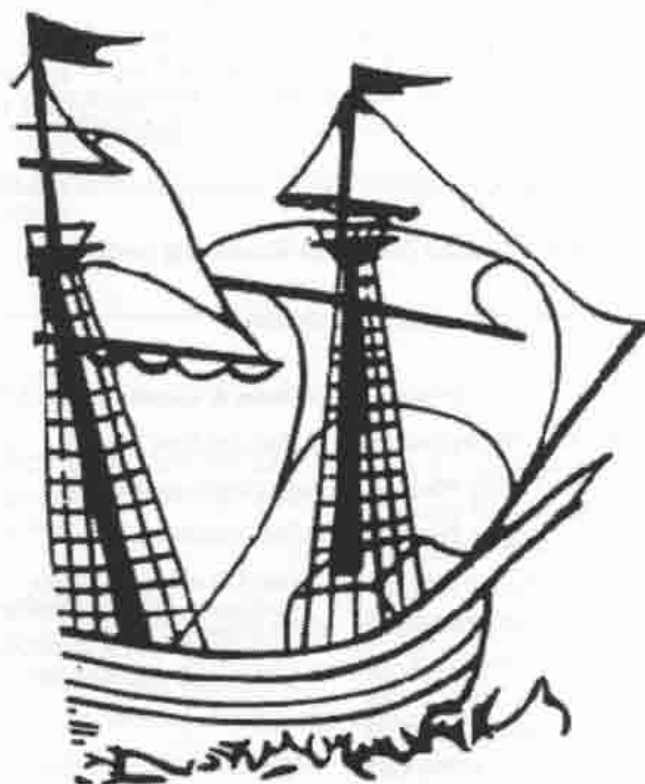


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

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Editorial

In March of this year, *Lloyds List* decided to end a centuries-old tradition and start referring to ships as "it" instead of "she," because

We see it as a reflection of the modern business of shipping...ultimately they are commodities...not things that have characters.¹

Note the careful way any mention of "political correctness" is avoided.

The editorial staff of *Argonauta* are of a single mind on this issue: we are not pleased with Lloyds! We don't doubt their assumption that modern ship owners have even less of a connection to the sea than those of old (*if* that were possible – cf the *Glencannon* stories), and moreover suspect that Lloyds has simply gotten tired of correcting the copy they get from public relations hacks. Their new standard also follows the drab and soulless vision touted by some academic publications.

People refer to the machines they deal with in an infinity of ways. Even as you're reading this sentence, somewhere there is an oily machinist banging away at a recalcitrant engine, using very personal, very florid, anthropomorphic terms. Phrases not suitable for a "family" publication such as this, nor the same ones used when that engine is running sweetly once again. Those of us who use computers have the same habit, and similar expressions. It's a very human trait to assign a personality to an inanimate object, and the more important that object is in the eyes of the beholder, the more likely it is to be named. English-speakers tend to add a gender, more often than not feminine. T'was ever thus. There may well be crews out there today who think of their containership as "it." But when you find them leaning up against the bar a few years hence, telling the tales of their adventures, it will be "she" that got them safely back into harbour.

At the last *Argonauta* editorial meeting, held on the 11th of April, a vote was taken, and the results were unanimous (and spattered with drippings from our smoked meat sandwiches): those who trouble to write for *Argonauta* are encouraged to use the traditional forms. However, if the author has objections to this policy, we won't strong arm them into changing their copy – we are pleased to be in a position where we can respect differing opinions. Our business is the history of ships and seafaring and of all the culture and traditions that surround such enterprise. Despite the wealth of information within *Lloyds List*, we can't help disbelieving that their editorial stance is a faithful reflection of the affections of those who actually live and work aboard modern merchantmen, regardless of the attitudes within their owners' boardroom. Moreover, that colourless and joyless world view will do nothing to encourage people to take up the study of maritime history.

WS

1
CNN.com's *Inside Sailing*, 22 March 2002-
<http://www.cnn.com/2002/WORLD/sailing/03/20/lloyds.sex/index.html>

Errata

The editors (more specifically, the one responsible) apologises for any confusion caused by the mis-labelling of the last issue of *Argonauta*. It was of course **Number One**, and not Number Four, as printed on the front cover. At least the roman numerals were correct!

Computer difficulties made a mess of Robin Wyllie's find drawing of *Mahone*, which is why you'll see it reappear once more, looking like the artist intended.

Council Corner

This is my eleventh and last "Council Corner" column. The next issue of *Argonauta* will be going to the printer after our annual conference in Halifax in June. I was elected the president of our society at the conference in Corner Brook in August 1999 and my three one-year terms will come to an end at the annual general meeting. It has been a very real pleasure to have had the opportunity to serve as president. However nothing can be achieved without the assistance of many volunteers. I am pleased to extend my most sincere thanks to all those who have served on council with me, those who have worked to publish our newsletter and journal, and all the others who have helped with conferences, mailings and the many things that we do as the Canadian Nautical Research Society. Without all their efforts we would not be where we are today.

When Ed Reed gave me a turnover he said that I would find I had quite enough to do just putting out the fires, and keeping things running. How right he was! As events unfolded it became apparent that during my watch we would see the evolution of the society into a stand-alone organization without the institutional support that we had enjoyed from Memorial University since our incorporation. An essential ingredient of that independence must be a strong financial base. In the first Presidents' Appeal you all responded very generously. As a penultimate act of my office I shall be sending out letters for this year's appeal in late May. Allow me to anticipate and thank you in advance for your continuing support.

Every organization should properly review its governance from time to time. The changes over the past three years have afforded us a timely opportunity to review our by-laws. A draft proposal for amendment by replacement was presented at our annual meeting last year, and since then they have been printed in *Argonauta*. At our annual meeting they will be brought forward for approval. They include a cycle for our financial management. This is an important new feature. They also offer some changes to the membership of council. The executive would be expanded with the creation of a Membership Secretary. In addition, all chairs of committees of council, who are appointed by council, will be members of council with voice but not vote. (Only those officers who are, or in the case of the Past President, have been, directly elected by an annual meeting have a vote.) Finally, rather than having Honorary Officers, the proposed amendment makes provision for Honorary Members with a clearly established method of selection and defined benefits. Notwithstanding the care and thought that went into preparing this proposal, I am sure that after five years or so of working with them, areas of further improvement will be identified.

When these changes are considered in conjunction with the course that *The Northern mariner/Le marin du nord* has taken over the recent past, it might seem that we have had turbulent times. However, they must be considered in the light of the work we do. A number of members will remember the meeting held at the Royal Military College of Canada in June 1984. One of the papers published in the proceedings of that conference refers to "the Conference of the Canadian Society for the Promotion of Nautical Research." Although the name under which the society was incorporated on 25 October 1984 was changed

slightly, the purpose very much remains. Publication of conference proceedings has evolved into *The Northern Mariner/Le marin du nord*, a quarterly journal, as well as this newsletter. The presentation of the Keith Matthews prizes for best book and best article, and the Gerald Panting New Scholar's award all make an important contribution to that original and continuing purpose. Our conference in Ottawa in 2004, our twentieth anniversary, will publicize the centenary of the Canadian Hydrographic Service.

Maritime history and the scope of our interests does not, however, end at our coasts. CNRS is the national member of the International Commission for Maritime History. Our meeting in 1995 at Montreal was held in conjunction with the Commission's meeting (held every five years as part of the International Congress of Historical Sciences). Next year the ICMH executive, which meets annually, will be joining us at our conference in Vancouver. (The dates will be in mid-August, but have yet to be determined. More information will be available at the time of the meetings in Halifax.) In 1999 our annual conference was held in conjunction with the Association for the History of Northern Seas, and in Kingston in 2001 we met for the third time with the North American Society for Oceanic History. When we look at our record of past activities and those planned for the future we can see tremendous continuity. In fact, all the change we have been undergoing amounts to little more than a changing of the watch.

My watch as the president is coming to an end; I shall be relieved at the meeting in Halifax. It has been a great privilege to have had the watch, and to have been a part of the on-going work of the CNRS in promoting nautical research. It has been a greater privilege

to work with the many volunteers of our society who make achievement of our goals possible.

Thank you all very much.

Bill Glover
President

Research Queries

Lieutenant-Commander **Carlos Riviera** (e-mail skydog@hotmail.com) is looking for sources that deal with the visit of Japanese warships to Canadian waters during the First World War. [*A quick check of Corbett's Naval Operations suggests that HIJMS Idzumo and Hizen, operating in conjunction with the RN and RCN are likely candidates.*]

Lee Walsh (walshlee@rogers.com or walshlee@hotmail.com, 3 Foxbar Road Toronto, Ontario, Canada M4V 2G6) is asking:

Back in 1990 while working as a dockmaster on the Toronto Island's and volunteering at the Canadian Warplane Heritage Museum in Hamilton, Ontario. I came across a rather interesting story that involves various aircraft that were used at HMCS *York* and HMCS *Star* for instruction purposes. Some of the hanger talk going around the museum back then was that the entire 1949 "Circus" (Seafire) flight, headed by Cliff Watson were later dumped into Lake Ontario. Something later that I proved wrong with some further research. Though some do conclude that at least one Seafire and a Swordfish used at *York* were retired at sea.

After some research, the overall outcome was that there were indeed two Seafires at *York* and *Star* with one from each leaving for Calgary and leaving the others

behind, though no conclusive evidence was found that anything got dumped in the lake. After a futile search for any clues I just gave up in 1993. A few months back I was talking with the curator, Paul Cabot, of the Toronto Aerospace Museum. He told me how he and some Canadian Naval Air Group (CNAG) members were working on the case of missing TBM 907 that crashed in Lake Erie around 1956. He went on to say that they were also following the story of a Seafire being dumped in Toronto's outer harbour. I told him that years ago I looked into the matter and found little or no clues into the demise of *York* and *Star*'s missing Seafires. Paul turned me over to George West (Toronto CNAG) and that got the wheels turning on finding other ex-*York/Star* people. I am calling them as I write this email and hope to finally find some first hand accounts into the demise of the aircraft.

Another person that I tracked down was Robbie Hughes (ex-*York*). Robbie told me what I originally suspected, that these aircraft were not to fall into civilian hands after retirement and therefore were dumped into the lake. Though where? Some CNAG members that are working with the National Aviation Museum have told me that they have seen some files concerning these aircraft and orders from RCN HQ on how they were to dispose of them in 1955. I have just recently acquired permission to view these files on *York* and *Star* with a visit to Ottawa coming very soon.

I am hoping that someone will be able to help me in my never ending search to locate anyone that was on staff at HMCS *York* and *Star* from 1955 to 1956. While hoping that the RCN records might have some clues, I would also like to interview anyone that was there that might have some information.

My goal is to write an article on the disposal of these aircraft as well as another article on the 4 Spitfires that were turned over to the RCN in 1947. One went to *Naden*, another to *Stadacona* "L" School and the other two going to RCN reserve stations.

George A. Moore notes that "one of the Seafires did indeed come to Calgary and is on display in pristine condition at the Naval Museum of Alberta located on the grounds of HMCS *Tecumseh*."

Notes of Interest

A campaign has begun to save the assault ship HMS *Fearless*. More information can be found on the web at:

<http://www.hmsfearless.co.uk/>

Any diver planning on visiting the province of Quebec should be aware that the long-expected diving regulations are now in force. Or seem to be, having been "gazetted" in early March of this year (they were mentioned in the April 2000 issue of *Argonauta*). Other than the rules themselves, minor things such as the mechanism of enforcement, and how these new permits (licences) will be issued are still a great mystery. Substantiative rumours suggest that the provincial diving organisation, the *Fédération Québécoise des Activités Subaquatiques* (FQAS), was caught flat-footed, unprepared to handle the paperwork, and that the new rules will be some vague "probationary" status for the first year. It's possible that eventually more information will be made available – the website of the FQAS would be the best place to keep watching:

<http://www.fqas.qc.ca/>

Your diving editor admits that for the time being, he won't be bothering with the waters of his home province. Pity.

Some good news for those interested in the naval side of maritime history: the *International Journal of Naval History* has been launched with the April 2002 issue, and best of all, it's available (gratis) to anyone with access to the internet:

<http://www.ijnhonline.org/>

The first issue carries a number of papers that were supposed to have been presented at the Naval History Symposium at the US Naval Academy in Annapolis, MD (scheduled to open on September 12 2001).

This is an academic publication, fully refereed, with a number of noted naval historians on its masthead – several members of the editorial board will be well known to fellow members of this Society. The editors of *Argonauta* are delighted to see it appear, and wish the venture every success for the future.

More good news for those with naval interests is the potential startup of another new publication, as yet untitled. Mike Ley, a retired US Army officer currently Managing Editor of the *Military Intelligence Professional Bulletin*, is working on a plan to start a periodical that will be an improved version of the old Profile Publications *Warship* series. Mike would appreciate comments and enquires, sent to him at: leym@theriver.com.

Upcoming Conferences

Call For Papers

The Canadian Nautical Research Society
Annual Conference, 2003

SHIPS: THEIR LIVES, WORK AND PEOPLE

The conference will be held in Vancouver in mid August, 2003.

The *Gerald Panning New Scholars Award* is given to an individual with less than five years in the field of maritime history.

The executive of the International Commission for Maritime History will be meeting with CNRS at this conference.

Authors of papers accepted for the conference are expected to give the first right of refusal for publication to *The Northern Mariner/Le marin du nord*, the refereed, quarterly journal of the Canadian Nautical Research Society.

For details and paper proposals, please contact:

Dr William Glover
e-mail: williamglover@sympatico.ca
fax: (613) 546-8428

4th International Congress of Maritime History, Corfu 2004

All International Maritime History Congresses have adopted as wide a concept as possible of maritime history as an interdisciplinary field that covers all temporal fields. At its core lies the role of the sea in human history: the surface of the sea, the

undersea domain and the coastal zone. More information may be found on the web, at:
www.ivcongressofmaritimehistory.com

Proposals of up to 500 words should be submitted along with a short biographical note. Proposals should be submitted by 30 January 2003 to:

Gelina Harlaftis
Department of Maritime Studies
University of Piraeus,
40, Karaoli and Dimitriou,
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tel : 3010-4142536
fax: -3010-4142571
e-mail: gelina@unipi.gr
or info@ivcongressofmaritimehistory.com

**Maritime Provinces Steam
Passenger Vessels**
By Robin H. Wyllie

S. S. Alexandra

Specifications:

Official Number:	112153
Builder:	P.M. Ruddock, Chatham, New Brunswick
Date Built:	1902
Gross Tonnage:	201
Overall Length:	97.0 feet
Breadth:	24.6 feet
Draught:	9.0 feet
Engine Builder:	P.M. Ruddock, Chatham, New Brunswick
Engine:	Compound 2 cylinder 16" and 30" – 18", 38 hp
Propulsion:	screw

A number of years ago, as part of an exchange of research notes and related material, Gail MacMillan, a local historian from Bathurst, New Brunswick, provided the author with a wealth of information on the Alexandra and other Miramichi River steamers. It was material from her notes which provided the spark of human interest which made this article worth writing.

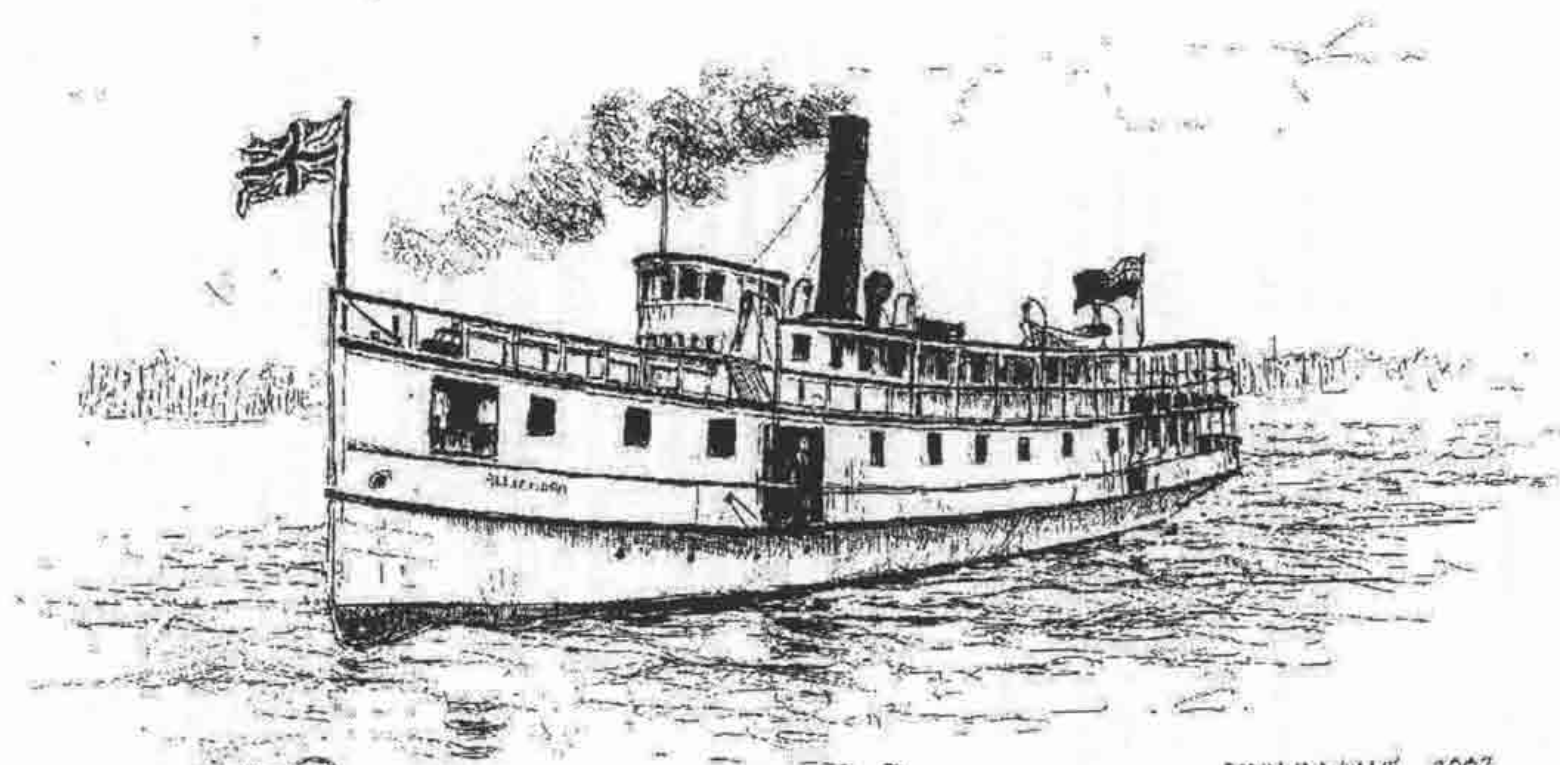
History:

The vast Miramichi River system has provided unlimited access to the rich timber lands of New Brunswick's interior since the earliest days of settlement. As with the Saint John, St. Croix, Pennobscot and Kennebec, major commercial centres have grown up around the large lumber mills and foundries established at the head of navigation.

Among the cluster of communities on the lower reaches of the Miramichi are two such centres, Newcastle, in which most of the lumber processing took place and the port town of Chatham, where most of the area shipping was concentrated. Over the years, locally-owned steam vessels included a large fleet of tugs belonging to the lumber companies and W. B. Snowball of Chatham, the Chatham-Newcastle ferries and a handful of small upriver passenger-cargo steamers. There were also a few larger vessels, which ran between Chatham and some of the smaller ports on the sheltered waters of Miramichi Bay.

Among the last group, was the S.S. *Alexandra*, one of many ships named after the popular Queen, whose perseverance, under somewhat strained marital circumstances, had engendered considerable public sympathy and a lot of admiration.

Built for the Miramichi Steam Navigation Company, *Alexandra* was launched from the slip at C.D. Ruddock's foundry in Chatham, on April 24th, 1902. Designed for service between ports on the lower reaches of the river and on the bay, her design was typical of most small, wooden inland waters steamers of the period. Just under one hundred feet in length, she had a wide beam, and drew a mere nine feet. Large



S.S. ALEXANDRIA

ROBIN H. WYLLIE, 2002

From a post card in the author's collection

cargo ports facilitated the loading of freight, including wagons and livestock, directly onto the enclosed main deck. Permitted to carry two hundred passengers, *Alexandra's* accommodations consisted of a saloon and dining room on the sheltered portion of the upper deck. The ladies' saloon, kitchen and crew's cabin were located aft of the cargo area on the main deck.

During the open season, daily except Sunday, leaving at 7:00 am, *Alexandra's* route took her from Chatham to Newcastle and back, then on to Loggieville and, on alternate days, either Escuminac or Baie du Vin. From there she crossed Miramichi Bay, in the shelter of the barrier beach islands, to call at Oak Point, Burnt Church and Neguac.

Alexandra was fairly large for a wooden coastal steamer, her dimensions being comparable with those of the larger Cann Company vessels and the big Shelburne-built boats. Like so many of her contemporaries, she was based at a deepwater railhead and her outbound freight consisted of a variety of manufactured goods and general commodities for the outports. On the return, fishery products made up the bulk of her cargo and, in *Alexandra's* case, these usually consisted of fresh salmon and barrels of oysters. Her passengers came from every walk of life. There were commercial travellers; woodsmen bound for Tracadie, American sportsmen headed for fishing camps on the Tabusintac River; native people, who travelled free of charge; and the families of well-to-do local businessmen and their guests travelling back and forth to their summer cottages along the coast.

In an interview, Clara Williams, a former waitress on the *Alexandra*, was able to

recall the names of the Captain, Jim Nowlan, and most of the crew members. She also told how the cook, William Weldon and his assistant Willie Walker used to cook everything from scratch on board. A meal cost \$1.25 and the menus included pork, beef, salmon, cod, clam fritters, apple pie, doughnuts, fruit and ice cream. Most of the American "Sports" took their meals in the crew's cabin. There they had access to their personal supply of liquor, which, according to prohibition regulations, was supposed to be stored in a locked cabinet for the duration of the voyage.

During the summer, moonlight cruises from Newcastle and Chatham to Portage Island were offered two evenings a week, depending on the weather. The cruises, which cost \$1.50 per head, were extremely popular and passengers were boarded at both Newcastle and Chatham. At Chatham, two of the local policemen were usually assigned to control the light-hearted and at times unruly crowd waiting to get on board.

Finally, around 7:30 pm, the ship would get under way with up to 250 passengers aboard. Archie McEachern's band would be playing in the saloon and the waitresses would be serving lunches and ether beer. The alcohol content of this beverage, according to Gail MacMillan's sources, was 1%. It was sold by special permit and cost twenty cents a bottle. Even then, its sale was strictly controlled and only three bottles per customer were permitted.

After the First World War, mass production techniques greatly reduced manufacturing costs to the extent that almost anyone could afford a gasoline-powered truck, or automobile. As roads were improved,

traffic increased and, in 1920, the Miramichi Steam Navigation Company, which had operated at a loss of \$1,300 that year, went out of business. In 1921, *Alexandra* was purchased at auction by Miramichi River Service Limited, a company controlled by the Snowball family of Chatham, which owned and operated a number of tugs and other vessels on the river.

The Snowballs kept *Alexandra* in service until September 1927, but by then, her continued operation could no longer be justified. Shortly thereafter, she was sold to Ontario owners, who, apparently, planned to put her into service on Georgian Bay. However, by the time *Alexandra* had steamed all the way from Chatham, up through the St. Lawrence and the Great Lakes, to Manitoulin Island, it was getting late in the season, so the vessel was laid up for the winter.

At the end of January, the people of Chatham were saddened to read in their local paper that on January 18th, 1928, *Alexandra* had been completely destroyed by fire as she lay in winter quarters at Little Current. Her 1,500 mile voyage had all been for nothing. [Editor's Note: Chris Kohl's Dive Ontario! mentions that a bit of *Alexandra*'s hull, and her boiler, are still resting in about 22 feet of water at the east end of the Government dock in Little Current.]

Sources:

Macmillan, Gail. *Winds of Change: A History of the Town of Chatham (1920-1994)*. Published by the author, Chatham, N.B., 1994.

Mills, John M. *Canadian Inland and Coastal Steam Vessels 1809 - 1930*. The Steamship Historical Society of America, Providence, R.I., 1979.

Assorted registers, contemporary timetables, newspapers and almanacs.

Corvette Boilers and the Whaler/Corvette Connection

by John Harland

Members of the Society visiting the corvette *Sackville* in Halifax, will have noted the four large cowl-ventilators grouped round the funnel, and descended into the stokehold. If so, they have an excellent idea of the boiler configuration of an early Canadian corvette. The propulsion system of these vessels owed something to that used in steam whalecatchers, hence the frequent references to whalers in what follows.

Steam engines are driven by steam, and this must be generated by boiling water....but the details of how this was managed vary. Box-shaped boilers of the return-firetube type had been in use since 1831, and the 'Scotch boiler' which appeared in 1862, and became the traditional steam generator at sea, was its lineal descendant, differing mainly in having a cylindrical rather than rectangular shape.

Figure 1 shows a typical single-ended example. The heat from the furnace was transmitted to the water in the boiler as it passed through fire-tubes. Depending on the size of the boiler, there were two to four furnaces...three in the corvette version. These

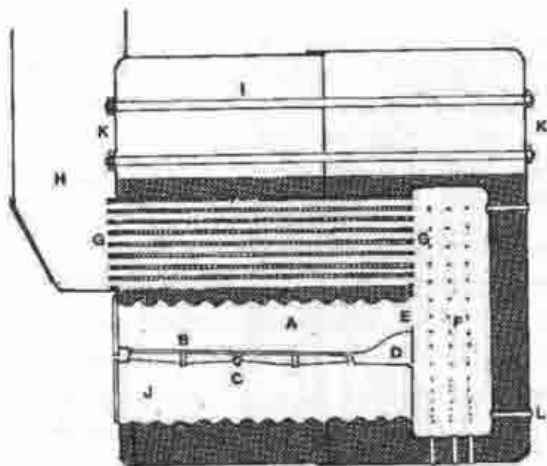


Figure 1: Scotch Boiler (A) furnace, (B) fire-bars, (C) bearer for fire-bars, (D) bridge, (E) throat, (F) combustion chamber, (G) fire-tubes, (H) smoke-box, (I) stays, (J) ashpit.

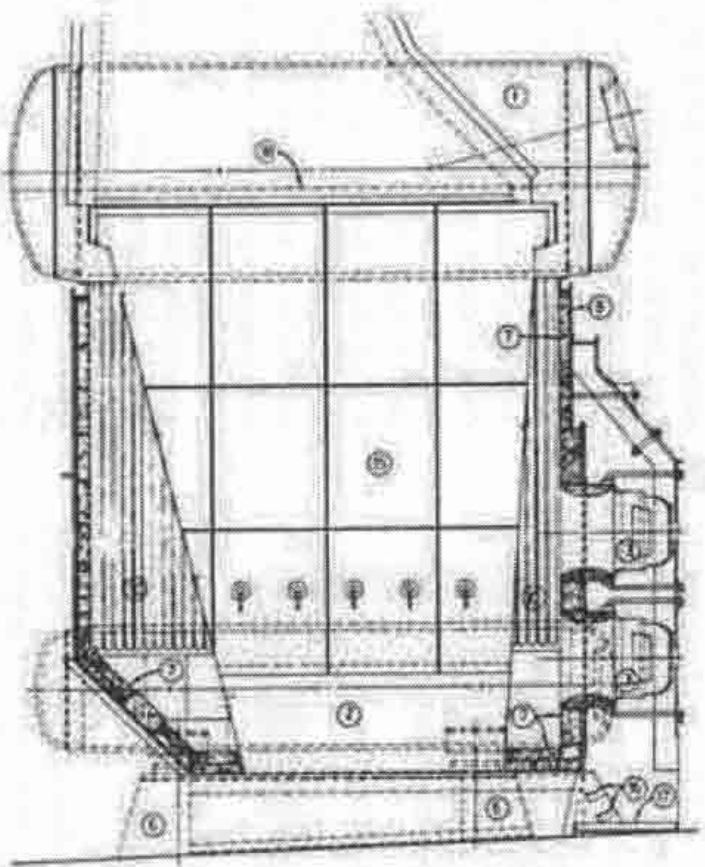
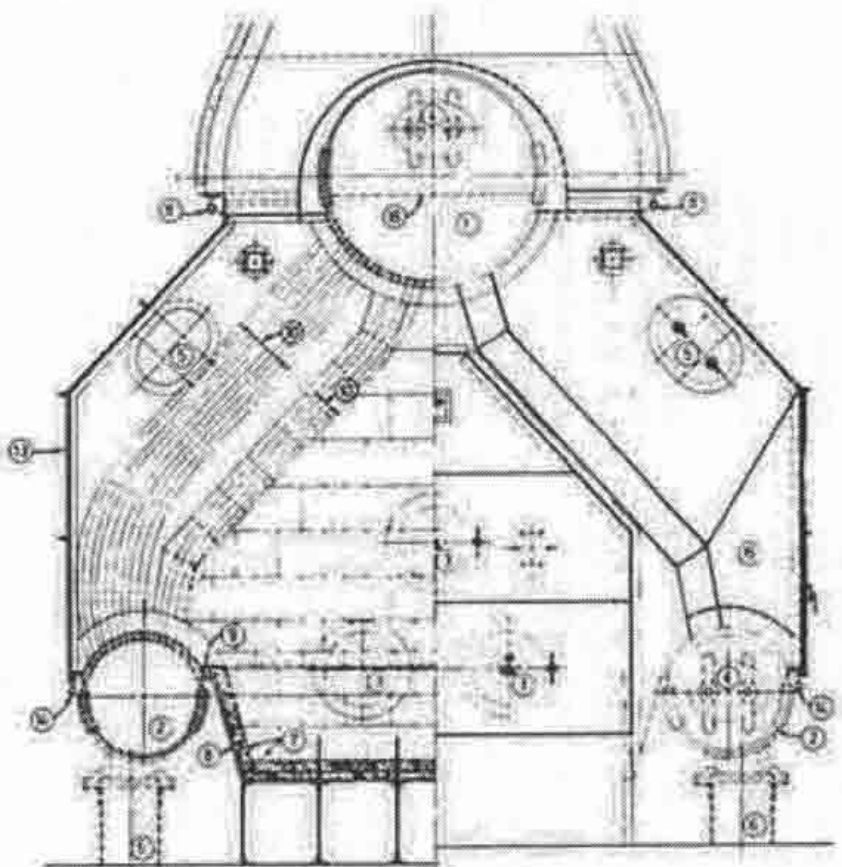
were cylindrical in shape, made of corrugated steel. Coal was shovelled onto the grate by the stoker, and the ash fell between the firebars into the ashpit, from whence it was raked out and dumped overboard. Around 1925, when whalers started to burn the much more convenient oil fuel, it was sprayed into the furnace using an atomizer. In corvettes there were two boilers, and for damage control reasons a bulkhead separated the two stokeholds, each having two cowl ventilators. Down these was drawn the air needed for combustion in the furnaces. Traditionally, this was dependent on natural draft. A pressure differential existed because the warm air in the smokestack was lighter than the cold air in the stokehold, but since this was dependent on the height of the funnel, vessels using this system needed very tall smoke-stacks.

Starting in the twenties whalers began using forced draft, and the need for the very high funnel so characteristic of the earlier catchers, no longer existed. Forced draft was also used in corvettes, and in these, the extra

air was introduced by two different methods. First, a sirocco fan could be employed to blow the incoming air though a heat exchanger in the smoke uptake, and then into the furnace. This method is associated with the name James Howden, who introduced his 'Closed Ashpit' idea in 1883, and it was used in early corvettes like *Sackville*. Some of the Belfast-built corvettes were fitted with the boilers using the Howden-Johnson forced air system, a refinement of the previous idea, in which the air was further warmed by passing it around and over the sides of the boiler.

The second method was the 'Closed Stokehold' system, in which by means of airtight doors and airlocks, the stokehold as a whole, was pressurized. This meant that the large ventilators, which are such a feature in *Sackville* and her sisters, were eliminated, and explains why they were absent in the later corvettes, which were equipped with watertube boilers.

In the firetube boiler, a large quantity of water occupies most of the internal space and surrounds the hot firetubes. In the other type of boiler, a small quantity of water is contained in watertubes, and is surrounded by hot gases. The latter concept, an idea going back to 1766, involves much less water, has obvious merit, but the system did not come into its own until technology caught up with it, and reliable examples of this type of boiler could be built. The first watertube boilers in whalers, were first fitted in the late thirties, and universally adopted after the War's end. During the war, whaler type U-Boat hunting Patrol Boats, built in Norway for the *Kriegsmarine*, were fitted with watertube boilers of the Hawthorn-Leslie three-drum type, and those fitted in the later corvettes were of similar type. Like the earlier corvette boilers, these were fitted back-to-back but



separated by a common fire-room. Excellent drawings of the corvette three-drum, three burner boiler are found in John McKay's *The Flower Class Corvette HMCS Agassiz* (see Figure 2).

William Reed, of Smith's Dock Ltd, had intended to fit the corvette with watertube boilers from day one, but as explained below, the first corvettes built in both Britain and Canada, were fitted with Scotch boilers.

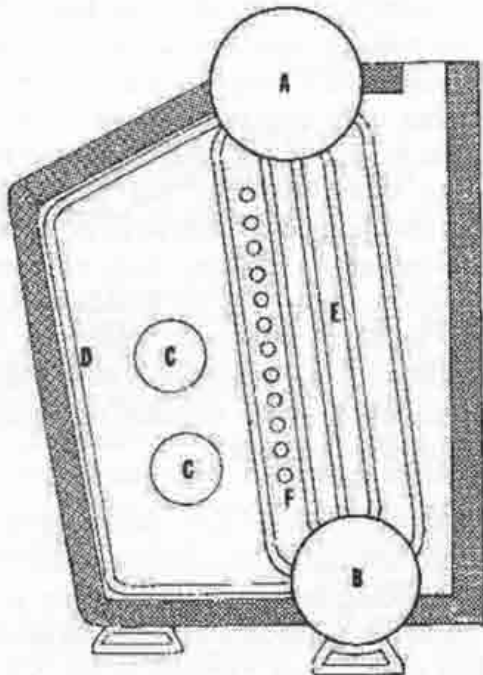


Figure 3: Watertube Boiler

In whalers built in the fifties, a different plan was adopted, two boilers of the so-called 'D-type' being installed side by side (Figure 3). Similar versions were produced by both by Foster-Wheeler and Babcock & Wilcox. Each unit consisted of a pair of fore-and-aft cylindrical drums, a steam drum

(A) above, and a water drum (B) below. Connecting these were rows of straight and curved tubes (E), of varying size. Most of these ran directly upwards from the lower drum to the upper, but one set, the waterwall tubes (D), ran round the outer wall and floor (the loop of the 'D', so to speak), and back over the top. Outside the casing of the installation were downcomer tubes, which returned water from the steam drum to the water drum. Two burners (C) were placed as shown.

The superheater tubes (F) ran at right angles to the water-tubes. To prevent accumulations of carbon from interfering with efficient heat transfer, soot-blowers were placed at suitable locations to scour the tubes at frequent intervals. To permit thorough periodic boiler cleaning, manholes were fitted to both Scotch and watertube boilers.

Scotch and watertube boilers compared

The advantages of the Scotch boiler included: greater ease in responding to an abrupt increase in speed of the vessel because of the large volume of heated water; less radiation loss from the furnace; fewer joints to cause leaks; less vigilance in water tending necessary; fewer evil consequences from oil or salt-water contamination of the feed; easier to clean, and deal with leaking tubes; cheaper to install, and easier to repair.

The advantages of the watertube boiler included: less boiler space, because of the large quantity of water in a Scotch boiler, much less weight, relative to the power generated (because of the tremendous saving in weight, the watertube equipped corvettes required additional ballast); less time needed to get up steam; easier to remove from ship;

less danger of boiler explosion; higher pressures easier to obtain with safety; better able to stand forcing than firetube type; fewer leaks due to expansion and contraction.

In Britain in 1939, all available watertube boilers were needed for 'real warships' and the first corvettes were fitted with the simpler Scotch boiler, which could be produced quicker by less skilled workers. In the early forties as availability improved, the later corvette were fitted with watertube boilers.

Fellow CNRS Member Dr Marc Milner has come across documents in the archives suggesting that the experts in Ottawa chose the Scotch boiler because its "large volume of water held a considerable reserve of steam for quick acceleration, just what was needed in the final thrust for a whale or a submarine." My own guess is that the Staff in Ottawa were frantically trying to make a virtue out of a necessity, and that the overriding consideration, at least in Canada, was the total lack of industrial capacity for building the more sophisticated type of 'kettle'. The advantage Marc mentions is real enough, but had this been the overriding consideration, neither the later corvettes, nor the postwar whalecatchers would have been outfitted with watertube boilers.

To pursue the matter of the whaler-covette connection a bit further, we should underline that the original back-of-an-envelope proposal for a 'Patrol Vessel of Whaler Class' (later to develop into the Flower Class corvette), came from William Reed, chief designer of Smith's Dock Ltd, of Middlesbrough. This firm built 125 whalers in the interwar period, numbered amongst which was one built in 1937 called

Southern Pride. This boat was unique in having one watertube and one firetube boiler. It is often claimed that the corvette design was based on this vessel, but I think this is overstated, and would argue that *Pride's* main contribution was limited to its four-cylinder triple-expansion engine, and perhaps the rudder and stern configuration, although these were similar to that of all whalecatchers of that date.* What is forgotten is that Smith's had also been closely involved in the design of coastal escort anti-submarine craft in World War I ...the 'Z-boats', which were given 'whale' names, and the KIL- class escorts, with their distinctive double-ended push-me-pull-you appearance, and to some extent, Reed's 1938 proposal was a design he had in fact been contemplating in 1918. In 1938, the Admiralty had finally grasped that war was inevitable, and that they were heading into the conflict with an abysmal lack of convoy escorts. So they were extremely receptive to a proposal by the Middlesbrough yard for a cheapo 'economy' escort, and the availability of an off-the-shelf set of drawings and casting patterns of a machine suitable for its propulsion was a bonus.

Postwar, about forty corvettes were converted to whaling purposes, but apart from their hulls being attractively priced, they were not particularly suitable for this purpose. I had this from several German skippers who worked for Onassis, who told me that the conversions were a bit too big, not as agile as a purpose-built vessel, and even with fuel-tanks half full, were still unacceptably sluggish for whale-hunting.

* The editors recommend John's article "*Southern Pride* and the Origins of the Flower Class Corvette" in the October 1998 issue of *Argonauta*, which deals with this very point.

Further Reading

John McKay. *The Flower Class Corvette HMCS Agassiz*. (1993)

John Harland. *Corvettes and Catchers. The Steam Whalecatcher in Peace and War 1860-1960* (1992)

Ken Macpherson & Marc Milner. *Corvettes of the Royal Canadian Navy 1939-1945*. (1993)
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**Nautical Nostalgia -
On Anchor Gardens**

by Guest Contributor, Maurice D. Smith

"Will you anchor hold" is the line in the hymn and this matches exactly, the state a ship could find itself – between heaven and hell. Ships are fewer in number these days and designers have found clever ways to stow anchors so that in the main, they are no longer visible. In tragedy the anchor was often left behind, a silent underwater marker of a vessel thrust upon a lee shore. Snagged anchors, always a fluke, were common and had to be abandoned. In extremis, a vessel with fire ships drifting down upon them cut the cable with anchor and made the best of a bad situation by sailing away. The anchor is above all a utilitarian object, matched to the size of the ship and the job to be performed. The seabed is littered with anchors. Many have been gathered up and planted in well stocked Anchor Gardens. These are among my favourites.

The Marine Museum of the Atlantic has exceedingly well planted anchors in a bed of gravel on the harbour side – and they are well documented. With some there is a narrative, this for example. "The Admiralty pattern anchor was salvaged from Fury Beach, Somerset Island in 1957 by the ships company of HMCS *Labrador*. It is believed to be from HMS *Fury*, one of the two ships seeking the Northwest Passage under the command of Captain Edward Perry (RN). After spending a winter licked in the arctic ice, *Fury* ran aground on July 30, 1825. For two long weeks crews from both ships attempted to save her, but to no avail. Parry had no choice but to abandon ship and return to England." This anchor comes complete with test marks and the Admiralty broad arrow stamped in to the shank and flukes showing the anchor belonged to the crown. This outdoor exhibit is well worth a visit while inside this superbly sited museum there are staff who can take on the most difficult questions about anchors and other nautical matters.

Leaving Romney Road you go through the iron gates and then the path sweeps southerly toward a wing east of Queen Ann's Palace – the administration wing of the National Maritime Museum in Greenwich, England. Anchors are scattered around the grounds but they grow best and in profusion on the east side of the path. Here you will find the 190 hundredweight Byers Improved Stockless Anchor from HMS *Ark Royal*, a single-fluke anchor used for mooring a ship and Halls Improved Patent Anchor dated 1923 from the Union Castle Line. Nearby is a somewhat typical Admiralty Longshank anchor. The large and the small, the light and the heavy are all there. To a modern audience it is either a didactic display that poses many questions or a gathering of sculptural forms

dedicated to industry and exploration. It is in the eye of the beholder since there is little to tell you what you are looking at.

Disclaiming to Bill Schleihau, co-editor of *Argonauta*, about the richness of marine history in Quebec province sent us off in search of food and to the waterfront. We left the West Island of Montreal and then moved along highway 20 to Dorion. You can turn down almost any road heading south. Highway 338 is good since it follows the Ottawa River to where it joins the St. Lawrence. This road will take you to a good section of the old St. Lawrence Canal system - pre 1958. This section is called the Soulanges Canal and dates from 1899. Although no longer in use it is in very good order and runs from Coteau Landing to Cascade Point (now Pointe-des-Cascades). The countryside is very beautiful and a road runs the full length of the canal. This is a grand starting point for canal enthusiasts since to the south and across the river are old sections of the Beauharnois dating from 1845 and to the south of that, the new 1959 Beauharnois.

The unexpected often brings the most pleasure. At the east end of the canal is one of the most unusual, bizarre and most heavily planted anchor parks I seen. There is a multitude of anchors of all sizes and shapes assembled by a local historical society with the help of many volunteers including local divers. These are the anchors found during the construction of the St. Lawrence Seaway. These anchors have a strong regional focus and they are representative of the ships that sailed in local waters. For that reason they are particularly valid makers that would reward further historical research.

Finally, in the mid 1980s while wandering north of St. John's I saw a killick anchor. At the bottom a wood crosspiece, the equivalent of the crown and arms found on more traditional anchors. Attached to it were four rods that enclosed a rock. These wood rods, about three feet in height met at the top where the anchor line was attached. This anchor was cheap and easy to construct by local fishermen. This design, once common in Newfoundland can be found in regional variants as distant as Cornwall England, India and Nigeria. More recently while attending the 1999 CNRS Conference in Newfoundland a few of us had the pleasure of spending a night on Quirpon Island (locally pronounced "car poon"). On the way to the waterfront we passed a shed alongside which there were many small anchors, some of the traditional but small admiralty design while others were home made out of angle iron (steel) bolted and roughly welded. The construction was obviously influenced by the professionally manufactured Northhill and Danforth designs. These anchors are testimony to a diminished Canadian inshore fishery and the shortness of cash in this community.

The anchor parks have always been a pleasant surprise, even on subsequent visits. All I can suggest is that when you encounter one of these nautical delights, haul out the camera and record the event and date. It may some day be the only record left of a formerly active maritime enterprise.

I hate to admit this, but Bill made me do it. We had a great dinner at "Smoke Meat Pete's" near Dorion. All the bad stuff for you tastes good.

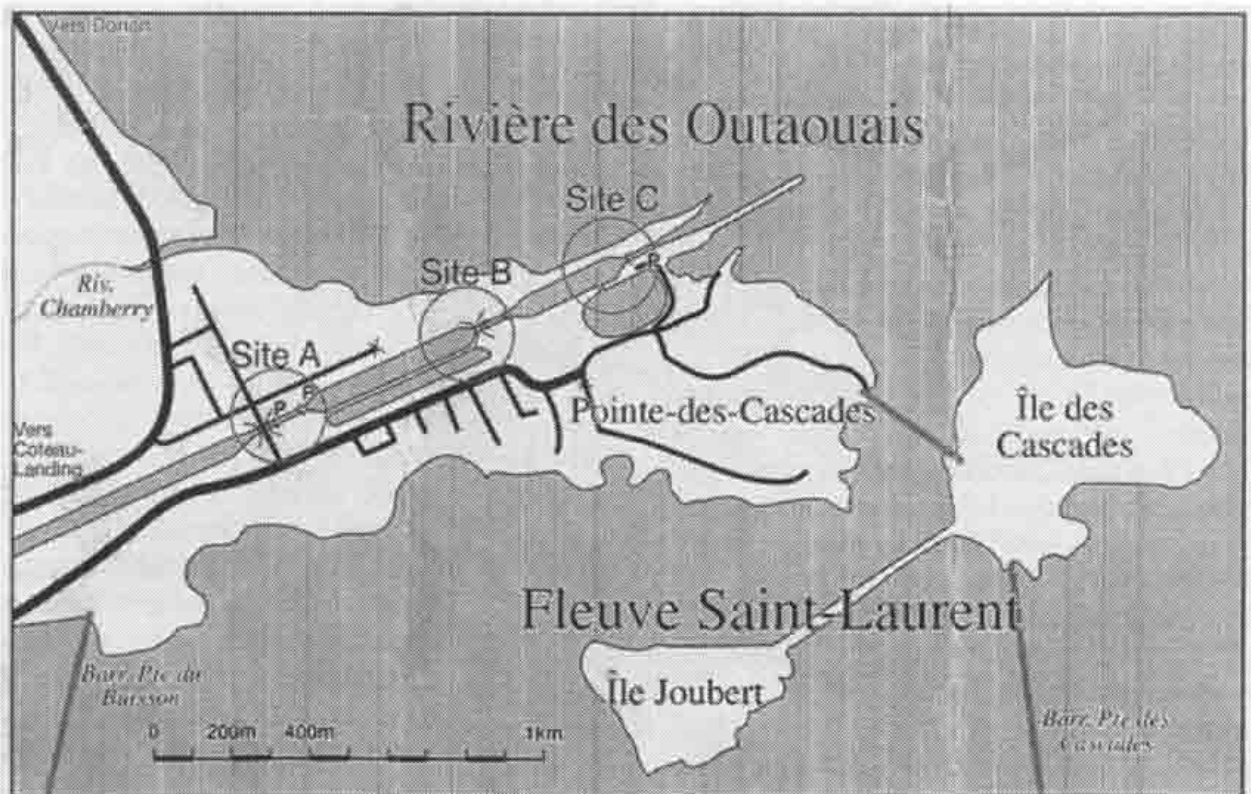
Selected sources of information about anchors and canals.

Anchors an Illustrated History by Betty Nelson Curryer, Naval Institute Press, Annapolis, 1999

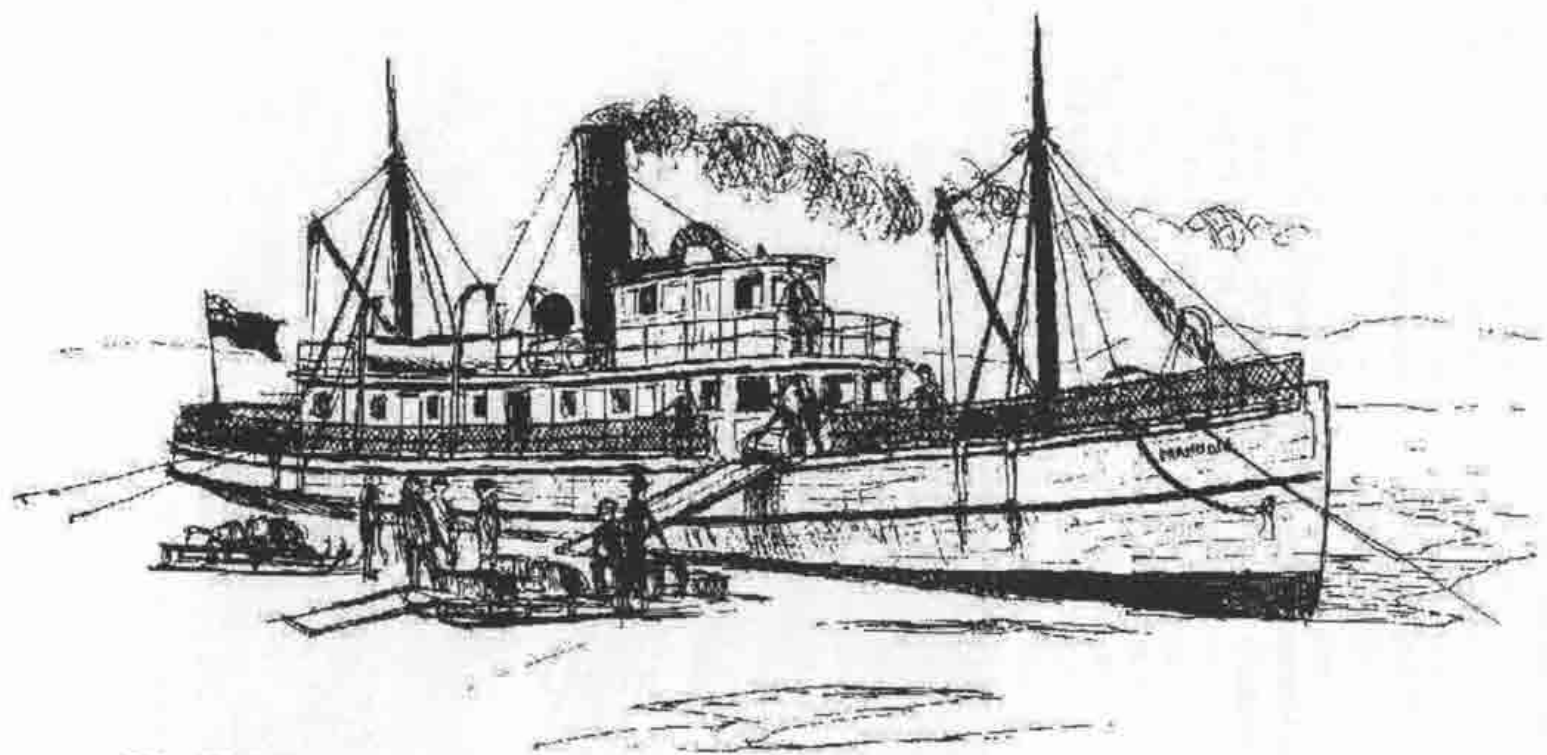
A good overview of the history of anchors, particularly the western world.

Lines of Country - An Atlas of Railway and Waterway History in Canada by Christopher Andreae with cartography by Geoffry Mathews, published by the Boston Mills Press, 1991. This is a magisterial work.

Seamanship in the Age of Sail by John Harland with illustrations by Mark Myers. Naval Institute Press, Annapolis. Mine is the 6th reprint edition. The chapter, "The Ship at Anchor" with its fine text and many illustrations is very good indeed by a long time member of the CNRS.



Eastern Portion of the Soulanges Canal – the Anchor Park is Site 'A'



S.S. MAHONE AT BIG TINCLOOK

ROBIN H. WYLLIE '01

, January 2002)

The Periodical Literature

by Olaf Janzen

Many articles on maritime topics appear in journals that are not specifically dedicated to maritime themes. Thus, the *National Geographic* 201, No. 3 (March 2002), 102-117 carries the latest of many articles written over the years by George F. Bass (of the Institute of Nautical Archaeology at Texas A&M University) on the underwater archaeological work he and his colleagues have undertaken in the eastern Mediterranean. This time, he reports on the wreck of a Greek merchantman that sank on the Turkish coast 2,400 years ago. And move over Red Bay and Saddle Island! The federal government has designated L'île aux Basques on the south side of the St. Lawrence River estuary a National Historic Site. André Desmartis reports on this in "L'île aux Basques désignée lieu historique national au Canada," *Le naturaliste canadien* 126, No. 1 (Hiver 2002), 4-8. The island has the richest concentration of Basque sites in the Gulf and River St. Lawrence. Unlike Red Bay, which was the focal point of activity for whalers from the Basque coast of northern Spain, L'île aux Basques attracted French Basques especially during the period 1584-1637. And unlike their Spanish cousins, these Basques engaged not only in whaling but also developed a significant trade in furs with local aborigines. An extraordinarily detailed list of provisions for Martin Frobisher's second expedition was produced in 1577; Conrad Heidenreich and Nancy Heidenreich subject the list to a nutritional analysis in "A nutritional analysis of the food rations on Martin Frobisher's second expedition, 1577," *Polar Record* 38, No. 204 (January 2002), 23-38. W. Gillies

Ross is the author of "The Gloucester balloon: a communication from Franklin?" which appeared in *Polar Record* 38, No. 204 (January 2002), 11-22. Though quickly dismissed as a hoax, the balloon, which landed near Gloucester in 1851, six years after Franklin disappeared, with a message allegedly from one of Franklin's ships was taken very seriously by the Admiralty, as Ross explains.

In "Cross-Cultural Perceptions of Piracy: Maritime Violence in the Western Indian Ocean and Persian Gulf Region during a Long Eighteenth Century" by Patricia Risso, *Journal of World History* 12, No. 2 (Fall 2001), 293-319, the author defines "maritime violence" as "indiscriminate seizure of sea-borne or coastal property" and proceeds to explain how cultural factors are important in explaining different interpretations of "piratical" behaviour. The journal *Past & Present* No. 172 (August 2001) carried an article by Robert C. Davis that wrestles with a challenge that will interest many maritime historians specializing in Mediterranean history, namely that of "Counting European Slaves on the Barbary Coast," see pp. 87-124. Nigel Hall examines "The Emergence of the Liverpool Raw Cotton Market, 1800-1850" in the journal *Northern History* 38, No. 1 (March 2001), 65-81, and demonstrates that "Liverpool could never have become the central cotton market at which spinners purchased their supplies of raw material if Liverpool had not emerged as the leading cotton importing port," an achievement earned at the expense of the port of London. Forbes Munro and Tony Slaven are the authors of "Networks and Markets in Clyde Shipping: The Donaldsons and the Hogarths, 1870-1939," *Business History* 43, No. 2 (April

2001), 19-50. The article examines the relationship between markets for shipping services on the one hand and networking organization and behaviour on the other; the authors use and qualify the ideas and arguments advanced by Gordon Boyce about the significance of networking for shipping firms. The article "La «Normandie du Nouveau Monde»: la société Canada Steamship Lines, l'antimodernisme et la promotion du Québec ancien" by James Murton appeared in *Revue d'histoire de l'Amérique française* 55, No. 1 (été 2001), 3-44. Murton maintains that in the 1930s, Canada Steamship Lines developed and sold an image of Quebec as a simple, pre-modern folk society in an effort to sell its cruise ship and luxury hotel services. Maurice J. Bric surveys "Patterns of Irish Emigration to America, 1783-1800" in *Éire-Ireland* 36, Nos. 1&2 (Spring/Summer 2001), 10-28, giving much attention to the embarkation and receiving ports as well as some attention to the ships. Later in that same issue of *Éire-Ireland*, J'aime Morrison examines some of the cultural mechanisms used by trans-Atlantic Irish migrants to cope with their experience; see "Dancing Between Decks: Choreographies of Transition During Irish Migrations to America," 83-97. Steven G. Sawhill and Claes Lykke Ragner revisit the commercial potential of the Northern Sea Route in "Shipping nuclear cargo via the Northern Sea Route," *Polar Record* 38, No. 204 (January 2002), 39-52.

Charles R. Menzies looks at the relationship between a British Columbia fishermen's co-operative and organized labour; see "Us and Them: The Prince Rupert Fishermen's Co-op and Organized Labour, 1931-1989," *Labour/Le Travail* No. 48 (Fall

2001), pp. 89-108. An article entitled "Petty Traders, Gender, and Development in a South Indian Fishery" by Holly M. Hapke appeared in the journal *Economic Geography* 77, No. 3 (July 2001), 225-249. Hapke's paper examines the impact of mechanization and commercialization on small-scale fish traders in Kerala, India with special emphasis on gender and the impact of economic transformation on women fish traders.

We know far less than we should – or could – about naval aspects of the War of the Spanish Succession in North America; Jim Pritchard takes a significant step in correcting that deficiency with "Canada and the Defence of Newfoundland During the War of the Spanish Succession 1702-1713," in Yves Tremblay (ed.), *Canadian Military History Since the Seventeenth Century; Proceedings of the Canadian Military History Conference, Ottawa, 5-9 May 2000* (Ottawa: Directorate of History and Heritage, National Defence, 2001), pp. 49-57. David Syrett examines "Merchant shipping in the service of the Navy Board: the chartering of storeships, 1739-1748," *The Journal of Transport History*, Third ser., 22, No. 2 (September 2001), 116-125. The War of the Austrian Succession was the first time a large number of British warships served in the Mediterranean and the West Indies, and to keep them supplied, the Navy Board turned to merchant ships. According to Syrett, this practice became a critical factor in the ability of Great Britain to exercise sea power in distant waters. Phillips Payson O'Brien challenges the view that the costs of imperial defence provided by the Royal Navy were burdensome or growing significantly before World War I, or that the British Empire cost Great Britain much money; see "The Titan Refreshed: Imperial

Overstretch and the British Navy Before the First World War," *Past & Present* No. 172 (August 2001), pp. 146-169. Evgenii F. Podsoblyayev examines "The Russian Naval General Staff and the Evolution of Naval Policy, 1905-1914" in the *Journal of Military History* 66, No. 1 (January 2002), 37-69. Philip Charrier explores the development within the Royal Navy of racial stereotyping regarding the Japanese in "The Evolution of a Stereotype: The Royal Navy and the Japanese 'Martial Type,' 1900-1945," *War & Society* XIX: 1 (May 2001): 23-46. In "The German Attempt to Purchase Anticosti Island in 1937," *Canadian Military Journal* 2, No. 1 (Spring 2001), 47-52, author Robert H. Thomas concludes that German motives were purely commercial in nature, but shows that in the climate that prevailed as war approached, there were many speculations that a hidden German military and naval agenda might be at work. In "Through the Camera's Lens: Scenes from Aboard the Frigate HMCS *Dunver*, 1943-1945," *Canadian Military History* 10, No. 2 (Spring 2001), 60-68, Cliff Quince and Serge Durflinger provide us with a graphic impression of convoy escort duty during the Battle of the Atlantic. W.A.B. Douglas examines the tragic sinking in 1944 of the French submarine to friendly fire in "'Sink the Bastard!' Friendly Fire in the Battle of the Atlantic," *Canadian Military Journal* 2, No. 3 (Autumn 2001), 65-73. Barry Gough and James A. Wood examine the sinking of U-971 during Operation Neptune in "'One More for Luck': The Destruction of U971 by HMCS *Haida* and HMS *Eskimo*, 24 June 1944," *Canadian Military History* 10, No. 3 (Summer 2001), 7-22. Peter Haydon asks – and tries to answer – the question "What Naval Capabilities Does Canada Need?" in *Canadian Military Journal* 2, No. 1 (Spring 2001), 21-28.

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THE CANADIAN NAUTICAL RESEARCH SOCIETY

Minutes of the

Annual General Meeting

Kingston, Ontario, 26 May 2001

1. Opening Remarks by the President

The President called the meeting to order at 15:05, in the Howard Johnston Hotel, with some 20 members in attendance. He extended his thanks, on behalf of the Society and especially all those present, to Jim Pritchard and Gregg Hannah for their efforts in coordinating a most productive and enjoyable conference.

AGREED without motion to proceed with the business of the meeting in the order set out in the draft agenda (copy attached). [*not included*]

2. Minutes of the Previous Meeting

AGREED (Lewis/Douglas) to approve the minutes of the meeting of 10 June 2000 as circulated.

3. President's Report

The President allowed that it had been an interesting year, and that the Society would not still be in existence but for the dedication of members of Council and the Editorial Board and other Committees, to all of whom he extended his most sincere thanks. Otherwise, the substance of his remarks would come out in the course of the individual agenda items, and in the interest of time he would defer until then.

4. Treasurer's Report

The Treasurer expressed his satisfaction at being able to open for a change with good news: the financial statements for 1996 through 1998 had been reviewed to the satisfaction of the appointed designated accountant, Muriel Gimblett. With opening balances confirmed for each of 1999 and 2000, their final reconciliation and review were still in progress.

AGREED (Hannah/Kert) that the statements be accepted as reviewed. There was further general agreement to a motion from the floor by Dean Allard congratulating the Treasurer on this achievement.

AGREED (Hannah/Salmon) that the budget for 2001 be approved.

The President then spoke to the fact that MUN had underwritten certain undefined portions of the Society's publications, and as such this budget was very much only an estimate, especially in terms of expenditures. He further noted that the past practise of approving the budget well into the operating year was not sound, and as such the members would be asked to approve in advance a draft for the next year. This procedure to provide the authority to spend money would be established in the By-laws of the Society, revision of which he would speak to at a future agenda item.

AGREED (Hannah/Douglas) that the budget for 2002 be approved as identical to that of 2001.

From the floor, Walter Lewis inquired if the Society was prepared to lose \$8000 through end-2000? The President spoke to the fact that the Society had lost some 100 members over the past three years. A number of actions were being taken to increase recruiting, but in the meanwhile Equity would have to be spent in support of that rejuvenation, and certainly until actual costs of operation could be determined. Realistically, this would take at least three years, perhaps five. He committed that the status of the society would be re-visited with the approval of the 2003 budget at the 2002 AGM.

Jim Bradford proposed that Life Memberships be offered, as especially attractive to foreign members who cannot profit from charitable donation contributions.

Alec Douglas recommended that a higher interest-paying account be sought for investment of at least a portion of the Equity. The President agreed that this would be considered by the Investment Committee.

AGREED (Hannah/Salmon) that the 2001 statements be examined by Muriel Gimblett as the designated accountant.

AGREED (Hannah/Lewis) that a vote of thanks be extended to Muriel Gimblett for her services to the Society.

The President endorsed a general vote of thanks to the Treasurer.

5. Nominating Committee

Because the number of candidates for election equalled the number of vacancies, neither a vote nor a mail-in ballot were required, and the following slate was proposed:

President	William Glover
First Vice-President	James Pritchard
Second Vice-President	Richard H. Gimblett
Secretary	Bill Schleihau
Treasurer	Gregg Hannah
Councillors	Lewis R. Fischer
	Maurice D. Smith
	Peter Haydon
	Paul Webb

There being no nominations from the floor, it was **AGREED** (Salmon/Armstrong) to adopt the report, confirming the appointment of the new slate of officers.

The President spoke to the fact that the slate did not include the position of Membership Secretary, although Faye Kert already was acting in that capacity. Allowance for creation of such a position would be made in the proposed By-laws amendments, but Council had considered the need for it to be too important to await the normal approval process and had taken the action of appointing Faye Kert in consideration of her long period of service to the Society and in many ways acting as its "corporate memory."

6. Editorial Committee

The report of the Chair, Steve Salmon, was received (see attached).

AGREED (Salmon/Douglas) that a vote of thanks be extended to the editors of *The Northern Mariner* and of *Argonauta*, and to Margaret Gulliver as managing editor.

The President requested that the presentations of the Awards Committee be deferred until the banquet, in the interest of maintaining a sense of anticipation.

7. Annual Meetings and Conference

- a) 2002 – the venue had changed to Halifax, for the dates 02-06 May, so as to be held in conjunction with a Maritime Command [Canadian Navy] Historical Conference, and to coincide with the annual Battle of the Atlantic celebrations. The theme would be on the general topic of “Halifax and the North Atlantic in Peace and War.”
- b) 2003 – Vancouver is being explored as a venue, and the ICMH Executive would be invited to attend.
- c) 2004 – the President provided a progress report on the coordination of this event with the Department of Transport, in recognition of the centenary of the establishment of the Hydrographic Service. The dates had been set for 12-15 May, and a book (to which several members of the Society were contributing) would be published in conjunction with the conference.

8. By-Law Review

The President advised that this had been made necessary as a housekeeping measure to cover various previously identified needs, such as to more clearly describe the Objects of the Society, to allow for Honorary Members and a Membership Secretary, to recognize that the past President should act as the Chair of the Nominating Committee, and to bring various Financial Matters into line with current Society practise and recognized accounting principles. It was hoped to include also all previous amendments, but no clear trail of these could be established.

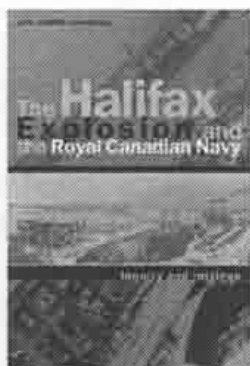
TABLED – Notice of Amendment (as attached and to be published in *Argonauta*) to be taken up and discussed at the AGM in 2002. Additional amendments are to be submitted in writing with a Seconder to the President by end-December for the consideration of Council at its January 2002 Executive Meeting, and for publication in the April 2002 edition of *Argonauta* prior to the 2002 AGM.

9. & 10. There being no Other Business, it was **AGREED** (Salmon/Douglas), at 16:25, that the meeting be adjourned.

William Glover
President

Richard H. Gimblett
Secretary

UBCPress: Exploding the Issues



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