

Canadian Nautical Research Society

Annual Conference & General Meeting

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Ships, people, ports and trade

(biographical sketches and paper abstracts)

Paul Adamthwaite is chair of the Naval Marine Archive, president of the Canadian Society of Marine Artists, and past president of the Canadian Nautical Research Society. A sailorman of Scottish origins, he has devoted the last forty years to the conservation and preservation of maritime heritage and tradition; his involvement varies from junior sailing programs to harbour reconstruction, geographically from Scotland through Brittany to the Caribbean and South America, from ocean racing and yacht restoration to the establishment of the largest, charitably-held nautical library in North America.

“Wrecks: random reflections on reporting and research” – UNESCO estimates that there are more than three million shipwrecks “spread across ocean floors around the planet.”

Archeological finds (Dokos) may date back nearly five thousand years; Julius Caesar was advised by ‘a horse’ that he had lost ‘almost all his ships’ while invading Britain; Lloyds regularly reported ships as ‘overdue’; the Daily Mail reported (11 February 2015) that “Costa Concordia’s ‘Captain Coward’ sentenced to 16 years in jail on manslaughter charges over 2012 cruise ship disaster which killed 32.” Two avocational historians (Mauthe, Tumilty) devoted years to documenting facts, reports and the bibliography of many thousands of specifically Great Lakes wrecks. This paper examines some differences between fact and fiction.

Francesc Albardaner Llorens is former president of the Columbus Study Centre in Barcelona, Spain. He has done extensive research over several decades in historical archives in Barcelona and abroad, including the Archivio Segreto Vaticano. He is the author of a book entitled (trans.) *The Catalan origins of Columbus: historical science or patriotic fanaticism* (Barcelona, 2012). His articles on Columbus have been published in Spanish and international historical journals such as *The Northern Mariner* (Canada) and *Imago Mundi* (Journal for the History of Cartography; USA), and he collaborated also in the script and production of the documentary *Columbus: secrets from the grave* for Discovery Channel Latin America (2004).

“A Silk Trail to Columbus” – the author denies the up to now accepted theory that identifies a wool weaver family named Colombo of Genova as the true family of the discoverer of America. This manuscript presents two new documents found in the last ten years in Spain pertaining to Columbus and his brothers: The Inquiry of Bovadilla and the “Richart” document. The author considers there existed a special cultural *totum revolutum* of the Valencian silk guild which affording the perfect background to justify the psychology and character of Christopher Columbus. Now we may understand why Columbus spoke Castilian and Catalan before entering the kingdom of Castile in his flight from Portugal.

Hugues Canuel is a serving officer in the Royal Canadian Navy in the rank of Captain, currently assigned to the Canadian Forces College in Toronto, ON while engaged as a PhD candidate

in War Studies at the Royal Military College of Canada in Kingston, ON. He has written extensively on naval history and maritime strategy as well as modern counterinsurgency practices and national security issues, in addition to his current interest in the history of the French Fourth Republic. He is in the midst of writing his doctoral dissertation, titled “From the *Richelieu* to *Le Redoutable*: France’s Quest for an Independent Naval Policy within a Maritime Alliance, 1943-1963.”

“Laying the Course for a Stormy Peacetime Friendship: Reluctant Anglo-American Support to French Wartime Naval Rearmament, 1943-45” – Following the invasion of French North Africa, the Allies provided active support in rearming France’s reunited Navy. While French leaders sought the means to rebuild a battle fleet to support their country’s postwar resurgence, the US and Great Britain wished to meet wartime priorities for convoy escorts and coastal defence. The result was a “compromise fleet” as French admirals managed to extirpate support for a few capital ships that provided them an influential voice while building up the more humble means a junior alliance partner. Thus was laid the course for a stormy friendship that would continue shaping the rebuilding of France’s sea power well into the Cold War.

Jim Carruthers received his undergraduate degree in Electrical Engineering from RMC in 1965, and his Ph.D. in Electrical Engineering in 1974 from Dalhousie (Tech). He served as a general list officer and was the “prototype” for the Combat Systems Engineer (CSE), serving in HMC Ships *New Glasgow*, *Margaree*, *Gatineau* and *Terra Nova*, and last served as commanding officer of the Naval Engineering Unit (Atlantic). After leaving the Navy in 1982, Jim was CEO of Norpak Corporation until he retired in 2006. He is the originator of the SHINPADS concept of combat system integration and the author of numerous papers on combat system design, interactive television and data broadcast.

“Combat Control Systems in the Canadian Navy, 1950-90” – We know the names: DATAR, FHE400, UCS259, CCS280, ADLIPS and SHINPADS. All were conceived by Canadian naval officers, all built in Canada and all world leaders. Was development due to an engineering environment we no longer have? Were the systems the result of staff requirements that pushed our engineers or our engineers pushing staff requirements? Was the less than stellar RCN performance during 1942 during the Battle of the Atlantic due to a lack of RCN engineering leadership? Was Canadian leadership in the Gulf enabled by the leadership of naval engineers?

Norman Jolin served in ships and submarines and had headquarters staff experience focused on naval personnel issues. His seagoing experience also included service during the first Gulf War, and command of a squadron of minor warships and the frigate HMCS *Montréal*. His post-seagoing appointments included Directing Staff at the Canadian Forces College, Branch Head Exercises at NATO’s Allied Command Transformation, Naval Adviser (Attaché) to the UK, and NATO Headquarters on the International Military Staff. He retired from the Navy after 35 years of service and consults on defence related issues.

Observations on the RCN Flag Officer List, 1910-2015: Who is educating your officer corps?” – An extensive review of all of Canada’s Flag officers, spanning over a century of Canadian history, has yielded a significant observation: the impact of education on a Navy. As Flag rank represents the tip of a pyramid that encompasses the recruiting and professional development of all naval officers, it becomes an ideal demographic from which to view

overall trends. In researching these officers, the differences between those serving prior to unification in 1968 and those serving post-unification illustrate how their upbringing as naval officers influences the way they view and address the specific requirements of a navy.

Walter Lewis is a graduate of Queen's University and the University of Toronto. He has served on the editorial boards of both FreshWater and The Northern Mariner. In 1990 he took up scuba diving as part of the research for The River Palace, co-authored with Rick Neilson of Kingston and published by Dundurn in 2008. His website, MaritimeHistoryOfTheGreatLakes.ca is recognized as one of the richest resources for those doing research in the history of the Lakes. He has presented at meetings on CNRS a number of times since 1984, and is currently a member of the executive council of both CNRS and the Association for Great Lakes Maritime History.

“Down to the Sea in Boats: Great Lakes Vessels that went to Sea in the First World War” – as the destruction of allied shipping accelerated over the course of World War I, the demand for seagoing tonnage grew. A wide range of pre-War vessels made their way seawards for both allied and neutral owners. There they were deployed in a variety of trades on both sides of the Atlantic and beyond. When the Americans entered the war in April 1917, the United States Shipping Board was engaged in both new construction and the splitting of vessels too large for the limits of the third Welland canal. The presentation explores the supply of vessels built prior to the war, and the nature of demand for their services.

Roger Litwiller is a Canadian author, naval historian and lecturer. His interest in the Royal Canadian Navy began as a Sea Cadet, and he was a naval officer in the Canadian Armed Forces Reserve. Later he volunteered with the Navy League of Canada, becoming the Area Officer for Eastern Ontario. He has written the books White Ensign Flying and Warships of the Bay of Quinte, as well as articles for magazines and newspapers, and has lectured across Canada, imparting our incredible naval history. Roger has been a Paramedic for over 33 years and was decorated by the Governor General of Canada for Exemplary Service.

“Herb Ditchman Goes to War: Shipbuilding in Trenton, Ontario during the Second World War” – with the heavy volume of shipbuilding during the Second World War, every company that could join steel was pressed into construction. Renowned Muskoka shipbuilder Herb Ditchburn moved from Gravenhurst to start Aero-Marine Craft Ltd on the banks of the Trent River, building six Hospital Motor Launches for the RAF. Later, when Central Bridge was contracted to build lighters and TANAC tugs, Ditchburn moved across the river and was instrumental in constructing 170 “little” ships for the RCN and British Ministry of War, successfully completing the third largest shipbuilding contract awarded in Ontario during the war.

Don MacNeil served in the RCN 1963-66 onboard HMC Ships *Columbia*, *Yukon* and *Ottawa*. Returning to civilian life, he pursued a university degree while working for Pratt & Whitney Canada. In 1972 he joined Bell Canada and was involved with the creation of new high speed data, email and internet services. In 2004 he joined Cognos as a Senior Product Marketing manager responsible for performance management software products, until finally retiring in 2007. He has had a lifelong interest in aviation and is currently a volunteer with the Canada Aviation & Space Museum where he researches and writes the histories of specific aircraft in their collection.

“Auxiliary Support Vessels of the Arctic Patrol Vessel HMCS *Labrador*” – HMCS Labrador, the only Royal Canadian Navy (RCN) Arctic patrol icebreaker to date, was the first major vessel to transit the Northwest Passage when commissioned in 1954 and the first warship to circumnavigate North America. Like any major military vessel, Labrador required a number of auxiliary support vessels, but for her specialized mission she required two types of support vessels not generally seen on an icebreaker. The focus of this paper is on the design considerations and unique construction of a specialized hydrographic launch carried by HMCS Labrador, as well as her two landing craft, with mention and photos of her other smaller auxiliary support vessels.

Chris Madsen is a Professor in the Department of Defence Studies at the Canadian Forces College in Toronto, where he teaches mid-rank and senior officers in the area of military planning and operations. He is president of the Canadian Nautical Research Society.

“The Shipping Federation of British Columbia, the International Longshoremen's and Warehousemen's Union, and Employment on the Fraser River Waterfront 1947-1958” – In November 1947, the Shipping Federation of British Columbia negotiated a collective agreement with the International Longshoremen's and Warehousemen's Union (ILWU) Local 502 covering its shipping and stevedoring companies operating at New Westminster and nearby Fraser Mills. Over the next decade, trade passing through the port created conditions for prosperity, steady employment, and in turn relatively good labour relations. The Shipping Federation repeatedly conceded on numerous points until slackening business and growing union demands led to a major strike amongst ILWU deep-sea longshoremen in August 1958. The outcome was a pyrrhic victory for the maritime union, and in truth the Shipping Federation gained the most.

Sam McLean is a PhD student in the Department of War Studies at King's College London. He also studied at Wilfrid Laurier University (under the supervision of Prof Roger Sarty) and the University of Guelph. Sam is Social Media Editor for www.BritishNavalHistory.com, and has recently joined the CNRS council. His primary research interests are in the development of military forces as institutions.

A Westminster Model Navy: The Royal Navy as a Constitutional Space 1660-1749” – this paper uses a conceptual consideration of the Royal Navy as a State-like entity. The analysis of the relationship between the nascent Royal Navy entity and the English state, unimpeded by assumption about modern military institutions, shows that at the Restoration, the Royal Navy's structure and existence was consistent with that of a medieval or early-modern client state. Further, the incorporation of the 'Articles of War' into legislation in 1661 provided the Royal Navy with a *de facto* constitution. This in turn allowed for the Royal Navy's institutional development to mirror the English state's 'Westminster Model' of constitutional development.

Michael Moir is University Archivist and the Head of the Clara Thomas Archives and Special Collections of York University Libraries. He was the Archivist for the Toronto Harbour Commissioners from 1984 to 1994, where he first developed his interest in Canadian maritime history. He was appointed Director of Corporate Records Systems and City Archivist for the newly-amalgamated City of Toronto in 1998, and joined York University in 2004. He recently was appointed to the Council of the Canadian Nautical Research Society.

“Global war, local conflict: the requisition of Canadian shipping during the Great War” – Frederic Nicholls rose in the Senate on 24 June 1919 to bring the Dominion government’s attention to charges that the British Ministry of Shipping seriously discriminated against Canada in managing its requisitioned merchant vessels, which wildly inflated domestic prices and drove trade into the hands of the Americans. British officials responded with an equally aggressive broadside, accusing Nicholls and like-minded Canadians of focusing on parochial interests while ignoring more pressing wartime concerns that required an international approach to shipping control. This presentation will examine the impact of requisitioning upon Dominion/Imperial relations, and its impact upon Canada’s marine industry.

Alan Ruffman has been about for somewhat less than 133 years; however, he has been active in marine research for half a century. He is the only member of CNRS who has discovered and named a drowned continental fragment: in 1970 he named Orphan Knoll, some 550 km NE of the Island of Newfoundland, as a continental fragment abandoned as Europe moved away from Labrador to create the NW Atlantic some 60 million years ago. He has dealt with historic earthquakes (the 1929 tragic tsunami that struck the Burin Peninsula, and the Lisbon November 1, 1755 'Maremoto' as seen on the shores on N. and S. America) iceberg scours on the sea floor out to 400+ metres, and glacial fluting out to 800+ metres; as well as the effect of historic hurricanes in Atlantic Canada.

“Rescuing, Resurrecting and Restoring the December, 1882 Simon Douglas MacDonald Manuscript Map of the Known Wrecks On Sable Island Compiled from Official Reports” -- for 133 years S.D. MacDonald's iconic map of the wrecks at Sable Island has defined the means of illustrating the losses. The map stands upright on the West Bar end of the Island and the East Bar is at the top with North off to the left. Since 1883, when the first Edition was printed by the Dept. of Marine and Fisheries in Ottawa, everyone has used MacDonald's orientation. Alan Ruffman has discovered the previously unknown 1882 manuscript map, acquired it and had it restored, in the hope that it will survive another 133 years.

Roger Sarty was Senior Historian at Canada’s Department of National Defence and then Deputy Director of the Canadian War Museum before becoming a professor at Wilfrid Laurier University in 2004. He has studied coastal artillery for more than 50 years, and has authored or co-authored four books on the subject, together with six books on Canadian naval and maritime air force history. He will be retiring this year as articles editor of *The Northern Mariner* / *Le marin du nord* and editor-in-chief of *Canadian Military History*, positions he has held since 2006-7.

“McNabs Island and the Defence of the North Atlantic in the First World War” – when the Halifax garrison mobilized in 1914, some 800 troops took up station in the forts and barracks on McNabs Island because the British Empire’s military effort depended upon Halifax as a secure haven. This presentation will show how the island became a self-contained fortress, ready for action till the last day of the war. Even in the summer of 1918, as Allied armies marched to Victory in Europe, McNabs’ defences had to be reinforced as German submarines hunted in the waters off Nova Scotia..

Maurice Smith was a professional sailor in sail on the Great Lakes and at Sea. In 1977 he joined the Marine Museum of the Great Lakes to develop their site on the Kingston waterfront and ‘build’ the collections. Amongst other positions, he has served as President of the Ontario Museums Association and as Canadian representative on the Council of the

International Congress of Maritime Museums. His *Steamboats on the Lakes: Two Centuries of Steamboat Travel Through Ontario's Waterways* was published in 2005, and a manuscript history of Canada Steamship Lines has been delivered to the CSL Group in Montreal.

“A brilliant Cook, a shipping giant, and a Certified Seamen’s Union – at Last” – in the days of sail, paternalism was a method of control and working conditions were dangerous. With the development of steamships, essentially floating industrial workplaces, the work force became increasingly mobile and independent minded. In 1938, sailors on the Lakes, led by former ships’ cook Pat Sullivan, obtained a signed contract for the Canadian Seamen’s Union. For Sullivan, a brilliant organizer, it meant suppressing his more radical communist politics for union recognition and a stable collective bargaining arrangement. The paper makes use of confidential corporate documents and union material.