first significant independent foray into international affairs and set the form for future policymaking. It also forced both civilian and military leaders to consider how this proposal could impact the use of naval forces to enforce League of Nations' mandates.

As Autumn sets in I stand ready for new volumes and interesting articles to bring to the attention of Argonauta's readers. If there is related material you would like highlighted, feel free to contact me at tavis.harris@forces.gc.ca.

Capturing Canada's Naval Technical History

by Tony Thatcher

The Canadian Technical History Association (CNTHA) was initiated in the early 1990s by a small group of enthusiasts who were determined to record the impressive technical history associated with the Canadian Navy. A subcommittee, CANDIB, was formed in the late 1990s to document the impact of naval procurement on the Canadian Defence Industrial base.

The CNTHA Mission is to capture and preserve Canada's oral and written naval technical history. The CNTHA Vision is to encourage the establishment of a culture in which Canada's naval technical heritage is preserved and made accessible to future generations. What are we doing?

- Gathering evidence to show how the navy has contributed to the country's development
- Helping to realize a comprehensive historical archive
- Contributing to a lasting legacy for future authors, researchers, students

Why are we doing this?

- We feel it is one's social responsibility to preserve our heritage and the Navy has a major role in this too; we are trying to encourage the Navy to fulfill its cultural responsibility
- We hope to capture the national imagination by helping to showcase interesting events and making it easily accessible for students, authors, researchers and historians. (One can debate the desirability of providing quickly available material for student assignments)
- We want to show that the Navy's technical services has, and is, leaving a lasting technical heritage for future Naval Engineers which can help instill some national pride.



Nipigon on the Marine Industries Ltd. (Sorel) marine railway in the late '60's. Photo courtesy of LCdr Don Wilson

Our History

- 1992 – CNTHA inauguration
- 2001 – CANDIB sub-committee formed
- 2004 - Oral History project started
- 2005 - CNTHA website cntha.ca online
- 2010 – Technical Working Groups established

Our Activities

- Retain a contact list of potential interviewees
- Actively approach persons of interest
- Accept paper records, small memorabilia
- Conduct oral interviews and transcribe into paper format
- Convene group sessions on a particular technical topic in the following categories: Combat Systems, Marine Systems, Naval Architecture and personnel. We find this format helps people's recall. Our aim is to produce a timeline of events and linkages.

We submit archival material to DND's Directory of History and Heritage (DHH). This archival material is arranged by DHH in Six

“Series” and currently consists of 518 files:

- I Naval Technical History Project material
- II Marine/Naval Architecture Books and Magazines
- III Ship’s Technical Drawings
- IV DDH 280 Main Propulsion Proposal
- V Oral and written Interviews
- VI Support Documentation for Sonar Paper

We host a website to showcase our material under the domain name “cntha.ca” where we present the following information:

- CNTHA Documents Collection listing;
- Maritime Engineering Journal & CNTHA Newsletters;
- CNTHA Oral & Written History transcripts (over 30 to date);
- Research Results in the following areas; Design; Build; R & D; Ship Classes; Combat Systems

There is a photo Gallery linked to site. We welcome comments and constructive criticism.

In closing, I can say that our job is still unfinished and there is much more work to be done. I welcome any comments and can be reached by email at tony@cntha.ca .

Snippets from the oral history collection:

Gas Turbine propulsion by Admiral Welland

“I’d been the Captain of [HMCS] *Shearwater* for three years and then I was sent to Ottawa in 1960, in the autumn of 1960. My job was the Director of Operational Requirements. So at that time, earlier on I started talking to the engineers about ‘let’s have a look at gas turbines’. Now at that time, no warship in anybody’s navy was propelled by gas turbines. I had raised the issue, and I say ‘I’ not with any [pride], but I was the instigator. I know I was because I had lots of accusations made later and not very many were complimentary. I’d always been interested in airplanes and I knew a lot about gas turbines. I’d just come from *Shearwater* where we had a lot of them on the station. We’d ordered

new helicopters, the Sea King and it was a turbine and so on. Now the GP Frigate was pretty well along; people knew what we wanted. I started agitating for gas turbines. I was told to shut my mouth several times about this by the engineering department.

[I contacted] United Aircraft (Pratt & Whitney) in Montreal and I told him about this and he said: "Well you know, why don't you come down Hartford Connecticut because it just happens we have a 25,000 horsepower gas turbine on a test bed. Jack [Caldwell, Chief Engineer of the Navy] and I were pretty good friends. Well, he was really pissed off with me about me going on with this gas turbine thing... "It's a fine "xxxx" navy when some executive officer tells the chief engineer what kind of engines he ought to have." Royal Navy had put a Rolls Royce, I think it was an Olympus engine, into a destroyer along with - they substituted one of the steam engines - they went to a lot of trouble.... [but the] Royal Navy could see their whole industry turning into rat shit [so] the Royal Navy decided they weren't going to do it. Anyway, the naval board decided that we go for gas turbines and not only main propulsion but the whole damn thing. I'm not sure that I lobbied for that!"



Huron on contractor's sea trials - DND Photo

HMCS *Preserver/Protecteur*

by John Shepherd, Project Manager, Saint John Shipbuilding

“You had this two-phased/ two-pronged approach coming from government; the contractual and the technical, [PWGSC and DND] especially on *Preserver/Protecteur*. This was initially started out as a commercial vessel to be built to Lloyd’s. Contractually that sounded great, technically from the Navy point of view it was a disaster. They did not want Lloyd’s approval. They wanted Navy approval. Saint John Shipbuilding came out with good technical staff, a good production workforce and a good group of management for the production. So all in, that’s what Saint John Shipbuilding gained from that project. They made no profit. “

by Andy McArthur, Technical Manager, Saint John Shipbuilding

“One of the major problems was that in fact the contract had been stated to be a commercial contract and everything would be built to Lloyd’s Register of Shipping rules which it started off with, but very soon thereafter the government introduced their own inspection services and we had many instances where Lloyd’s would inspect a steel unit, mark up the corrections they wanted then afterward the Navy would come along and mark up everything they expected over and above Lloyd’s. We objected to this and we expected to be recompensed if it is shown that we in fact were correct and the government is wrong so basically that’s what we did and carried on, we adhered to the additional work the Navy required. It went to court and the government refused to pay and it was going to the Supreme Court and eventually walking up the steps going to the Supreme Court of Canada it was finally settled, the government saying we will pay, long time, money, time wasted.”



Photo courtesy of Shaun Perry

Origins of Nedit and NETE

by Vice Admiral Stephens, Head of the Boiler Section in the Engineer in Chief Dept, Naval Service Headquarters.

“In the '51- '54 period, [For the design of the Saint Laurent Class ships] we put together NEDIT [Naval Engineering Design Investigation Team] and NETE [Naval Engineering Test Establishment].as we were moving..... to much higher steam pressures and steam temperatures. ... the basic idea of NEDIT; we didn't think we had the design capabilities in the headquarters. It was better to leave this somewhat to a separate group. We recognized that the Yarrows Admiralty Research Department [Y-ARD] had done a lot of good work in the British Navy. George Raper...was very much involved with Y-ARD... He was one of the RN's brightest engineers. We managed to talk the British Admiralty[into] lending us Raper and he came over and put together NEDIT.

At NETE we decided at the same time, we needed something to do testing. We didn't know how to do shock testing, so we had to have shock machines. We wanted to make sure that the performance of the feed pumps was up to scratch and although the contractors had to do this when they were doing a multiple supply, at the beginning if you had problems we would check things out at NETE... it was every kind of testing imaginable. And it grew. ... we had a naval officer in charge of NETE, but all the others were civilians from Peacock [Peacock Brothers Ltd, Montreal]. We purposely put it there because NEDIT was there and we thought NEDIT and NETE could work together in a nice, tidy package.”



The original NCDO drawing office set up in Canadian Vickers, Montreal – DND Photo

Project Management

by Brian McNally, FFE 400 Project, Management Control Office,
Department of Defence Production. (DDP)

“After some procurement disasters (eg *Bonaventure*) the GLASSCO Commission investigation into the state government procurement set up DDP as the sole procurement agency. There had been a lot of literature in the US about the management of projects and consolidating management and all the major players into one PMO. (project management office) Why not establish a hydrofoil office jointly staffed by DDP and DND? A joint Management Board at the Associate Deputy Ministerial level was put in place after a lot of discussion about the level of such a board. A Master Plan was to be the primary tool in the management of the project. It contained project objectives, a master schedule and overall cost estimates to completion and was instantly approved by the Management Board. The format of the original plan and the progress review system were to provide the basis of the planning and control for many of the major projects that were subsequently commissioned.

Project management would have arrived on the scene eventually but the hydrofoil project office made it come sooner.”



Canadian Patrol Frigate – DND Photo

Modelling HMS *Kelly*

by David H. Gray

When one thinks of destroyers, one often thinks of them operating in flotillas rather than as individual ships. Yet, there are Second World War destroyers that come to mind because of their individuality, such as HMS *Glowworm's* (Lt.Cdr. Roope, VC) attack on *Admiral Hipper*, HMS *Cossack's* (Capt. Vian) release of British merchant seamen on *Altmark*, and HMS *Kelly* (Capt. Mountbatten) as the inspiration for the movie "In Which We Serve". *Glowworm* was a G-class destroyer commissioned in 1936, and *Cossack*, commissioned in 1938, was one of 16 British, 8 Canadian and 3 Australian Tribal class destroyers. *Kelly* was one of 16 J- and K-class destroyers ordered during the ramp-up to World War 2 when it was thought that there was not enough time or money to build destroyers of the size of the Tribals. Therefore, the 16 destroyers, each of which was 25 feet shorter, 100 Tons less displacement, one fewer boiler and one fewer 4.7" turret than a Tribal, were ordered in 1936 and commissioned between March 1939 and February 1940. The fact that there were only two boilers meant that the ships needed only one funnel – a saving of top-weight and deck space and a reduction in the size of the ship's profile. But, having only two boilers meant that a single hit could flood both boiler-rooms, completely de-powering the ship – as happened with *Kelly* – and ruining the reserve buoyancy. The ships were built with longitudinal frames

rather than transverse frames and hence were structurally stronger, a condition that saved several of the ships, including *Kelly*.¹ After the cost over-runs and delays in the construction of the L- and M-class destroyers, which were slightly larger and more powerfully armed than their immediate predecessors, the British Admiralty went back to the J-class design for the 8 ships of the N-class.²

Admiral Sir John D. Kelly, GCVO, KCB, ADC

John Kelly entered the navy in 1884 at the age of 13, and was initially considered to be only of “doubtful” usefulness to the Navy. Despite this, his actual career progressed at a normal pace, reaching the rank of captain in 1911. He was given command of the light cruiser HMS *Dublin*, of the Mediterranean fleet, in July 1914. In the early days of the war *Dublin* and *Gloucester*, commanded by his brother, were the only ships able to keep in touch with the German battle-cruiser *Goeben* as she made her way to Constantinople.

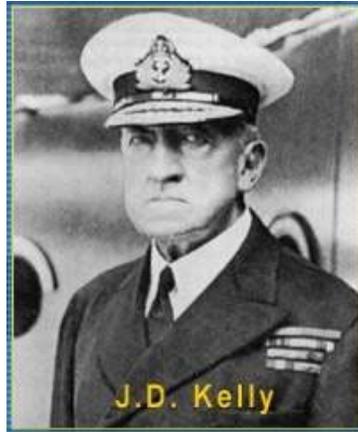
Later in the war, Kelly commanded the cruisers HMS *Devonshire* and *Weymouth*, before being given command of the battlecruiser HMS *Princess Royal* in 1917. At the end of the war he was appointed a Companion of the Bath (CB). After the war, Kelly served as director of the Operations Division of the Naval Staff, commanded the 4th Battle Squadron and was Fourth Sea Lord. In 1927 he took command of the First Battle Squadron and was second in command of the Mediterranean Fleet.³ In 1929-1931, he was admiral commanding the reserves and was promoted to full Admiral in 1930. In 1929 he was created a Knight Commander of the Bath (KCB).

On September 15, 1931 the crews of a number of major ships at Invergordon refused to follow orders to put to sea. The “mutiny” was essentially a strike over pay and conditions, and only lasted for one day. Kelly was chosen to deal with the aftermath of the mutiny because he was acknowledged as having excellent personnel management skills. He was promoted to commander-in-chief of the Atlantic Fleet (soon renamed the Home Fleet), a post he held for two years.

1 Christopher Langtree, 2002, *The Kelly's*, Chatham Publishing, London. pp. 12 & 207.

2 http://en.wikipedia.org/wiki/J,_K_and_N_class_destroyer Accessed May 7, 2011.

3 I believe that Mountbatten and Kelly would have known each other during this time, because Mountbatten was the Assistant Fleet Wireless & Signals Officer, and hence on the Commander-in-Chief, Mediterranean's staff.



(<http://www.admirals.org.uk/admirals/fleet/kellyjd.php>)

Kelly was appointed a Knight Grand Cross of the Royal Victorian Order (GCVO) in 1932 for personal service to the monarch. He was King George V's first and principle naval aide-de-camp (1934-1936). His final appointment was as commander-in-chief at Portsmouth. One day before reaching compulsory retirement age, he was promoted to Admiral of the Fleet. Four months later, on 4 November 1936, he died at a nursing home in London. His funeral was with full naval honours after which he was buried at sea from the deck of HMS *Curacao*.⁴

Kelly's construction

HMS *Kelly* was laid down as Hull #615 at Hawthorn, Leslie & Co., at Hebburn-on-Tyne on August 26, 1937. She was launched on October 25, 1938, the naming being done by Adm. Kelly's daughter Antonia. The shipbuilders and the future ship's naval officers worked well together to produce a ship that suited their needs. Mountbatten has written that: "We became great friends all the way down the line."⁵ She, and *Jervis*, were both built at Hawthorn, Leslie as destroyer-leaders, which means there were slight modifications made to accommodate more officers and crew, such as, the aft superstructure being longer on both ships. About this time, Mountbatten volunteered *Kelly* as temporary royal yacht for King George V and Queen Elizabeth's state visit to Belgium in September 1939. He could, therefore, give instructions for spacious and luxuriously fitted day and night cabins, and a bathroom fit for a king.⁶ She was commissioned on

⁴ http://www.historyofwar.org/articles/people_kelly_john.html Accessed May 7, 2011.

⁵ Richard Hough, 1991, *Bless Our Ship*, Hodder & Stoughton, London. p. 49.

⁶ Hough, p. 48.

August 23, 1939 at Chatham dockyard and immediately Mountbatten had all the provisions and stores put on board within three days, a process that is normally done over a period of three weeks.

Her construction was not the last time that Hawthorn, Leslie saw the ship. From November 21 to December 14, 1939, they repaired heavy-weather damage. *Kelly* struck a mine on exiting the Tyne River and had to be towed back for repairs, which took until the end of February, 1940. She collided with HMS *Gurkha* in March 1940 and had to be repaired at London, which took two weeks in April. On May 9, 1940, she was torpedoed in the boiler rooms and was towed from off the Danish coast to the Tyne for major repairs. Some people⁷ claim that the damage was so extensive that she ought to have been scuttled, and the fact that the towing put other ships at risk. It was later calculated by A.P. Cole, the ship's naval architect, that had Mountbatten not ordered the crew off the ship, the ship would have capsized due to the top-weight it created.⁸ The fact that the ship remained intact when its bottom was completely blown out is a testament to the longitudinal rib design. This repair job took seven months!

The *Kelly* was sunk on May 23, 1941 off the coast of Crete by Junker 87 Stuka bombers placing a bomb just aft of the engine-room, blowing a hole in her port side. She was already in a hard turn to starboard at high speed (hence heeling to port anyway), so she capsized quickly.⁹

Kelly's battle honours

Briefly stated, an unofficial list of battle honours for HMS *Kelly* are: Atlantic 1939, Norway 1940, Mediterranean 1941 and Crete 1941. Rather than sounding like the official record of describing each month of the war, it can be briefly stated that *Kelly* sank, or helped sink, two U-boats, several caiques full of troops and aviation spirit; and rescued the crew of the aircraft carrier HMS *Courageous*, many merchant ships, and the British Expeditionary Force from Norway. *Kelly* also repatriated HRH the Duke and Duchess of Windsor from France in September 1939.¹⁰ She was in drydock at the time of the evacuation at Dunkirk.

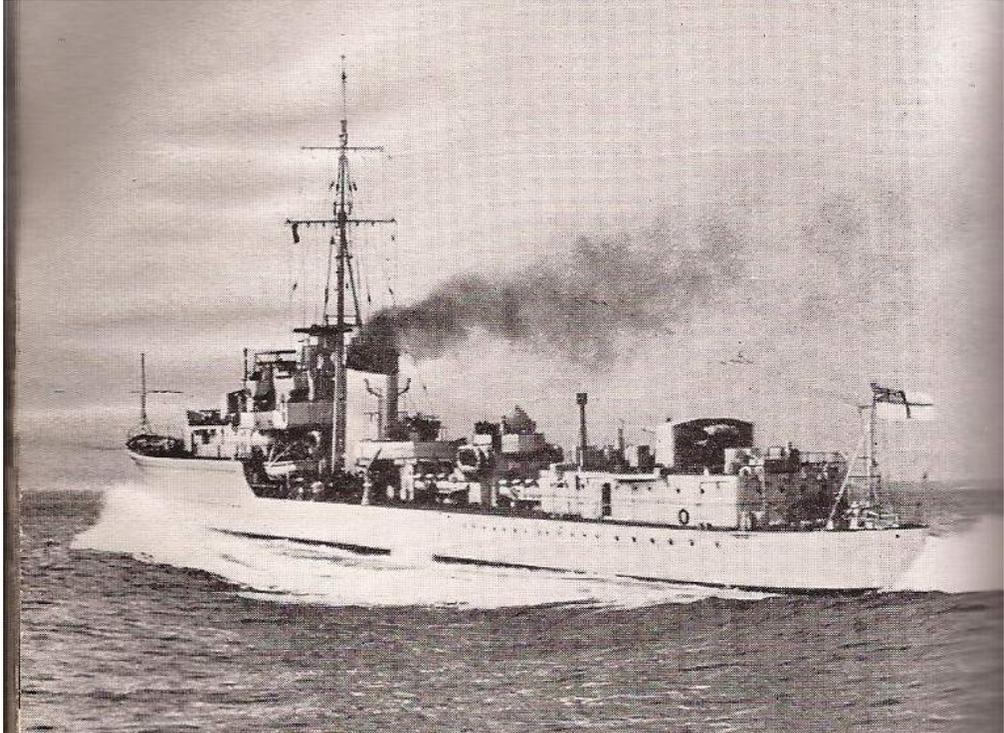
7 Adm. Layton (on board HMS *Birmingham* which provided cover during the tow) was one. [Christopher Langtree, *The Kelly's*, Chatham Publishing, London, 2002, p. 71]

8 Kenneth Poolman, 1954, *The Kelly*, William Kimber, London. p. 133. Langtree, p. 71.

9 John Terraine, 1980, *The Life and Times of Lord Mountbatten*, Arrow Books. p. 76. Langtree, p. 115.

10 Poolman, pp. 69-71.

Of the 639 days that *Kelly* existed during the Second World War, she was in the hands of a ship-yard for 345, or about 55% of the time. In 1940, *Kelly* was operational for only 23 days!



HMS *Kelly* – official photograph taken immediately after commissioning. [John Terraine, *The Life and Times of Lord Mountbatten*, Arrow Books, 1980.]

In Which We Serve

Mountbatten was a friend of Noel Coward, the actor and movie director. A movie about the exploits of the *Kelly* was Coward's idea, but Mountbatten's personal role in the making of the film was decisive. He made sure the king read the screen-play at an early stage, took a leading part in the casting of the actors, and got the Second Sea Lord to lend a ship's company.¹¹ Coward, played the Captain – under a different name; he changed the name of the ship to *Torrin*; sometimes placing her in situations to which the *Kelly* did not belong (like Dunkirk).¹² But Coward literally wore Mountbatten's cap, in

11 Barry Day, 2005, *Coward on Film: The Cinema of Noel Coward*, Scarecrow Press. pp. 52-3. (Found on the internet at Google Books.)

12 I can find no reference to Mountbatten being at Dunkirk – he probably was on a well-deserved leave. Of the J-, K- and N-class destroyers, only HMS *Javelin* and *Jaguar* were involved. [Langtree, p. 73.]

Mountbatten's manner; it was Mountbatten's words that he used in the peak moments of the story; and when Mountbatten visited the studios, and saw the life-size ship-model which Coward had had constructed, he thought for a moment that the *Kelly* had returned to life.¹³

Mountbatten

Capt. Lord Louis Francis Albert Victor Nicholas Mountbatten was the second son of Prince Louis of Battenburg, the First Sea Lord of the Admiralty during the early part of the First World War who resigned due to anti-German hysteria and due to a number of lost battles. Lord Louis' maternal grand-mother was a daughter of Queen Victoria, and he had connections into the royal families of Germany, Russia, Sweden, Norway, and Greece. He was known by "Dickie" – a variation of "Nickie", from Nicholas – from early in his life. He entered the Royal Naval College in 1913, at the age of 13, served on a number of ships during the war, but missed the battle of Jutland. At the end of the war, he was a sub-lieutenant and second in command on an anti-submarine vessel, *P-31*. He excelled at his course work, which allowed him to get the best postings. In the 1920s, there were senior officers who were ashamed of the public's destruction of his father's career, and attempted to make things right by favourable treatment towards Lord Louis.¹⁴

He was selected to be a personal aide, officially flag-lieutenant, to the Prince of Wales (later King Edward VIII, even later Duke of Windsor) on a 210-day royal tour of Australia, New Zealand and the West Indies on HMS *Renown* in 1922.¹⁵ During that tour, he met and proposed to Edwina Ashley, a beautiful, brainy and wealthy heiress with a remarkable personality. Her wedding present to him was a Silver Ghost Rolls Royce. What naval lieutenant wouldn't be pleased with that! However, many admirals didn't appreciate having Mountbatten under their command because of the money he could flaunt around¹⁶ and also the fact that Mountbatten had influential friends – the King and Winston Churchill to name two. There are references to the fact that Mountbatten didn't flaunt his wife's money, but did pick up some of the mess charges of his fellow officers. He was convinced that communication to the crew was important and paid for movie cameras,

13 Terraine, p. 70.

14 Terraine, p. 49.

15 Terraine, p. 32.

16 Hough, photo of Capt.(D) Baillie-Grohman after p. 50.

projectors and commercial films from his (her?) money.¹⁷ Lady Mountbatten paid for all the travel warrants for the crew of the *Kelly* so that they could go home for Christmas 1939 since the ship was in for repairs anyway.¹⁸

Mountbatten claims that his wife's wealth caused him to excel professionally since he could not match her wealth. He certainly excelled in promoting his merits. He "show-boated" – e.g., regularly going astern at 12 knots to the ship's berth up Sliema Creek in Malta.¹⁹ His brilliance led to a number of patents, one being a station-keeping device for flotillas. And who remembers Mountbatten pink camouflage?²⁰ In many ways, he had a streak of daring-do. He certainly did with *Kelly*, getting into many scraps. Langtree claims that *Kelly* was almost sunk by an E-boat because Mountbatten was following an unauthorized search for a U-boat²¹ and made a tactical error when leading 5 J's and K's and attacking 3 German destroyers on 29th November, 1940 that caused *Javelin* to be torpedoed, losing both bow and stern.²² Yet, he was considered competent, as witnessed by an admiral's comment: "I know of nobody I'd sooner be with in a tight corner than Dickie Mountbatten, and I know of nobody who could get me into one quicker."²³ His leadership shone during his command of *Kelly*, for which he was awarded the Distinguished Service Order (DSO).

He went on to be head of Combined Operations, Supreme Allied Commander South-east Asia, last Viceroy of India, first Governor General of India, and First Sea Lord. Canadians may remember him, probably in a not-too-favourable way, for his role in the Dieppe raid.²⁴ Philip Zeigler wrote in his biography of Mountbatten: "His vanity, though child-like, was monstrous, his ambition unbridled. The truth, in his hands, was swiftly converted from what it was, to what it should have been. He sought to rewrite history with cavalier indifference to the

17 Terraine, p. 46.

18 Poolman, p. 105.

19 Hough, p. 33.

20 http://en.wikipedia.org/wiki/Mountbatten_pink Accessed May 7, 2011.

21 Langtree, p. 71.

22 Langtree, p. 82. It is a testament to their good design and construction in that 155 feet of the 356-foot ship survived.

23 Terraine, p. 75.

24 As reflected by Brian Loring Villa, 1989, *Unauthorized Action*, Oxford University Press, Toronto.

facts to magnify his own achievements. There was a time when I became so enraged by what I began to feel was his determination to hoodwink me that I found it necessary to place on my desk a notice saying: REMEMBER, IN SPITE OF EVERYTHING, HE WAS A GREAT MAN."²⁵

Model

Deans Marine²⁶, in Peterborough, England makes kits of commercial and naval ships, mainly British, which are of high quality. A properly finished model would warrant inclusion in a museum, and indeed I have seen one there.²⁷ The model of the *Kelly* is 44 inches long, 4.5 inches in breadth, and is at a scale of 1:96 (1 inch = 8 feet). The hull is fibreglass, and decks and superstructure are of sheet plastic that need to be cut (the outline of the various shapes are marked out). The gun turrets, funnel, boats and a few other items are of moulded plastic. The kit comes with pre-formed plastic and metal pieces. The 2011 price is about £286 with shipping extra. The model can be powered and radio-controlled.²⁸ The motors and brass propellers are obtainable from Deans Marine, but the radio control equipment needs to be bought in your home country due to radio frequency allocations.

My reasons for choosing *Kelly* over the other ships that are available were: one of the best wartime destroyer designs: strong hull, seaworthy, manoeuvrable, effective armament, survived incredible amounts of damage, and compared favourably with those of other nations,²⁹ essentially a one-off ship (Yes, *Jervis* was a matching destroyer leader), she had a short life, thinking that there were few changes (but there were), reasonably famous, or infamous, connected to a famous person, movie made and books written about her, as I was to find out later, there are photographs available of her.

My concern was to make sure that my model was as accurate as possible. I had, and later acquired, books about *Kelly*, the crew and Mountbatten, all of which included pictures. I had the good fortune to go to London, England, on business, and on a day without meetings, I

25 Philip Ziegler, 1985, *Mountbatten*, New York. p 17.

26 <http://www.deansmarine.co.uk/>

27 I saw a model of HMS *Javelin* (circa 1945) in the Naval Museum at Monaco in 2008.

28 Mine is, or at least was. I have decided that the model is too fragile to be continually handled.

29 Langtree, p. 202.

went to the Imperial War Museum and got permission to go to the photo library (you do need to apply ahead of time, I found out). There, I spent a glorious afternoon going through its collection and ordered 20 or so pictures of *Kelly*, her sister ships, or specialized equipment (e.g., guns.).

There were details on the Deans Marine plan of *Kelly* that were not consistent with the photographs, and so I built the model as per the photos. I only recently found out that X turret cannot point within 10° of dead astern, but could point dead ahead.³⁰ Apparently this illogical (?) arrangement was corrected in the N-class destroyers as built, and in the J's and K's by Confidential Admiralty Fleet Order 1998/40.³¹ I was also fortunate to have neighbours who are ex-RCN officers and they gave me tips on naval procedures. The model, as sold, reflects the post May-December 1940 re-building because one set of torpedo tubes has been replaced by a High Angle 4-inch gun, two Oerlikon guns have been added (the first J-, K- or N-class destroyer, if not any RN warship, to get them)³², and the RDF at the top of the mast has been replaced by a Type 286 radar antenna. Deans Marine suggests painting the model in North Atlantic dark grey (AP507A), but all photos taken after the rebuilding show her in medium or light grey. Langtree made a thorough research into the painting and camouflage of all the J-, K- and N-class destroyers and speculated that from January 15, 1941 until April 1941 the *Kelly* might have been painted in Mountbatten Pink, but thinks that she was more likely in medium grey (AP507B), and was painted in Mediterranean light grey (AP507C) after that date – until her sinking.³³ I chose to use light grey.

Comparison with HMS *Jervis*

HMS *Jervis* was the J-class destroyer leader, and was also built by Hawthorn, Leslie. If any ship is the twin of *Kelly*, it is *Jervis*. But the comparison ends there. *Kelly* is famous, or infamous, *Jervis* is virtually unknown. *Kelly* has four battle honours; *Jervis* has 13 (a feat

30 Langtree, p. 36.

31 Ibid.

32 Langtree, pp. 37, 41 & 213. Langtree writes that the Mark III quadruple 0.5 inch machine guns beside the bridge were not replaced with Oerlikons. Poolman [p. 170] says that only 2 Oerlikons were mounted. Deans Marine kit gave 4 Oerlikons for placement beside the bridge and on new gun mounts beside the searchlight. Mountbatten had advocated so strongly for the Oerlikon guns when he was at the Admiralty immediately pre-war that people thought he had a financial vested interest in them. [Hough, p. 44.]

33 Langtree, p. 52. Colour chips can be found on the Internet: using “Google Images” search for images of “AP507A”, “AP507C”, “Mountbatten Pink”, etc.

surpassed by only one other ship). *Kelly* was mined and torpedoed – losing her boiler rooms; *Jervis* was damaged by a human torpedo and hit by a glider bomb, losing her bow. *Kelly* was sunk less than one-third of the way through the war; *Jervis* survived the war. *Kelly* had over 157 casualties; *Jervis* miraculously had no one lost in enemy action!³⁴

I ask you, is it better to be famous and unlucky, or unknown and lucky? I ask you, which ship should be commemorated by having a model?

References

- Day, Barry, *Coward on Film: The Cinema of Noel Coward*, Scarecrow Press, 2005. (Found on the internet at Google Books.)
- Langtree, Christopher, *The Kelly's*, Chatham Publishing, London, 2002.
- Hough, Richard, *Bless Our Ship*, Hodder & Stoughton, London, 1991.
- Poolman, Kenneth, *The Kelly*, William Kimber, London, 1954.
- Terraine, John, *The Life and Times of Lord Mountbatten*, Arrow Books, 1980.
- Villa, Brian Loring, *Unauthorized Action*, Oxford University Press, Toronto. 1989.
- Ziegler, Philip, *Mountbatten*, New York, 1985. p 17.

Web-sites

- http://en.wikipedia.org/wiki/J,_K_and_N_class_destroyer
- http://www.historyofwar.org/articles/people_kelly_john.html
- http://en.wikipedia.org/wiki/Mountbatten_pink
- http://en.wikipedia.org/wiki/Louis_Mountbatten,_1st_Earl_Mountbatten_of_Burma

34 But lost several crew members in a collision. [Langtree, p. 67.]

Call for Papers

Canadian Nautical Research Society

Conference: The War of 1812 to be held in Picton, ON
15 – 19 May 2012

The title of our 2012 conference has yet to be finalized, but the Society has selected the War of 1812 as the subject matter and is calling for papers containing new scholarship, varying perspectives, and fresh analysis.

Contributors are invited to address nautical, political, ethnological and related themes treating the causes, events and outcomes surrounding the events of 1812-1814; a very broad approach is encouraged, including geographical perspectives from Europe, and both sides of the North American participation. The Society reserves first right of refusal for publication in our journal *The Northern Mariner / Le marin du nord* or our newsletter *Argonauta* as appropriate.

New scholars are invited to apply for the [Panting Bursary](#), which supports travel to deliver a paper.

Une participation en langue française est également encouragée.

Please submit paper proposals by **15 April 2012** to:

Dr Paul Adamthwaite
CNRS 2012 Conference Chair
The Victory,
205 Main Street,
Picton, ON
K0K 2T0
Telephone: 613-476 7598
email: paul.cnrs@aandc.org

Call for Papers

The War of 1812, Bicentennial Conference Series: Part I "Origins and the War at Sea,"

Saint John, N.B.
27-29 September 2012.

The Gregg Centre for the Study of War and Society at the University of New Brunswick, in conjunction with the Canadian-American Studies Program of the University of Maine at Orono and the New Brunswick Museum, is pleased to announce the first in a series of three conferences/symposia in commemoration of the bicentennial of the War of 1812.

This first conference will deal with the origins of the war, the period of 'undeclared' warfare in 1812, and the war on the high seas. Dr. Andrew Lambert, the author of *The Challenge: America, Britain and the Naval War of 1812* (Faber & Faber, 2012), will be the keynote speaker.

Those interested in presenting at the conference should send the title and a brief description of the paper (250 words) along with a short bio to:

Dr Marc Milner,
Director of the Gregg Centre at
milner@unb.ca

before **1 April 2012.**

Published by The Canadian Nautical Research Society

