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Editorial

Traditions – ranging from the sensible (naval officers remaining seated for the Loyal Toast) through the silly (the various forms of toasting with "Highland Honours") – are intimately linked with history. Most of the time, a historian can recite the origins of some peculiar custom, but may never have seen it in living colour. This past September, I had the privilege of attending my first naval mess dinner and thus the opportunity of seeing some of these first-hand.

It was no surprise to see that the officers in HMCS *Donnacona* (Montreal's naval reserve division) maintain the navy's reputation for warm hospitality. What did catch my attention was the way in which the "Generation X" reserve officers are still very much concerned with keeping the traditional customs alive. It matters that the port is passed to the left (no, I wasn't the one who tried sending it the wrong way!), that the mess Vice-Presidents know the seating plan, and that the correct toast of the day be given. It was striking the way one lieutenant

told me that when in uniform, the Wardroom is her *home*: she expects its members must treat each other as family, but nevertheless follow the 'rules of the house.' A truly enjoyable evening was made especially memorable by seeing living tradition. Not meaningless ritual mindlessly repeated, but several generations of people willingly doing things the way their naval ancestors have done for generations.

WS

President's Corner

Welcome back from the summer holidays. I hope that all of you have returned full of renewed energy and enthusiasm to pursue your nautical interests whether avocational or professional. I was very sorry to miss our recent conference and annual general business meeting in beautiful but far-off-for-too-many-of-us Vancouver. Our annual gatherings are always important, fruitful and stimulating to those who attend. They are an increasingly important part of our society's

activities. They are also attracting international participants which is a very welcome development.

My thanks to First Vice-President Rich Gimblett who presided over events with his customary dispatch and charm. He reports that Bill Glover once again exceeded his own very high standard for organization. Although the gathering did not attract the numbers we have recently enjoyed at our gatherings in Central and Atlantic Canada, it was a most congenial assembly. The local and island representation provided a solid core of members, and a healthy contingent from the east and important contributors from the United States, Britain and continental Europe added to the group. The setting was truly inspirational. The hotel was a short walk from English Bay with its maritime vistas of ships at anchor awaiting their turn to enter port. The events got underway in great fashion with a reception at the Vancouver Maritime Museum where Director James Delgado acted as a most gracious host, and provided an intriguing presentation of his recent explorations to the Far East in search of the lost fleet of the Mongols' attempted invasion of Japan in the late thirteenth century. The conference papers were of a uniformly high standard on a variety of interesting topics, and the editors of both *The Northern Mariner* and *Argonauta* will have much to share with those of us who could not make it. The opportunity for a visit on Thursday afternoon to the operations sites of the Vancouver Traffic Management System and the Port of Vancouver provided members with a unique insight into the workings of a major modern port. An unexpected and delightful turn of events occurred because of the Awards Committee's decision to announce the Matthews Book Prize in advance, which allowed the attendance at our banquet of John Jennings, the winner, for his

editing of *The Canoe: A Living Tradition* (Firefly Books, 2002). Special thanks are due to honorary life member Alec Douglas who chaired the Awards Committee and to the members of the committee who assisted him so ably. In all, Vancouver 2003 was a truly splendid gathering. I'm looking forward to attending the next year's conference and annual meeting and hope you are too.



This year's book award winner John Jennings, flanked by Christopher McKee on his right, Chris Madsen on his left.

(all conference photos courtesy Maurice D. Smith)

We need to encourage other members to do their share of organizing these events, but before we put Bill out to pasture, we look forward to his production for next year, in Ottawa, in association with the Canadian Hydrographic Service for the celebration of their centenary. I also understand Bill is exploring some exciting ideas for a conference in Churchill, Manitoba in 2007.



Jim Delgado, Director of the Vancouver Maritime Museum was the first of many fine speakers at the Conference. Seen here L. to R - Pat Hartle, a long time member; Faye Kert, Membership Secretary; Richard Gimblett, 1st Vice President; Jim Delgado (our host) and William Glover, Conference Organizer and Past President.

Members who attended the AGM approved the slate of candidates for office presented by the nomination committee. Peter Haydon is our new 2nd Vice-President, thus filling a post left vacant last year. Many thanks Peter for agreeing to continue contributing your advice to the executive council. New members of the Council are Serge Durlinger and Roger Sarty who join as councillors replacing Peter Haydon and Paul Webb. Members can read Serge's recent article, "Nothing Would be Too Much: Hometown Support for HMCS *Dunver*, 1943-1945", in the October 2002 issue of *The Northern Mariner*. Serge recently joined the history department of the University of Ottawa. Roger is new to Council, but is well known to CNRS members. Indeed, he attended the society's first meeting at Ottawa in 1982. He

will be leaving the Canadian War Museum at the end of the year to join the history department at Wilfrid Laurier University. These additions which renew the Executive Council's direct link to the world of academe are important to the society.

Faye Kert, our Membership Secretary, reports that thanks to your efforts the Society's membership has slowly grown during the last two years. Institution and individual memberships are up by about 15 percent during the period. Members deserve a "Bravo Zulu" for their loyalty as we continue to get our publishing programme back on schedule and learn to stand on our own two feet. We are getting there. Please continue to encourage your friends to join CNRS. Have them look at our

web site where potential new members can find a membership form.

Last month I wrote on behalf of the Society to the Hampshire County Council in England in support of NASOH President Bill Dudley's request that the sale of the Chesapeake Mill located in Wickham to a developer be delayed in order to give Anglo-American preservationists and interested individuals time to be consulted and to organize a proposal to preserve the mill. Its timbers came from the American frigate of the same name and date back to the early nineteenth century. Those who attended our annual meeting at Dartmouth/Halifax in 2002 will remember the session and papers concerning the battle between HMS *Shannon* and USS *Chesapeake* on 1 June, 1813, the most famous single-ship action of the War of 1812. One paper delivered by Ann Gunn, read by R.G.W. Prescott, explored the significance of the pictorial

representations of the *Chesapeake-Shannon* action. Halifax was the first destination of *Shannon's* prize; a paper by Angus Goldberg examined the imprisonment, parole, and cartel of prisoners in Halifax and on Melville Island during the war. A third paper in the session, by Dan Atkinson, dealing with the subsequent fate of the *Chesapeake* at Halifax and in England, directly introduced those in attendance to the Chesapeake Mill with a fascinating slide presentation of the building in its present state. The beams and joists in the current mill, with their shipbuilders' marks still showing, may be among the oldest, best preserved North American ship timbers in the world. It would be a shame to lose them on the eve of the bicentennial of the war. Perhaps the mill can be saved and transformed into a maritime museum dedicated to interpreting the War of 1812. I was pleased to offer the society's support for preservation of our marine heritage is among our tasks.

James Pritchard
President, CNRS

[editors' note: an update on the state of the Chesapeake Mill will be found on page 8.]



The traditional group photograph taken in Stanley Park with most of the CNRS members engaged in the symbolic act of looking seaward. This was near the conclusion of an extraordinary day arranged by Bill Glover.

Research Queries

Admiral W.O. Story CBE, RCN

Peter W. Story (e-mail: pwstory@RIPNET.COM) is looking for more information concerning his grandfather. He posted this on MARHST-L in September:

Admiral Story was a native of Bingfield, County Cavan Ireland, where he was born in April, 1859, the son of Joseph Story. He chose the British Navy for his career, joining HMS *Britannia*, the training ship, at Dartmouth in 1871. Four years later he got his first baptism of fire; participating in the Perak expedition in 1875-6. He was again in action in Egypt in 1882, and as a sub-lieutenant during the fighting at Suakin in 1885-6, when that Anglo-Egyptian port on the Red Sea was the base for the important operations that broke the power of the Mahdi but could not save Gordon at Khartoum.

Story was mentioned in dispatches for gallantry in action and promoted to the rank of lieutenant. He received the Perak and the Suakin medals and the Khedive Star.

Gaining promotion steadily he was made a commander in 1896 and was second-in-command of HMS *Resolution* of the Home Fleet. Afterwards he was given command of HMS *Hearty* of the North Sea Fisheries Service, from which he was promoted to the rank of Captain in 1901. He was given command consecutively of the British cruisers *Narcissus*, *Grafton* and *Cumberland*. Subsequently he was in command of the battleships *Canopus* and *London*.

While he was in command of HMS *Cumberland*, Captain Story received the Legion of Honour, Third Class, from the President of the French Republic and the Naval Order of Merit from the King of Spain. He later served as District Captain of Coastguards on the East Coast, being promoted to the rank of Rear-Admiral in 1911. The following year, Admiral Story retired from the navy and came to settle in Canada taking up residence in Guelph, Ontario.

On the outbreak of the Great-War (1914-18), Admiral Story, still a vigorous old sea dog, volunteered his services to the Canadian Government. Loaned by the British naval service to Canada, Admiral Story was appointed Admiral Superintendent of Esquimalt Dockyard, the Canadian naval base on the Pacific Coast, an important rendezvous for British and Allied ships during the war.

In April, 1917, he was promoted to Vice-Admiral and commanded the station until February 1918. The Japanese fleet refitted at Esquimalt during the war, and in recognition of his services to the Japanese Navy, Admiral Story was decorated with the Order of The Rising Sun by the Japanese Emperor.

In February, 1918, Admiral Story was recalled by the Canadian Government from Esquimalt and appointed Admiral Superintendent of Halifax Dockyard, where he continued to render valuable service to the Empire. At the conclusion of the war, King George V made him a Commander of the British Empire. Once more Admiral Story retired from active service, with the rank of Admiral and went back to Guelph to reside.

He still maintained his interest in the sea, and was appointed Honorary Supervisor of the Navy League Sea Cadets, travelling throughout Canada inspecting the 34 units that existed from coast to coast. In 1934 he moved to Montreal to retire once more, but by 1936 his health had begun to fail. He had to relinquish the active supervision of the Sea Cadets, but he continued to act as Honorary Adviser to the national headquarters of the Sea Cadets up to the time of his death. He died in 1938.

Notes of Interest

Divers Explore the Wreck of HMCS *Athabaskan*

The remains of HMCS *Athabaskan*, sunk 29 April 1944, were discovered last year (see *Argonauta*, January 2003) by French historian Jacques Ouchakoff. This past summer, Canadian film-maker Wayne Abbott brought an international team of divers, along with naval architect Lieutenant-Commander Jocelyn Turgeon to investigate the wreck, upside down in about 79 metres of water.

Parts of the hull are badly damaged, and both the stern and the bow are missing. The dive footage and findings will be aired on the (Canadian) History Channel, in April 2004.

Canadian Merchant Mariners Get Their Due

At long last, the Canadian government has recognized the efforts of Canadian merchant seamen during the Second World War: on September 3rd, the first Merchant Navy Veterans' Day was held.

Website "Port Cities" Launched

A website that tells the stories of five of the UK's port cities has recently come online:
www.portcities.org.uk

Lots of interesting material (including the truth about Hartlepool's hanged monkey).

Wreck of the USS *Saginaw*

Driven by currents onto a reef at Kure Atoll, part of the Hawaiian Islands on 29 October 1870, the wreck of the paddle steamer *Saginaw* has recently been found by archaeologists.

900 Year Old Ship Found in India

It was reported in October that a 12th Century wreck was found buried in a rice field in the southern Indian state of Kerala. Preliminary reports indicate that although she was build of local wood, the techniques used suggest that the builders were from outside the region.

The Napoleonic Wars: Below Decks and Boney

www.bbc.co.uk/radio4/history/voices2/voices_napoleonic.shtml

Listen to Brian Lavery, Virginia Preston, and Andrew Lambert.

Rapid Disintegration of *Titanic*

This past summer, the latest survey of the *Titanic* brought back evidence that the wreck is falling apart much faster than was

hitherto expected. Some researchers think that the cause is a combination of the effects of salvagers and now-frequent visits by submersibles, along with the depletion of fish populations, which would otherwise consume the organisms which cause some of the ship's decay.

Stone Hookers

Peggy Large has put together an interesting website devoted to the stone hookers – the ships and men who “fished for stones” in Lake Ontario:

[members.fortunecity.com
/captainwmhall/id2.htm](http://members.fortunecity.com/captainwmhall/id2.htm)

19th Century Russian Wreck Off Alaska

Anchorage Daily News, 29 July:

“A team of divers has discovered what appears to be the oldest shipwreck ever found in Alaska waters, the remains of a three-masted Russian sailing freighter called the *Kadiak*, which sank off Kodiak Island in March 1860.

“The searchers, led by Bradley Stevens, a scientist with the National Marine Fisheries Service, located a cannon, an anchor and what they believe to be copper sheeting in an underwater sand channel off Spruce Island.”

U 864 found near Bergen

German submarine U 864 has been found north west of Bergen. She was sunk by HM S/M *Venturer* 9 February 1945 – the only time a submerged submarine has been sunk by another submerged submarine. More information may be found online:

[www.klammi.de/Personen/Page11095
/U864/body_u864.html](http://www.klammi.de/Personen/Page11095/U864/body_u864.html)

Wreck of the *Fox* Found

This past August, well-known CNRS member James Delgado travelled to Greenland's west coast to join an expedition filming the wreck of the *Fox*. Sunk in 1912 after more than fifty years working as a coaster, the former steam yacht earned glory in 1857 when she was sent to the Arctic by Sir John Franklin's widow to search for her husband's ill-fated expedition.

The wreck is badly broken up after years of damage by winter ice. *Argonauta* readers will not be surprised to learn that film of the ship will eventually be seen on television as part of the *Sea Hunters* series.

Entrepreneur of the Year Award

On Friday September 26, the *Financial Post* noted that an Ernst & Young Entrepreneur of the Year Award was won by John Davis, of the Eco-Nova Group in Halifax – no doubt well-known to Society members as the producers of *The Sea Hunters* and *Oceans of Mystery*.

Online Archive of a Canadian Second World War Newspaper

The Canadian War Museum has uploaded 144,000 newspaper articles extracted from the archives of the *Hamilton Spectator* (that include materials from several other Canadian newspapers) at their new site “Democracy at War:”

www.warmuseum.ca/cwm/newspapers/

Danish Naval History Website

Members will be interested in this website (with much English-language material) devoted to Danish naval history:

www.navalhistory.dk

Chesapeake Mill

[16 October 2003, Ben Mitchell of the Press Association]:

Maritime historians who joined forces from both sides of the Atlantic have lost their bid to save a mill made from the timbers of a US ship captured by the Royal Navy almost 200 years ago.

The Chesapeake Action Group (CAG) was set up in a bid to buy the Chesapeake Mill from Hampshire County Council which was on the verge of selling it to an antiques retail and restoration company. The historians wanted to turn the 19th century mill into a museum as it feared the plans to sell the mill would restrict public access and lead to alterations.

But today the local authority approved plans to sell the leasehold of the mill to Taylor Haines Ltd for the antiques centre. The county council will retain the freehold. But the local authority says it has gained assurances from the new owners that a museum will be opened in part of the building to allow the public to continue enjoying the historic building. And it highlights the Grade II* listed status of the building which prevents extensive alterations without permission.

Chesapeake Mill was made from the timbers of the frigate USS *Chesapeake* which

was captured by HMS *Shannon* in 1813 when the US and Britain were last at war. In 1820, after service with the Royal Navy, the ship was dismantled and large segments were used to build the grain mill.

Hampshire County Council acquired the Mill in 1998 to protect the historic integrity of the building which for nearly 200 years has been used as a commercial flour mill. A county council spokesman said today that the council today approved the sale of the building to Taylor Haines Ltd which intends to open an antiques shop and restoration centre.

Leader of the county council, Councillor Ken Thornber, said that the commercial use of the building, which has a Grade II * listed status, would offer a sustainable long-term use of the building. Thornber said: "This was a difficult decision as our involvement with the Mill since 1998 was intended to prevent its continuing physical deterioration and to find a suitable long-term use. The CAG submission has much to commend it and has generated a lot of interest. However, given the high costs of refurbishment and continuing maintenance of a building of this type, it will be necessary to generate a significant revenue stream. The county council has extensive experience of re-using such facilities and the proposals of CAG failed to provide conclusive information as to how a viable operation would be funded. I hope that the heritage group will recognise that the historical integrity of the building will be protected, its fabric restored, access provided and an area made available for a museum for use by local groups."

Maritime Provinces Steam Passenger Vessels

By Robin H. Wyllie

C. G. S. *Aranmore*

Specifications:

Official Number:	98579
Builder:	W. B. Thompson's Caledon Shipbuilding Co., Dundee
Date Built:	1890
Gross Tonnage:	1,169.73
Overall Length:	241.5 feet
Breadth:	35.0 feet
Draught:	16.0 feet
Engines:	triple expansion, 260 h.p.
Propulsion:	single screw
Speed:	13 knots

History:

The iron coastal passenger-cargo steamer *Aranmore* was built in 1890 at Thompson's Caledon Shipbuilding in Dundee for the Clyde Shipping Company of Glasgow. The company employed a number of large coasters, all named after lighthouses, on its routes from Glasgow to Belfast, Waterford and London, via South Coast ports. They also operated a regular passenger and general cargo service between Liverpool and Waterford and owned a fleet of tugs at Glasgow and Greenock.

Like her sisters, with their handsome black funnels and distinctive house flags (a lighthouse and the company's initials in white on a blue field) *Aranmore* was typical of her breed. Three holds serviced by derricks, steam cranes and side-loading doors made for fast, efficient loading and unloading, while her 13

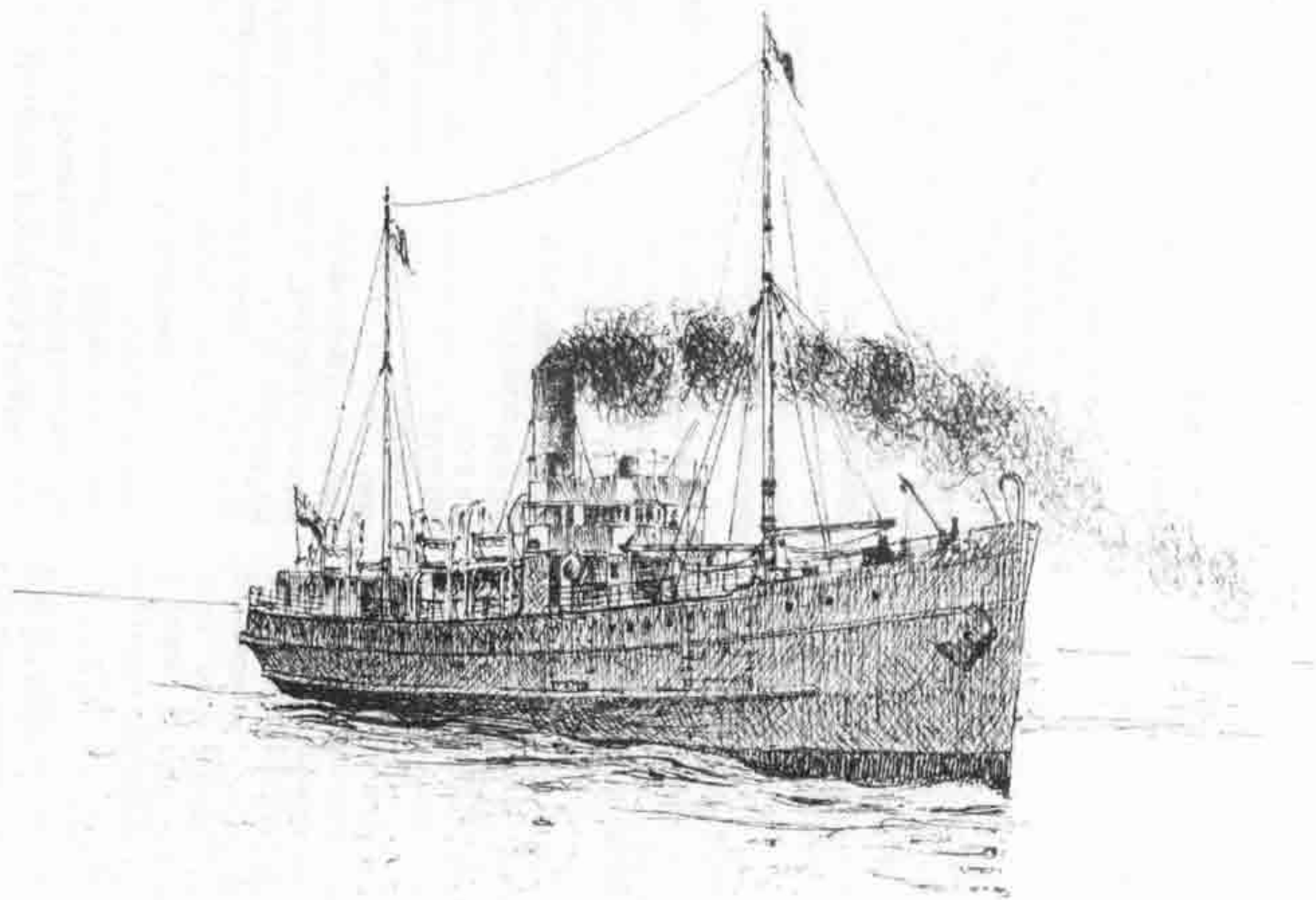
knot speed matched that of many of the big Irish Sea ferries.

As business increased during the early years of the 20th Century, Clyde Shipping began to replace its older iron vessels with larger, more fuel efficient vessels of steel constructions. As a result, the *Aranmore* became surplus and, in 1905, she was chartered to a Quebec company and joined the growing fleet of passenger-cargo vessels operating along the North Shore of the St Lawrence and down into the Gulf.

On September 18th, 1914, the 1,269 ton C.G.S. *Montmagny*, pride of the Canadian Government Gulf of St Lawrence lighthouse supply and buoy maintenance fleet, was run down and sunk by the big Cape Breton collier *Lingan*. She sank in four minutes, within sight of the town for which she had been named, with a loss of fourteen people, eleven of them children from lighthouse families.

Her replacement was a priority. As luck would have it, *Aranmore*, which was slightly longer with less draught and more powerful engines, happened to be for sale. Arrangements were made to purchase the vessel from her Scottish owners and, after a few very minor alterations, in 1915, she was re-registered in Canada and put to work.

Britain's declaration of war with Germany had brought many changes to the pattern of coastal shipping on Canada's East Coast, in particular to the busy Yarmouth-Boston run. In 1915, two of Eastern Steamships British-registered vessels, *Prince Arthur* and *Prince George* were whisked off by the Admiralty to be used as cross-channel



CGS. ARANMORE

ROBIN H. WYLLIE 2003

CGS *Aranmore* in war-time grey livery, from photographs in NAC, Mitchell Library and other collections.

hospital ships, while another, the old Yarmouth Steamship Company's *Boston*, was laid up in Boston Harbour, no doubt to prevent the same thing happening to her. For a time, the three Yarmouth boats were replaced by the much larger US-registered *North Star* and *Northland*, both of which had been on the company's New York-Portland run, and everything went quite well until the United States entered the war in 1917.

One of the first things that happened was that all US vessels were ordered to be inspected in order to determine their usefulness to the war effort. Ship after ship was taken over by the US Shipping Board, some for use as training vessels, some for conversion to warships. In the end, only four of Eastern's original twelve vessels remained under the company flag. Even the British-registered *Boston* had been taken over by the US Navy.

With priority being given to US routes, Eastern had no choice but to cancel its Canadian runs. However, the Canadian Government were particularly anxious to keep the vital Yarmouth-Boston link alive and placed *Aranmore* on the run.

Very much smaller than the vessels she had replaced, and with accommodation for a mere ninety-seven passengers, *Aranmore* appears to have been fairly well-suited to the task. Her schedule, which it has been suggested, comprised two round trips per week, seems to have been a closely kept secret. The publisher's of *Belcher's 1917 Farmer's Almanack* compounded any confusion there might have been regarding same, by reprinting the 1914 Yarmouth and

Boston schedule. They even listed *Prince Arthur* and *Prince George* as the vessels thus engaged, although both ships were then very much occupied in the English Channel.

After the war, nothing was ever really the same. However, *Aranmore* returned to buoy maintenance and lighthouse supply duties, this time on the Atlantic coast, with an occasional stint as stand-in for a lightship off station on refit.

She remained in service until 1939, when she was sold to commercial interests and sank off Haiti in 1946, when she was under Cuban ownership.

Sources:

Belliveau, John Edward; Cameron, Silver Donald and Harrington, Michael. *Iceboats to Superferries: An Illustrated History of Marine Atlantic*. Breakwater Press, St. John's Newfoundland, 1992.

Cram, W. Bartlett. *Picture History of New England Passenger Vessels*. Burntcoat Corporation, Hampden Highlands, Maine, 1980.

Maginley, C. D. and Collin, Bernard. *The Ships of Canada's Marine Services*. Vanwell Publishing Ltd, St Catharines, Ontario, 2001.

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

Glasgow University Business Archives and the Mitchell Library Collection. Shipping

registers in the Collection of the Maritime Museum of the Atlantic. Contemporary timetables, newspapers and almanacs.

**Lloyd's Register can, and has,
made errors in the names of foreign-
registered vessels; the Mont-Blanc
and Guvernören**

by Alan Ruffman, P. Geo.

That French Ship

John Armstrong, in his reply to my July 2003 piece in *Argonauta* on the proper spelling of the name of the *Mont-Blanc* that blew up with such horrific loss of life and devastation in Halifax Harbour on December 6, 1917¹, noted that he too had noticed the hyphen in certain names of French vessels and an inconsistency in their usage. John chose however to not use the hyphen in *Mont-Blanc*, and he noted, "Notwithstanding, to be consistent I felt compelled early on to rely upon the 1917 *Lloyds Registry*[sic] of *Shipping* as the international authority it is for the verification of all civilian ship names of the time used in my book and from all countries. *Lloyd's* is of course a bilingual French/English publication thus I am still comfortable with the decision. If Alan is right and *Lloyd's* is not, however, surely this is a question of more than just one ship."²

The Primary Source

Possibly the exact duplication of the title portion of the original 'Soumission de Francisation', No. 6386, of 'Navire L[e] *"Mont-Blanc"*' (mis à l'eau 25 mars 1899 — launched on March 25, 1899) 'à Marseille, le 30 Juin 1899' at the top of this page will

convince John, and all that have pondered the debate, that "Alan is right and *Lloyd's* is not", at least in this specific case? And yes indeed, I am sure that, as John supposes, "this is a question of more than just one [foreign-registered] ship." It also points out to all of us, as researchers, that, if you have any doubt about a vessel's name, then look for the 'primary source' — the original vessel registration document, especially in the case of foreign-registered, i.e. non-British-registered, vessels.

In the case of the *Mont-Blanc* this was not quite straightforward, at least not for this less-than-bilingual French speaker/writer who started last February quite unfamiliar with the French system of registration and who is still feeling his way through the language and maze of repositories, curators, and responsible agencies in France. I must say that, despite the fact that 'je parle le français comme une vache Canadienne', and translate it with equal difficulty, I have been most pleased with the assistance that has come from French agencies and other French authors — when I know the correct question to ask at the correct address. Knowing the correct questions and correct addresses is not always easy. However, I have found that if you show yourself to be a genuine researcher who has done one's homework and who is willing to share what you know to date, good things happen.

So it was with the letter of July 10, 2003 (my birthday) from Julie Fontanel, Adjoint au directeur, Direction des Archives, Départementales des Bouches-du-Rhône, 66 B rue Saint-Sébastien, 13291 Marseille Cedex 6, that included the copy of the full 'Soumission de Francisation' document.³ The *Mont-*

Blanc was launched on March 25th, 1899, transited to Marseille by Capitaine Crouzat,⁴ and entered into the French registry in Marseille, with a clear hyphen in its name, on June 30, 1899, three months after its launch. The hyphen then was painted on its stern as seen in the photograph at the Maritime Museum of the Atlantic⁵ and presumably was still there when it shattered into a million angry shards at 0904 35 seconds on Thursday, December 6, 1917.

Q.E.D.?

Another Example

The **Mont-Blanc** collided with the Norwegian vessel **Imo** in Halifax Harbour. The resultant explosion-induced local tsunami lifted **Imo** into the shoal waters on the Dartmouth shore, and it sat there until refloated on April 26, 1918.⁶ After interim repairs it was towed to New York City and underwent a major repair and refit into a whale factory ship. During this time it was sold by the A/S South Pacific Whaling Company of Kristiania (Oslo), Norway, to A/S Odd of Sandefjord, Norway. It was renamed the **Guvernören** on May 20, 1920.⁷

Lloyd's Register of British and Foreign Shipping of 1920-21 lists the **Imo**'s name change to **Guvernören**, and for one year (1921-22) *Lloyd's Register* lists the vessel as the **Guvernören**, i.e. *Lloyd's Register* used the 'ö' which is common in Danish and Swedish, not the 'å' which is the Norwegian letter used. In this case, *Lloyd's Register* also used the English spelling of 'Christiania' with a 'C' rather than the Norwegian 'K'.

In the 19th and in the first half of the 20th centuries, *Lloyd's Register* generally uses the English spelling of cities rather than the spelling in the local language, e.g. it has the **Mont-Blanc** registered in 'Marseilles' rather than in 'Marseille'. *Lloyd's Register* is only bilingual in English and French in its Introduction section, titles, and headings, as well in the column headings on alternate pages; it is in the end an 'English' publication, or perhaps it is fair to say a 'British' publication? With such an ethnocentric view, is it then at all surprising that *Lloyd's Register* would get some of the spelling of non-English-language names of foreign-registered ships somewhat incorrect from time-to-time? There were no photocopy or facsimile machines in the early part of the 20th century, and most certainly *Lloyd's* compilers, diligent as they were, could not possibly inspect all the original registration applications, the original '*Soumission de Francisation*', or the original 'Skibets navn' pages. In the extreme, if one blindly accepts everything in *Lloyd's Register* as the absolute gospel, then one would find that the **Mont-Blanc** was still extant in at least 1918, because there it is still fully listed in the 1918-19 *Lloyd's Register*!

As to whether the loss of hyphens in the names of French-registered vessels in *Lloyd's Register* was systemic, or based on any particular rule of thumb, I leave that to those more knowledgeable than I.

Errata to July 2003 Note in *Argonauta*

There is always a problem with an author preparing an article and sending it off almost straightaway and perhaps not letting it gestate to full term. Invariably other data

arrive and errors get noticed. In my case, two interlibrary loans finally came in from France (and one has not yet arrived), and I sent three corrections along to the editors. Two were successfully entered into the published text; for the record, the ISBN of Paul Bois' 1988 book in footnote No. 6 should read 2-900732-01-8 to correct a single digit. I'd also added the name of Lynn-Marie Richard of the Library at the Maritime Museum of the Atlantic to my acknowledgements, and she failed to make the final edit. I would like to acknowledge her help in digging out references and related artefact material as I wrote the article.

When I co-wrote my papers in *Ground Zero* in 1992-93, I did not have the proper archival reference to the December 1917 Gravesend, South Brooklyn, New York, *Manifeste de frêt* of the *Mont-Blanc*, and it never appears in *Ground Zero* (Ruffman and Howells, co-editors, 1994). Thus when I wrote my note for *Argonauta* and realised this deficiency, I went searching for it; it too has eventually arrived, and for those who might like to search it out in its original, it is found in the Northeast Region branch of the US National Archives and Records Administration.⁸

On p. 10, line 1, and in footnote 3, manifest in French has an 'e'; Manifeste de Frêt. Finally, given that I have made a fuss about accents and hyphens, I am somewhat mortified to note that, at the end of paragraph one in the *Argonauta* article (p. 9), the author missed, as did all reviewers of the article, Médec spelled with two 'é's — Médec is the correct spelling. This too has now been found in a primary French source; Capitaine Le

Médec's chronologic file of his voyages for la Compagnie Générale Transatlantique⁹ — as below.

References

- (1) Ruffman, Alan. 2003. Of the *Mont-Blanc*, accents, hyphens and the size of the bomb which it carried to Halifax's 1917 'Ground Zero'. *Argonauta*, Vol. XX, No. 3, July, pp. 9-15.
- (2) Armstrong, John Griffith. 2003. Response from John Griffith Armstrong. *Argonauta*, Vol. XX, No. 3, July, pp. 15-16.
- (3) Navire L[e] "*Mont-Blanc*" Soumission de Francisation, No. 6386, June 30, 1899, Marseille, France, □ 41.5 x 27 cm single page, Bulletin No. 729/9, Conseil Général, Département des Bouches-du-Rhône, Archives Départementales, 66 B rue Saint-Sébastien, 13291 Marseille Cedex 6, France.
- (4) I have seen three spellings of this captain's surname, and I have not yet verified it in a primary source. He was the captain of the *Mont-Blanc* from 1899 into 1901, including the vessel's two visits to eastern Canada and to Halifax in 1900.
- (5) The original photograph is found in the "Bennett Scrapbook", Accession No. M60.65 of the Maritime Museum of the Atlantic in Halifax, Nova Scotia, compiled by Joseph R. Bennett who worked as an outside Engineer at Pickford and Black ship's agents in Halifax. The *Mont-Blanc* photograph, 3.5 x 3 in, is in the centre of the righthand page at p. 262. Given that the scrapbook is rather fragile, negative No. N-4,395 has been made by the

museum, with photograph MP18.196.1 available for public inspection and researchers' use. The author has established that this photo was in all probability taken on the afternoon of August 15, 1900 when the *Mont-Blanc* was inbound into Halifax in daylight in a light condition prior to loading a cargo of tinned lobster bound for Bordeaux and Le Havre, France. This was *Mont-Blanc's* second visit to Halifax in 1900 under charter to La Compagnie Franco-Canadienne de Navigation. I don't believe the *Mont-Blanc* returned to Halifax until the late afternoon of December 5, 1917 when it arrived too late to pass through the antisubmarine net at the mouth of Halifax Harbour, and had to wait until 0830 the next morning to move up the harbour and into The Narrows.

(6) The *Acadian Recorder* of Saturday evening, April 27, 1918, Vol. 106, No. 100, p. [3], col. 6 (bottom), reports that the "Steamer *Imo* is now anchored in the stream ...".

(7) Skibets navn [Vessel name]: ~~Imo~~ "Guvernøren", No. 5510(? — the photocopy has been cut off and the number is uncertain), Norwegian vessel registry page first registering *Imo* on April 8, 1913 to its first Norwegian owner, located as a copy at the Norsk Sjøfartsmuseum in Oslo. The original has not yet been tracked down, but is believed to lie in the files of the Sjøfartsdirektoratet in Oslo (Norway and Norwegian International Ship Register).

(8) Manifeste de Frêt, Compagnie Générale Transatlantique Agence de New-York, S.S. MONT BLANC, Voyage 33, Capitaine Le Médec, Départ de New York le 2 Décembre 1917 pour Bordeaux, Feuille No. 1. Records

of the U.S. Customs Service for the port of New York, U.S. National Archives and Records Administration, Northeast Region, 201 Varick Street, New York City, New York, U.S.A. 20740-6001. This file contains ten documents including various oaths of the Master and shipper's export declarations, as well as a 'Supplemental Outward Manifest' etc.

(9) Le Centre de documentation of l'Association French Lines, 8 avenue Lucien Corbeaux, BP CMA-CGM, 76096 Le Havre Cedex, France, has supplied a chronologic record of Capitaine Aimé Le Médec's (born December 12, 1878) service starting with his entry into la Compagnie Générale Transatlantique on September 30, 1906 as '2^e [Cl.] Capitaine.' He was promoted to Capitaine '1^{er} Cl.' on January 1, 1916. He was then demoted to 'Cap'ne 3^e Cl.' in the first half of 1918, and did not sail again until June 30, 1918; he was left to 'Reste à New York' in the meantime. He did not regain 'Capitaine 2^e Classe' until 1921, and apparently did not get repromoted to 'Capitaine 1^{er} Cl.' until January 1, 1929. He retired shortly after his last voyage on the *Flandre*; "Retraite le 1^{er} Avril 1932".

Guns Ho!

The Voyage of the Tribal Class Destroyer H.M.C.S. Iroquois to Japan and Korea

by P.1 TA.4 Howard White (Ret'd), CD
and Jack King

*A never before told memoir of hijinks and
hell during the Korean War*

Of course I was instrumental in helping to win the Second World War – I was a swabby in the Royal Canadian Navy from 1942 to '45, doing what swabbies do. Having missed the sea I rejoined the Navy in 1949, and was eventually promoted to Petty Officer, First Class. In late 1951 I began a fourteen month stint on *Diving Tender 7*, initially called the Frogman Unit, then changed to the Mine Clearance Diving Unit, stationed on McNabs Island, Nova Scotia. In the early 1950s we were trying to bring a diving clearance unit into the Navy. It consisted of four officers, two chiefs, one PO (me) and six seamen and there was one CPO from the mine disposal unit, USN. with us. We had no budget so it was hard to prove we could establish a unit fit to serve in the Canadian Navy, but we finally succeeded and became a mine clearance diving unit.

Then in early 1953 I got a sea draft to join HMCS *Iroquois*, the Tribal class destroyer (pendant 217), at Halifax harbour. I was really happy about this as I had never served on a Tribal class vessel before. The day came for me to report and I arrived at the jetty on a cold and blustery day in February with my kit bag and hammock in hand. The fighting-trim, beautiful grey destroyer was to be my home for 1 ½ years. Going up the

gangway to the quarter deck, I met the duty Sub-Lt. on the bow with a great salute.

I asked: "Permission to come on board, sir?"

"Carry on!" he answered, then I spoiled the ceremony slightly by having to ask where the Chiefs & POs' mess was (up forward below 'B' Gun was the answer). After storing my gear in the mess, I had to go to the coxswain's office to report and do an "inroutine," but to get there was hell as the ship was in refit and in a mess. Welding cables and dockyard mateys were everywhere and there was no heat. I was cold in my blue uniform and filthy dirty, far different from the way I had imagined I would look when joining my first destroyer!

Finally, after six weeks of hard work we were ready for sea trials off Halifax. On a beautiful sunny morning we met our captain; he was tall, 6' 4" and slim, with a nautical beard. He gave us a pep talk and told us we would be sailing to Korea within three weeks, after we passed our sea trials.

Our trials started off well. We underwent gun trials, speed trials and seamanship. Leaving the jetty was no trouble but coming alongside was something else again. We had to come alongside HMCS *Quebec*. We scraped the paint off the port side about eight times. Capt. Budge – later Vice-Admiral Budge (Ret'd) – didn't like that very much. We had to paint the ship's side as often as we scraped it (the poor buffer). We found out that our captain spent most of his time in Ottawa in Naval Intelligence, so I think he

should be forgiven for his part in it, as he soon got his sea legs.

After cruising in and out of harbour for three weeks we were finally ready to leave for the Far East. We loaded the ship with some food and 3,000 cases of Oland's beer, much of it donated by the Oland family, as one of its members was a Lieutenant-Commander assigned to our ship.

Then came the sunny day in April when, at 1000 hrs, the order boomed over the PA system: "Hands to stations for leaving harbour, sea duty men close up!" With smoke billowing from the funnels (oops!) we went astern nearer and nearer to the Macdonald Bridge pilings (we were so close I could have jumped onto it). Then we went ahead 5 knots, passing the jetty and 8 clearing off Chebucto head, bound for the Far East.

In one and a half days, we reached the

Gulf Stream where the weather was a lot warmer, en route to Kingston, Jamaica, our first stop. Coming alongside in Kingston Harbour, we just happened to nudge the jetty and half of it broke off and fell into the ocean (oops again).

After refuelling and painting the ship for two days we were off again, heading south through the Virgin Islands for four days, after which we arrived at the port of Balboa at the entrance to the Panama Canal. The next morning we picked up the pilot and headed for the entrance to the canal. It was the first time three-quarters of the ship's company had sailed through the Panama Canal. As we entered the first lock, we saw two diesel engines, one on each side, called donkeys. (My father had told me when I was a boy that real donkeys pulled the ships through the eight locks.) Did I get a surprise when I saw that two diesel engines instead of floppy-eared stalwarts pulled the ships through the locks.



HMCS Iroquois in Malta, 27 January 1954

After going through four locks, we entered a small waterway, then a larger lake, with jungle on both sides. The weather was nice and warm and sunny. All of a sudden, it rained for about two minutes. The ship's decks were so hot that the rain hitting the decks turned to fog, so much fog that we had to slow down to nearly a dead stop. We finally arrived about eight hours later in the port, Panama City, and stayed there for two days.

Panama City was a rough and tough town. You couldn't travel alone, only in twos or more for your own safety. We were glad to leave.

After leaving Panama City we entered the Pacific Ocean and travelled north for four days before we pulled into Manzanalo, Mexico. High winds created a small delay before we were able to dock alongside the jetty. (Oops, we had to paint the ship's side again.) The ship's company were told that there was a 90% venereal disease rate in the city, so to go ashore two buses were provided to take us to the beach and only to the beach. I think the buses were built in about 1910. We must have travelled about 30 miles up, down and around the mountains, but when we passed around the last bend, we were treated to a sight more beautiful than I had ever seen. What a beach! There were mountains all around, in four different shades of green. We played sports, drank Oland's beer and ate lunch, which we had brought from the ship's galley. After seven hours we headed back to the ship and sailed the next morning (it was beautiful and sunny, what else?) for San Diego, California, U.S.A.

Note: Manzanalo is now a resort very much like Acapulco.

San Diego Blues

The voyage to San Diego took four days, and we were to stay there for four days taking on food supplies and bunker oil, and of course there would be some shore leave for the ship's company.

Everything was going smoothly and we were all looking forward to our voyage across the Pacific Ocean to Pearl Harbor, Hawaii and beyond.

The Chiefs & POs' Mess had 21 men (the stokers had their own) so we would stand Duty CPO watches of the day only one day in twenty-one.

Everything was going fine and the weather (of course) couldn't have been better. On Sunday morning we had a church service, with shore leave granted soon after. It happened to be my turn to be in charge of the duty watch. I mustered my watch from among the few remaining sailors aboard and put them to work as well as having one quartermaster and one AB seaman at the bow. With everything in place, my next duty watch muster would be at 1600 hrs, so I spent most of my time in the mess and coursing the ship's decks.

At about 1430 hrs I got a call over the PA system to report to the bow. The quartermaster told me an oil lighter was coming alongside, so I ordered him to call out the duty watch. After the oil lighter was tied up alongside, the duty PO stoker was called to

take over the refuelling. The oil lighter was manned by one CPO, USN., two POs and six seamen, who, with the duty stokers, made the hook-up to pump the oil.

I dismissed the duty watch and invited the chief to our mess (for a rum, so as you can guess he sure didn't say no), and we had a few wet ones. He left once to check the oiler, and as everything was going as planned, he returned to the mess. A half-hour later it was my turn to do my ship's rounds. Leaving him with a few shipmates, I was off. When I came back I told the chief that I smelled a very strong odour of oil about the ship. It didn't take us long to exit the mess on the run. We started to do the rounds, first checking the oiler (everything was fine), then we started down the port side through the seamen's mess and down the starboard side. The smell got stronger and stronger, but we couldn't find it. As we were about to hit the outer companionway about 20 feet before the first funnel, the smell became almost overpowering....

I happened to look down into the hatch of the electrical shop one deck down, and with the aid of my flashlight I could see something black and bubbling. The shop was about half full of bunker oil. The chief bellowed: "You cut the electrical supply ashore and I'll cut off the oil supply at the lighter!" I ran to the bow, told the quartermaster to call the duty watch to emergency stations, then ran up the gangway to the jetty and over to the electrical hut to tell the duty watchman to cut the electrical power to the ship. All our electrical power was coming from ashore, into the electrical shop and thence throughout the ship.

After reporting to the duty officer the lighter company pumped out the electrical shop, which took about one hour, and the stokers began the arduous clean-up (to clean up a mess like that is something else). I made out my report and also gave it to the duty officer. The electrical duty PO made sure it was safe to turn on the electrical power from the shore at about 1800 hrs. Later, I sat back and thought about what would have happened if the oil had gotten to the electrical transformers or boxes. Visions of Halifax, 1917, still haunt me.

The Duty Officer put the PO stoker on charge for leaving his place of duty and drunkenness. The next morning they reviewed the damage. Most of our electrical spare parts had to be replaced from stocks in Halifax before we could leave, which took about four days. In the meantime the PO stoker was put under close arrest and escorted back to Halifax. The buzz went around that he was court-martialled and dismissed from the Service. After all that and the extra four-day wait we finally set sail across the Pacific Ocean to Pearl Harbor, Hawaii, en route to the Land of the Rising Sun.

We left San Diego, California on, honest, yet another beautiful, sunny day. Out on the Pacific Ocean, the weather was very hot. The ocean was running about "2 swells" – as flat as a pancake. As the weather was nice we conducted some basic manoeuvres and rendezvoused with an American submarine, with which we played cat and mouse all over the ocean. The sub had to find us without itself being detected and we had to find it. This went on night and day for about 48

hours. Then the sub left us and we carried on to Pearl Harbor.

On the third day out and the weather being good, the buffer decided to melt beeswax on the ship's company's galley stove. The ship's company's galley on a Tribal class destroyer was just in front of No. 1 funnel. The officers' galley was aft, near the quarterdeck and wardroom. The buffer put a large pot on the stove and left a seaman in charge of watching it. In the meantime, the ship was doing more speed trials and zig-zagging, picking up speed, slowing down, and turning. For some reason, likely to answer a call of nature, the seaman left his post and low and behold the pot tipped over and set the galley on fire. An officer on the bridge saw the smoke and put out the alarm.

With everybody running around, the officers giving orders from the bridge and nobody really knowing what to do, the fire was getting worse, with black smoke permeating the ship. Finally, a chief ERA got a water hose working and some seamen came with CO₂ bottles. The main danger was that there were eight 45-gallon drums of stove oil mounted outside on racks just behind the galley. With our hose we cooled down the drums while another finally managed to put out the fire. The galley was so damaged that we couldn't use it at all. The smoke and water damage had to be fixed when we got to Pearl Harbor. The ship's company had to be fed from the wardroom galley, so it was lucky the weather was nice because to carry the food forward we had to pass over the open deck.

Finally, after spending nearly two days cleaning up the galley, we were about to

approach Pearl Harbor. We stopped to pick up the pilot to take us into Pearl. The harbour entrance must have been about five miles long, and what a beautiful sight, ships everywhere. Over the PA system came the call: "All hands fall in for entering harbour!" Everybody was dressed in blues (No. 1).

There were ten chiefs and POs in our group, and we all headed for the foc'sle to ceremoniously stand-to for our grand entrance. As we passed the USS *Arizona*, the "still" was piped and the White Ensign was lowered. After passing the *Arizona*, "carry on" was piped.

I don't know how fast we were going, but I am sure it was all of 14 knots up the harbour. We seemed to be coming in fast and were within a few cable-lengths of our destination. Meanwhile, two USN destroyers had just arrived from Korea. There was a big party of about 1,000 people on the jetty to meet the ships. There was lots of entertainment, with the USN band playing "Aloha-eee, eee," and the Hawaiian girls in their grass skirts were dancing. To me it was the most exciting, romantic and exotic thing I'd ever seen.

We had to pass the two destroyers. Our speed was still the same, and our docking jetty was just in front of the first destroyer. But ... about 1,000 feet in front of us, there was a breakwater, and below the breakwater was a floating wooden platform about 300 feet long and about 60 feet wide. The place was full of sailboats, rowboats, whalers, cutters and motorboats all tied up alongside the platform. We chiefs & POs closed up on the foc'sle were watching *Iroquois* getting closer and

closer to the floating platform, when all of a sudden somebody yelled, "Down!" We all fell to the deck. You could hear the cry from the bridge: "Full astern!" The foc'sle lifted about 10 feet out of the water while the stern went 10 ft. under! We drifted forward and hit the platform, split it open and damaged a few boats (and sank a few, too). The first USN. destroyer had her anchor hanging loose, and as we went astern full speed, the flukes from the anchor cut four or five of our deck plates just like a can opener. What an embarrassment for all our men. What confusion!

Finally, we settled down to try again at about 4 knots, and with the USN band playing "Anchors Away," we finally tied up safe and sound.

The Hawaiian girls with their grass skirts put on a great show for us, having, bless their beautiful belly buttons, obviously forgiven us for our less-than-perfect introduction.

Now we had to get the galley repaired and of course the ship's side plates. Oh, well. We stayed alongside for one week till everything was done.

Now we were ready for business. We picked up 20 US Marines and headed for a small uninhabited island nearby. We stopped and two small boats came alongside to take the Marines ashore, then we sailed out about three or four miles from land. On the island they had hundreds of old trucks and cars piled high in different places, and there was a dugout where the Marines did the spotting for us. Then over the PA system came the command: "'A' and 'B' gun crews close up."

Then from ashore came the order to commence firing.

Our two twin four-inch guns would fire on order from shore: "Up 300;" "Down 200;" "Hit!" "Hit!" "Hit!" and so forth. We stayed out for three or four days of practice, then headed back to port and stayed alongside for three days, then back out again for three to four more days. We passed with flying colours.

Now it was time to test our 3.5-inch guns. We sailed out to the firing range about 20 miles distant. We were supplied with a remote-control aircraft and could it fly! Up, down, around, dive, all around the ship, you could hardly follow it. We started to fire at it, our director was on target, and our bursts were all around the plane. Suddenly it blew up and the next thing we knew a parachute was falling and I think most of us watching figured there was a pilot dangling under the 'chute, but in fact it was the engine of the plane. I happened to go back to the quarterdeck and noticed, about 3,000 yards astern, a USN cutter, which launched another aircraft. It did the same thing, diving up, down, and around the ship. Well, we blew that one up as well and retrieved the engine. It was piloted by remote control from the stem of the cutter. (I now understand we were only supposed to hoot around it, not blow it up. I guess we paid for the damage.) At least we passed with flying colours.

After all this we sailed back to the port to refuel and take on supplies. We were three more days in port, then we headed out for Japan, three weeks behind schedule.

We sailed for four days southwest and arrived at Kwajalein, one of the Marshall Islands. It was small and beautiful, a real jungle island in the vastness of the Pacific Ocean, used mostly as a refuelling station. There was no shore leave. We left the same afternoon with the tide, heading northwest through the Caroline Islands to the tip of the Northern Mariana Islands and so to Guam, again to refuel. Guam is very large. Our ETA was 0800 hrs local time and we were to leave at 1800 hrs on the tide. The ship's company had shore leave so we could go to the US Naval Base, which was about three-quarters of a mile up the road, but we had to be back on board by 1700 hrs. We arrived at the Chiefs' Mess for a few beers, and boy were they happy to see us. They didn't get visitors very often and being Canadians who spoke almost the same language they really showed us a good time. They made us a great meal, all you could eat, all you could drink. We played bingo. And that night there was to be a big dance and entertainment but we, of course, were to leave at 1800 hrs. Well, they made other plans for us to stay over, because when we arrived back at the ship at 1700 hrs leave had to be extended till 2300 hrs. So, the reader won't be surprised that most of us went back to the Chiefs' Mess. They sure gave us a lovely time. The buzz going around that night was that they had had trouble with the oil pump, and they were taking special care and time to fix it so we would miss the tide and couldn't sail till after the fun.

Early the next morning we were off, and sailed north for four days and arrived off the southern island of Kyushu, Japan, at the port of Sasebo. Entering the harbour we sailed through a small passage with mountains on

both sides. The inner harbour was huge, with hundreds of sampans all around sailing everywhere (there were no rules of the road here). In front of us were two large mountains which, since we were sailor-men, we called Jane Russell. We were sailing very slowly at about 5 knots, hoping to find HMCS *Cayuga*, as we were to relieve her. With so many sampans around it must have been deadly as seen from the bridge. Finally the *Cayuga* was flashing us and we headed for her. She was anchored close to shore and we were supposed to come alongside. Everything was going smoothly; we were coming in slowly. But the depth of the water was a little shallow, and the propellers were throwing mud up onto the quarterdeck. Yet another mess. It took some time to get out of there. We nearly went aground but were finally able to anchor near the *Cayuga*. We said our good-byes to them and they set sail for home, one month late.

During our Korea tour our port would be Sasebo, Japan, two sailing days from North Korea off Pyongyang in the Yellow Sea. We fell into the routine of staying on station off Pyongyang for two weeks of bombardment, then returning to Sasebo for two weeks. We made many visits to Osaka, Nagoya and Kobe, Japan and once to Hong Kong. While we were in Japan in November, there was a very bad typhoon in the Yellow Sea, heading for Sasebo. The captain decided to go out to sea and ride the typhoon out instead of staying alongside to be pounded against the jetty. We stayed out for two days and there was a lot of damage.

Sasebo: "Only here for the beer"

Sasebo was then a small city about the size of Cornwall, Ontario, surrounded on three sides by mountains, on the other by the sea. The side streets of the city were as steep as one could imagine those of a Swiss mountain village to be, the houses crowding one another. There seemed to be stores and roadside shops by the thousands on either side of the streets, for what seemed miles.

Japanese traditions took a little getting used to. For instance, if one entered a Japanese home one first had to take off one's shoes, then put on slippers, which were provided by the host. The Japanese conserve precious space in their homes by sleeping on *futons* (which I understand are common in North America now), cotton-filled mats that they store away by day and unroll at night and spread across straw mats, called *tatami*. Not having what we would call bedrooms, they create privacy for sleeping by using rice-paper or bamboo screens as room dividers.

All this was, in its way, beautiful, but the Japanese rice beer was something else! When we ordered a *Nippon* beer it came in a bottle, of course, but what a bottle – all of 40 ounces! For the first few days drinking it was all right, but then all of my shipmates and I came down with the worst cramps imaginable. After about two weeks of misery – still drinking the beer, however – we got used to it and even got to like it.

Then (as now, I understand) the Japanese were a very honest people. A sailor could leave his wallet in a bar and go back the next day and, sure enough, it and all its

contents would be waiting for him. Of course, the place was controlled by the US Army, but this does not totally account for the honesty of the people.

When we went on shore leave we were given our pay in military scrip, and we could go to booths all over the city to change it into Japanese yen. In those long-ago days you got about 360 to the dollar. One day with a few shipmates I went to explore the town. We agreed to go to one of Sasebo's famous bath houses, not knowing what we were in for. When the six of us arrived two female attendants showed us to a changing room, where we deposited our clothes, then off we went to the bath house proper, a room of about 15 ft by 7 ft. We all lined up and (how embarrassing to shy Canadian me) they started to wash us from head to foot as if we were cattle, with lots of water and soap. Instead of waiting to be rinsed off, as I later discovered I was supposed to do, I then rushed up to the tub and jumped in. Did I get one hell of a surprise! The water was scalding hot, and I flew out of there about as fast as an F-86 Sabre jet. The bath house girls started yelling and jumping around with their hands in the air – I thought it was out of sympathy for me. But that was not the case. They were angry because I had unforgivably put soap in the water, which necessitated their emptying and refilling the tub. The in-ground tub, I then discovered, was to be used only after one was washed thoroughly and rinsed off. The Japanese people must be the cleanest on earth.

Another time a group of us took a taxi to a tea house-cum-bar on top of a hill overlooking the harbour. We arrived, and on both sides of the street were deep ditches. I

opened my back-seat door and stepped out, only to disappear into a ditch. After I extricated myself, slipping and sliding and with little help from my shipmates, who were too busy laughing, I was a sight. On top of that I smelled like a never-cleaned latrine, that is, like sh*t, which is what the ditch was full of. The hostesses at the tea house saved the day. They stripped me down, I somehow washed myself off, and they sent my uniform out to be cleaned while I waited and glared into my beer in a house coat, a *yukata* as it is called in Japan, which the establishment had kindly provided. I have, of course, a lot of other memories of Sasebo, but those memories of my youth ought to stay just that – fond memories.

Terror at sea

One day while alongside in Sasebo I got a call from the ordnance officer, who wanted to see me in his cabin. He told me to make sure to get three sets of aqualungs ready to use in case of need. With my two armourer mates, we checked the tanks, which were very low and had to be charged. As the compressor was being overhauled, the only thing left for it was to charge them from the torpedoes. Being the torpedo armourer on board, I knew my four torpedoes were charged at 3,000 pounds each. I used the torpedoes' air vessels to charge the six tanks and had them ready in four hours. We left for sea the next day and rendezvoused with a USN wooden minesweeper (wooden, of course, to protect it from magnetic mines), which came alongside. Accompanying the ordnance officer, the medical officer, gunnery officer and myself there were three AB seamen. We loaded the

gear on board plus our beer and were gone for five days on the minesweeper. The *Iroquois* went on station and we stayed out in the Yellow Sea. We travelled the troubled sea for miles and days looking for fishermen and sampans caught by the typhoon. We found three bodies and the MO had to pump the them full of air so we could bring them on board. We also had to constantly be careful because of the fishing nets that were stretched out for miles everywhere.

One day during the voyage we encountered a sampan turned over in the water. As the tide was too strong for us to come alongside, plus because of the net problem, we had to lower a boat to investigate. Four of us went over in the boat and got onto the exposed bottom of the sampan and, with axes, started cutting holes in it. It must have been over an hour before we broke through; it was about a foot thick. All of a sudden we could see somebody down in the water, and he put his hand up through the hole. We pulled him out and then he pointed back at the hole. There were two more people – a woman and a man – and we rescued them and took them back to the MO on the minesweeper. As they had been in the water for four or five days, both were suffering from severe frostbite, one losing a few toes, another a few fingers. The four children and three other adults who had been with them were taken away by the strong current. We turned these lucky survivors over to South Korea and went back to looking for more sampans.

On the fifth day we rendezvoused with the *Iroquois* (here, dear reader, please note that while aboard the minesweeper, only the

Chief was allowed to drink our beer, and then only in the officers' wardroom). Anyway, when we came alongside the *Iroquois* it was about 1630 hrs and the ship's company of the minesweeper were invited aboard to have two bottles of beer each. This old salt has never seen fellows climb aboard a bucking destroyer so fast.

The rest is history. We did our part to prosecute the first of many UN so-called "police actions" which typify our time. Our tour ended after a year, and we sailed home, travelling to Hong Kong, through the China Sea and Indian Ocean, through the Red Sea and Suez Canal, through the Mediterranean to Gibraltar (with shore leave at each port along the way), and across the Atlantic Ocean to Halifax, Nova Scotia, Canada. If during the final stages of the journey someone had excoriated us with that old Canadian epithet "Go to Halifax," they would have been very dear words to us, indeed. You see, as much fun, wonder and danger as we had shared, we finally wanted to go home.

This article is reproduced from the Spring/Summer 2003 issue of Pelorus – the newsletter of the Montreal Branch of the Naval Officers' Association of Canada.

Christmas on a Merchant Ship

By Ieuan Dolby

Ships do not stop for Christmas. They do not stop for Easter or for Thanksgiving or any other national holiday. Ships do not stop at all unless the company says so and especially not for the crew of a ship to enjoy themselves. It would be very nice if they did!

It would be excellent if ships' crew could just switch off the engines, lock the doors and go home for the weekend, returning the next day to open up and sail away once again. Sadly though the ship is usually doing one of two things, sailing across a large expanse of water or in port discharging/loading cargo and neither of these actions allow for shutting down and going home for the day or weekend. Most seafarers would like to have Christmas and New Year at home if they can. Some like summer so that they can have a long summer holiday with their children but overall the majority of persons at sea prefer to have Christmas at home with the family.

Many fortunate seafarers carefully arrange their trip schedules through bribery, promises and working longer trips in the summer, to be off during the Christmas period. Their holiday away from work will lie over the Festive Season and thus they will not be required to return to work until well into January. The unfortunate ones, who have been cornered or coerced and those that prefer to be away at sea during Christmas find themselves stuck in a floating steel can with a bunch of other bodies who either don't want to be there or hate the very thought of Christmas itself.

Now that you think about it, quite an awesome picture springs out at you. Stuck in a tin can with a bunch of irate and homesick men who don't want to be there and with no escape from them day in, day out!

Do these unfortunate souls celebrate Christmas or do they pretend that absolutely nothing is important about December the 25th and that it is just another day away? Most ships do celebrate after a fashion and with

what they have to hand. Larger ships by and large do have a stock of tinsel and a tree stuffed away in some locker or other and smaller ships tend to have the same except less of it! Basically, Christmas and the spirit and style that is associated with it largely depends on whether the ship is in port or at sea. If the ship is in port less emphasis is placed on decorating the vessel and having a 'false' time and greater input is made into getting off the ship and up to the nearest bar that opens before eleven am. Regardless of which country the ship is in there is usually a bar and a place to eat within walking distance from the vessel. The worst places to find somewhere though is in a town that shuts down over the Christmas period, the best are those that don't celebrate as all will be open and functioning as per normal.

Yes, at sea all is normal, in port all just want to get off the ship and up the road, usually for a large and extravagant meal and a few bottles of beer to start the proceedings off with.

If by pure chance the vessel is at sea then effort is made to celebrate Christmas in style. The cook will go overboard (not literally) to produce the most wonderful of spreads and may have spent the last week or two thinking and starting the preparations for such. He, out of everybody probably enjoys himself the most. Other aspects of a Christmas at sea will involve the hanging of the decorations and this usually falls to either a Cadet or the Third Mate for no apparent reason. That is unless you have a Captain who has nothing better to do than to hang decorations up, shorts-out the electric lights

and spends the next hours explaining to the Engineer how to fix them!

So, we have a wonderful spread, decorations hanging up and ... the hats. For some inane reason somebody always seems to have a load of paper hats, found at the bottom of a drawer whilst they were cleaning their cabin or sent by the Company in the hamper that may or may not be of value. Yes, the hamper! Some companies send hampers, the good ones, that is. In this hamper there maybe anything from liver pate to plum juice but all of which is greatly appreciated by the ship's staff. The extra bits that are included like the paper hats are not really required and liked by most. Anyway, there are some hats and an over eager Captain wearing one, so everybody feels obliged to make fun of each other as they place these paper monstrosities on their heads and to spend the rest of the day walking around in them.

On modern ships everybody manages to make it Christmas lunch for most of the time. Except for the Cook who is busy dishing up the next course and scratching his head as to where he put the marzipan (which of course has long since disappeared into the Second Engineer's stomach). The Engine Room will go unmanned as per normal and only one Navigator will remain on the bridge, they changing over so that all Navigators get a good chance to wear a silly paper hat. At lunch wine is served, and everybody gorges themselves on what the cook has prepared, talks a lot and gets drunk slowly.

Yes, A glass of wine, a paper hat and some good food. That is Christmas at Sea.

A lot depends on the crew and how they react with each other. Getting together and making the most of the worst is the best way to pass and enjoy the day. And considering the Captain and his hat he is attempting (and manages to do so) to draw everybody together. The worst possible scenario would be for everybody to ignore the fact that it was a special day and to either continue working or to remain in their cabins asleep. However silly the Old Man, with a paper hat falling around his whiskered face looks, he is bringing together a bunch of people who would rather be at home with their families. Good Old Captains!

Whether at sea or in port it is important that all seafarers make the most of a situation. Thus the Vessels that have a Christmas hamper sent out to them, those who wear paper hats and have flashing Christmas tree lights on the tree are typically a happy ship. If, of course, the Engineer has managed to find enough spare bulbs to replace the ones that managed to explode when the Captain was fiddling around with his screwdriver.

Members' News

Dr Galen Perras. In March 2003 UBC Press published his 2nd book, available at www.ubcpress.ubc.ca/. As of 1 July 2003, Dr. Perras will be serving as an Assistant Professor of American History in the Department of History, University of Ottawa.

Congratulations to **Roland H. Webb** (long-time CNRS member) appointed Senior VP, Shipyards North Vancouver BC September 19, 2003. Brent A. Geen, President of Seaspan International Ltd. (SIL),

recently announced the appointment of Roland H. Webb to the position of Senior Vice President, Shipyards effective immediately. SIL is a member of the Washington Marine Group.

As Senior Vice President, Shipyards, Mr. Webb is responsible for the performance of all WMG shipyards located in Vancouver and Victoria BC. He will ensure they continue to provide and improve the high level of services currently provided to all current and future customers. Previously, Mr. Webb was President and COO of Todd Pacific Shipyards Corp. in Seattle, Washington, a position he held since 1994. Prior to that, Mr. Webb worked in various positions at British Columbia shipyards including Project Director for the construction of the two Spirit Class BC Ferries. Mr. Webb is a Marine Engineering graduate of the Canadian Coast Guard College, in Sydney, Nova Scotia.

Meetings, Symposia and Calls for Papers

Encounter 1604

First Nations and Europeans in the Bay of
Fundy/Gulf of Maine, 1500-1700

Saint John, New Brunswick
30 September - 3 October 2004

Encounter 1604, an international symposium, will focus on the early interaction of First Nations and European cultures in the Bay of Fundy and Gulf of Maine region. The DeMonts expedition to Acadia in 1604 marked the formal beginning of major transformations in the societies and environment of northeastern North America.

In addition to indigenous cultures such as the Passamaquoddy, Wolastoqiyik (Maliseet) and Mi'kmaq, the region attracted explorers, traders, fishers, missionaries, naval and military forces and settlers from several European nations.

The organizers seek proposals for papers, sessions and panel discussions from historians, archaeologists, geographers and researchers in other relevant fields.

Deadline for submissions: 1 November 2003. Send a one-page abstract and short curriculum vitae to:

Encounter 1604 Programme Committee,
New Brunswick Museum
277 Douglas Avenue
Saint John, New Brunswick, Canada
E2K 1E5

For further information, contact:

Dr. Greg Marquis,
History and Politics Department,
University of New Brunswick, P.O. Box 5050,
Saint John, NB, Canada, E2L 4L5,
ph: (506) 648-5600, fax: (506) 648-5799,
email: gmarquis@unbsj.ca

or

Peter J. Larocque, Curator,
New Brunswick Cultural History and Art
New Brunswick Museum,
277 Douglas Avenue, Saint John,
New Brunswick, Canada E2K 1E5,
ph: (506) 643-2327, fax: (506) 643-2360,
email: pjlarocq@nb.aibn.com

Rencontre 1604

Les Premières nations et les Européens dans
la baie de Fundy
et dans le golfe du Maine, 1500-1700
Saint John (Nouveau-Brunswick)
Du 30 septembre au 3 octobre 2004

Le symposium international "Rencontre 1604" aura pour thème principal les premières interactions des Premières nations et des Européens dans la région de la baie de Fundy et du golfe du Maine. L'expédition en Acadie de DeMonts, en 1604, a marqué le commencement officiel des transformations importantes qui se sont opérées dans les sociétés et dans l'environnement du nord-est de l'Amérique du Nord. En plus des cultures indigènes, comme les Passamaquoddy, les Wolastoqiyik (Malécite) et les Mi'kmaq, cette région a attiré des explorateurs, des négociants, des pêcheurs, des missionnaires, des forces navales et militaires et des colons provenant de plusieurs pays européens.

Les organisateurs invitent les historiens, les archéologues, les géographes et les chercheurs œuvrant dans des domaines connexes à leur présenter des propositions de communications, de discussions et de débats de spécialistes.

Date limite des soumissions : 1er novembre 2003. Faites parvenir un résumé d'une page ainsi qu'un bref curriculum vitae à :

Comité du programme Rencontre 1604,
Musée du Nouveau-Brunswick
277, avenue Douglas
Saint John (Nouveau-Brunswick), Canada
E2K 1E5

Pour de plus amples renseignements, veuillez contacter :

Dr Greg Marquis,
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Université du Nouveau-Brunswick,
C. P. 5050, Saint John (N.-B.),
Canada, E2L 4L5,
tél. : (506) 648-5600,
téléc. : (506) 648-5799,
courriel: gmarquis@unbsj.ca

ou

Peter J. Larocque, conservateur,
art et histoire culturelle du Nouveau-
Brunswick
Musée du Nouveau-Brunswick,
277, avenue Douglas,
Saint John (Nouveau-Brunswick),
Canada E2K 1E5,
tél. : (506) 643-2327, téléc. : (506) 643-2360,
courriel : pjlarocq@nb.aibn.com

Shipwrecks 2004

The Niagara Divers' Association is holding its 10th annual one-day symposium on shipwrecks on Saturday March 27, 2004 in Welland, Ontario, Canada. They are requesting presentations in either of 2 categories:

Primary presentations may be up to 45 minutes in length, but most are approximately 20-25 minutes, with additional time allotted for question and answer. Live commentary is preferred to "canned" packages. Short, 5 minute maximum, presentations (primarily to introduce new topics or presenters) are also being requested.

All presentations **must** be shipwreck-related and they try for an even split between recreational and technical topics.

For information about previous years' events, please visit the Niagara Divers' web site at www.vaxxine.com/nda and go to the "Shipwrecks: area of the site.

Please forward a brief overview of your presentation and a brief biographical sketch to the Shipwrecks Committee at:

infoShipwrecks@yahoogroups.com
Ian & Barbara Marshall
Shipwrecks/2004 Committee
(905)382-2389

Riches of the Sea, Riches from the Sea

The Datini Institute (Istituto internazionale di storia economica "Francesco Datini") is presenting its annual (week-long) conference in 2005 – "Riches of the Sea and Riches from the Sea"

The institute is now issuing a Call for Papers. The conference will be held in Prato, just outside of Florence (about 15 minutes by train), on the way to Lucca. The website: www.istitutodatini.it/temi/htm/temi37.htm

The web site for the Institute is:
www.istitutodatini.it/home.htm

Museums and Ships

SEPTEMBER 24, 2003 - 10:51 ET
Parks Canada: The Government of Canada Marks the Arrival of the *Jeanie Johnston* at Grosse Ile Wharf.

GROSSE ILE, QUEBEC--On behalf of the Honourable Sheila Copps, Minister of Canadian Heritage, Mr. Georges Farrah, Member of Parliament for Bonaventure-Gaspe-Iles-de-la-Madeleine-Pabok, today marked the arrival of the replica of the *Jeanie Johnston* at the Grosse Ile wharf in the presence of guests and officials from Ireland, including the Ambassador of Ireland in Canada, His Excellency Martin Burke, the Minister of State for Communications, Marine and Natural Resources, Mr. John Browne, and the Mayor of Kerry, Mr. Breandan MacGearailt.

"Like Grosse Ile and the Irish Memorial National Historic Site of Canada, the *Jeanie Johnston* reminds us of an important page in our history, that of Irish immigration to Canada and its great influence in shaping our country," stated Minister Copps. "The *Jeanie Johnston*'s presence here is a tribute to those who risked their lives at sea and faced disease in search of a new homeland."

The original *Jeanie Johnston*, a triple-masted, 106-foot vessel, was built in Quebec in 1847 for John Munn and was subsequently purchased by the Donovan family of Tralee, Ireland. The vessel touched at Grosse Ile quarantine station on two occasions, in 1848 and 1853, to put ashore Irish immigrants. During her 11 years of service, she carried

approximately 2,500 Irish passengers to North America - many of whom were making the voyage to escape Ireland's Great Famine - with no loss of life. Tralee authorities launched the reconstruction of the *Jeanie Johnston* as part of its activities commemorating the 150th anniversary of Ireland's Great Famine.

"I am honoured that the *Jeanie Johnston* is visiting us and I wish to congratulate all the sponsors of this incredible project, one that raises awareness of our rich history. This vessel is a symbol of the links between the Canadian and Irish people that have endured for more than 150 years," said Mr. Farrah.

Grosse Ile and the Irish Memorial National Historic Site of Canada commemorates both the importance of immigration to Canada from the early 19th century to the First World War and the tragic events experienced by the Irish immigrants at this place, particularly during the typhus epidemic of 1847. It is located 48 km northeast of Quebec, and is open to visitors from May 1 to October 31.

Hurricane Juan, September 2003

Dan Conlin reports that: "the CSS *Acadia* weathered the hurricane very well, only losing a lifeboat cover. However our wharves took a beating with a lot of deck planking damaged. They will be closed for some time. The Museum got some water on the floor in the Small Craft Gallery and carpentry shop but nothing serious. We were closed for a day. A small visiting vessel, the 54' schooner *Larinda* sank at the south wharf

but everyone escaped unhurt. Lots of shipping damage elsewhere in the harbour.”

Canada's Naval Memorial, HMCS *Sackville*, is being blamed for the sinking of *Larinda* though the corvette herself is unscathed.

HMS Gannet Afloat Again

Although only in No. 4 dry dock, at The Historic Dockyard, Chatham. In September of this year, the dock was flooded, and *Gannet*, the last steam sloop of the Victorian Royal Navy was floating once again. After decommissioning in 1895, this 'Osprey' class sloop served as a training ship, latterly under the name *Mercury*. She came under the care of the Maritime Trust in 1970, and Chatham Historic Dockyard Trust in 1987. An excellent website on *Gannet* is:

www.btinternet.com/~philipr/Gannet.htm

Minutes of the Annual General Meeting Vancouver, British Columbia 16 August, 2003

Present: James C. Bradford, Andrew Cook, John Crosse, Jan Drent, Richard Gimblett, Bill Glover, Patricia Hartle, Brian Keefe, Faye Kert, Leonard McCann, Christopher McKee, Ken Mackenzie, Chris Madsen, Douglas Maginley, Roderick Millar, Keith Reed, Alan Pearsall, Bill Schleihaupt, Maurice D. Smith, Roland H. Webb

1. Call to Order and Approval of Agenda

The meeting was called to order by the Vice-President at 10:40 in a conference room of the Best Western Sands by the Sea Hotel, in Vancouver.

AGREED without motion to proceed with the business of the meeting as per the agenda (Attachment 1 [*not reproduced*]).

2. Opening Remarks by the Vice-President

Because Jim Pritchard, the Society's President, was unable to attend the AGM, there was no formal President's Report. However, the Vice-President, Rich Gimblett, noted that we have had a succession of difficult years following our separation from Memorial University but nevertheless have continued on course.

3. Minutes of the Previous Meeting

AGREED unanimously (Maginley/Kert) that the minutes of the 2002 Annual General Meeting be accepted by the members.

4. Financial Report

Reviewed financial statements for the years 1999, 2000 and 2001 were presented (Attachment 2) to be accepted by the members. They were reviewed by an external Certified General Accountant, but were not audited, this type of review is considered acceptable for a charitable organisation. As can be seen from the statements, our bottom lines for the three years were \$3100, \$9000 (the result of the fewer number of publications than usual) and \$3000 respectively.

For 2002, there was a loss of approximately \$2000 because of the extraordinary number of mailings, but this was offset by the profits from 2000. Overall, our financial health is stable, and last year's loss is most certainly not the start of a trend.

A motion (Glover/Reed) was made to accept the financial statements for 1999, 2000 and 2001. In the ensuing discussion, Andrew Cooke asked if the CNRS has a liability to the members for back issues; Bill Glover responded that the liability, up to our current subscription is fully discharged. John Crosse asked about our membership, Rich Gimblett

replying that there was a small dip initially, but we are now stable: our income from memberships is greater than our expenses. Faye Kert noted that our 1999 membership was between 240 and 250 members, a dip of between 20-35, but we now have 281. Alan Pearsall remarked that delayed publications do affect the membership.

Rich Gimblett, on behalf of the President, thanked the membership for sticking-in and thanks are owed to Bill Glover for his efforts as Past President and Editor of *The Northern Mariner / le Marin du Nord*. Also, thanks to the editors of *Argonauta*. Bill Glover in turn thanked everyone for their recognition.

Rollie Webb asked if the income in the statements is "dues paid" or "dues owed" – the answer from Rich Gimblett being dues paid. The vote was then called, and the above motion, to accept the 1999-2002 financial statements, was **AGREED**.

Financial statements for 2002 (see Attachment 3 [*these will be presented in the next issue of Argonauta*]) as prepared by the Treasurer, and not reviewed, were presented. Because the Society is continuing to catchup on the publication schedule, there is a drop of \$2,000 from previous years. Otherwise, we are ahead by approximately \$1,000. A motion (Glover/Madsen) was made to note the 2002 statements. They will be formally reviewed over the next few months, and presented for acceptance by the membership at the 2004 AGM. Christopher McKee asked if the increase in fees have resulted in a decline in membership, the answer being "no – we continue to be seen as good value for money." The motion was voted on, and it was unanimously **ACCEPTED**.

In regards to the Society's budget, Jan Drent asked if the \$2,000 for book review expenses is sufficient. Faye Kert replied that the Directorate of History and Heritage is helping with postage costs, and so far the amount budgeted is satisfactory.

Chris McKee asked about the budgeted shortfall. Rich Gimblett replied that most came from the amount allocated to support the Reviews Editor, which has been taken care of, while our conference is expected to break even. Bill Glover noted that we will be very close to the break-even point overall; Gimblett noting that we have had a significant saving in postage for our publications: a \$5,000 savings from the budgeted amount of \$15,000.

Andrew Cook suggested that we track "employers' generosity in subsidies" (ie the support, official and otherwise, received through our all-volunteer staff) so that we don't get surprised in future. Rich Gimblett noted that there have been discussions on this topic in Council. Bill Glover said that we expected to share postage 50/50 when Professor Zimmerman was Reviews Editor. A motion was made (Crosse/Maginley) that an estimates of these benefits be noted in our budget, John Crosse explaining that this will be a way of letting the members know the value. Andrew Cook suggested that this be a simple note, Rich Gimblett adding that it will be difficult to assign a specific line item to such an estimate, but that this should be done as an explanatory note. Rollie Webb recommended that this be entered both as a note and as a credit item; Jim Bradford countering that such would be a mistake: much too difficult to deal with from an accounting standpoint. For his publications, he uses a note included in the Book Review Editor's report. Gimblett added that we are trying to assess editorial labour ourselves. Keith Reed, seconded by John Crosse, amended the motion to ask that Council to ask our accountant how to handle in-kind and non-cash contributions, which was **AGREED**.

The 2004 budget, based on that for 2003 but with better cost data, was presented. It has \$1,000 for the book reviews cost (which is anticipated to be lower still), and an estimated budgetary surplus of \$755. Jim Bradford asked how the postage for *Argonauta* and *TNM* will be handled; Gimblett replying that for 2004, we will be back on track with our

publications, ie 4 mailings total, each having one issue of each. John Crosse asked if there is a membership estimate in the budget; Rich Gimblett replying that a conservative estimate is included, but our projections are in fact higher. Chris Madsen noted that our membership has in fact stabilized, and is not climbing.

Jan Drent asked about the President's Appeal. Rich Gimblett replied that it is currently in abeyance, until we have our finances on stream and have returned to a regular publication schedule. Council is considering reactivating an appeal. It was **AGREED** (Mackenzie/Drent) to accept the 2004 budget.

Membership Secretary Faye Kert reported that 2-3% of institutional, but approximately 226 individual members have paid their dues via credit card. This is very useful for the Society, and saves on the cost of foreign exchange. It was **AGREED** (Glover/Reed) that Council should be empowered to appoint a Reviewer.

5. Nominating Committee

Bill Glover reported that no nominations were received by the deadline, the Nominating Committee therefore submitting the following list:

President:	James Pritchard
1 st Vice-President:	Richard H. Gimblett
2 nd Vice-President:	Peter Haydon
Secretary:	William Schleihauf
Treasurer:	Gregg Hannah
Membership Secretary:	Faye Kert
Members of Council:	Serge Durrflinger
	Chris Madsen
	Roger Sarty
	Maurice D. Smith
ex officio:	William Glover
	(Past President)
	W.A.B. Douglas
	(Honorary Member)

It was **AGREED** (Glover/Cook) to approve the slate as submitted.

6. Editorial Committee

Bill Glover reported on behalf of the Chairman. In summary, our costs amount to \$10,112.29 and with two extra mailings, total about \$12,000. This works out to \$55 per head, and thus our break-even point is 218 members: in other words, with our current membership base, we are in good shape. With our September 2002 mailing (the first for the 2002 publication year), we had a savings of two thirds - thanks to Olaf Janzen's suggestion at the previous AGM regarding postage.

In regards to complimentary issues, two go to the National Library of Canada; one to ABC Clio; plus the free subscription to our Honorary Member. We need a minimum of 100 pieces of mail (94 is the typical subscription number) to the United States, so the number is made up with a few sent to interested individuals to make them aware of the Society and our publications.

We have three articles in the April edition of *TNM*, which should be mailed in the early Fall. The target is four issues per year, each with four articles. Obviously the recruitment of articles is important, our annual conference and contacts through the Editorial Board being the primary source.

We have started down the path of including advertisements in *TNM* for related societies on a quid pro quo basis. In regards to illustrations in *The Northern Mariner*, there are size and quality issues to be addressed.

Consideration has been given to electronic editions of our publications - thanks are owed to Hugh Murphy for making suggestions from his work with the online publication *Journal for Maritime Research*. It has been decided to investigate having our journal included in some of the electronic databases that are available, but production of both *The Northern Mariner* and *Argonauta* in hard-copy form will continue.

Maurice Smith expressed the appreciation of *Argonauta's* editors for the contributions of articles by our members. Jan Drent expressed his appreciation of *Argonauta*, and requested that an up-to-date list of members be produced. Bill Schleihauf replied that such a list would be much valued by himself, but the attempt to do so in 2000 was a dismal failure: only 18 people bothered to send in their details. Maurice Smith added that the editors are willing to try again, but because of privacy issues, members must agree to have their details included (ie they cannot be lifted from our mailing lists without permission). Chris Madsen suggested that this could be done at membership renewal time, altering the form to include the members' interests, and having box to check to allow publication of the information. Keith Reed added that from a legal standpoint, beginning in January 2004, it must be an active "opt-in" method. John Crosse asked which legislation the Society is incorporated under, as this could alter the privacy requirements. Richard Gimblett replied that we are incorporated under Federal Canada Corporations Act.

Jan Drent expressed disappointment with the quality of photographs in *TNM*, and felt that this is an urgent issue. Rich Gimblett replied that thanks to our stable financial situation, we are considering improving our methods to improve the reproduction quality which is indeed considered a priority item by Council. John Crosse noted that he employs a computer consultant and suggests that the Society could do the same.

Chris Madsen presented the report with regard to online publication. A three-man committee (stemming from the Council meeting earlier in 2003) reported to Council yesterday, their findings being reported herewith for the information of the members, there being no motions to vote on:

- there are increased costs associated with electronic publishing, that go along with the savings
- in regards to e-publishing, both *TNM* and *Argonauta* should remain in

their hard-copy format, and in the case of the former, it must continue to be a respected scholarly publication, and thus the production of a printed version is required

- in regards to *Argonauta*, the possibilities of having online versions available in addition will be explored
- there are commercial electronic database services available: *TNM* is already being entered into ABC-CLIO
- the costs of being included in an online database are minimal, which can be offset by the possibility of having a small stream of royalties
- there are five advantages to having *TNM* included into such a database:
 - (i) citations and abstracts of articles and book reviews within search engines
 - (ii) access to a wider audience of researchers
 - (iii) name recognition within the scholarly community
 - (iv) full-text electronic access
 - (v) aforementioned small revenue stream from royalties and rights payments
- the three players are *Proquest*, *Ebscohost* and *JSTOR*
- the President and the Editorial Board will explore the possibilities of being included in one or more of these databases

Christopher McKee strongly recommended that advice be sought from the library community to deal with the problems and issues involved. However, he felt that it is a "wonderful idea," and offered to help out and he will consult with his own pool of experts.

Doug Maginley noted that he receives at least one electronic newsletter, which he did not find convenient and almost never gets around to reading it. Richard Gimblett noted that there is a firm intention to stick with the current hard-copy format for the foreseeable

future. Andrew Cook noted that if something is "virtual," it doesn't really exist. Nevertheless, Gimblett pointed out that there is a new generation of scholars out there, who may never bother to look at printed material. By the Society getting our publications into these electronic databases, we are getting the best of both worlds.

7. Annual Meetings and Conferences

Richard Gimblett opened by thanking Bill Glover, on behalf of the membership, for the work involved in putting this very successful conference together.

Bill Glover then gave a status report for 2004:

- this has been worked on since 1999
- because 2004 is the centenary of the Canadian Hydrographic Service, it was an obvious decision to connect our annual conference with the CHS: ours will be overlapping and partially in conjunction with that of the CHS
- dates are the 26th - 29th May: on the Wednesday, there will be a reception with the CHS at the National Archives; Thursday will be a day in common with the CHS, when the contributors to the book on the history of the Hydrographic Service, being published by the CNRS, will speak to their chapters - it is hoped that the Governor General will attend; Friday and Saturday our usual conference will continue

Richard Gimblett summarized our plans for the subsequent years:

- no firm plans for 2005, but Maurice Smith is exploring the possibilities in the Hamilton / Saint Catharines / Waterloo area, noting that our best turnouts are always in Southern Ontario

- 2006 is tentatively slated for Toronto, Chris Madsen being the organizer
- no plan as yet for 2007, but the Maritimes, possibly Wolfville NS, are a possibility
- the quadri-centenary of Quebec in 2008 makes it an obvious choice for that year's CNRS conference, but there are no firm plans as yet.

8. Other Business

Rich Gimblett introduced a proposal for a Graduate Student Award. Chris Madsen reported on the details:

- it was a suggestion from Professor Barry Gough
- we have no Panting Award winner for this year - because there were no candidates
- it's imperative that the Society attract younger members, and thus this proposal for a \$500 award for an MA thesis
- such an award is an excellent vehicle to publicise the Society in every college and university calendar - in effect, free advertising
- Gough drafted a suggested plan and name, which are being summarized, for information only, now: *to encourage graduate level work at the master's level in universities and institutes of higher learning, the Society intends to award annually the Jacques Cartier Prize/Prix, which carries a value of \$500*

A motion was made (Glover/Crosse) to empower the Council to act on the proposed prize for an MA thesis. Andrew Cook noted that the kudos and recognition from such a prize would be valuable, but wondered if students would bother with a \$500 award, considering the copying costs, etc that a submission would entail. Maurice Smith

responded that digital copies of the thesis would be acceptable, so these costs would not in fact be very high. Faye Kert asked if we might find a corporation that would be willing to match funds: we could call for letters of intent first. Both Chris Madsen and John Crosse highly endorsed such an idea.

Bill Glover pointed out that all questions so far have surrounded the *mechanism* of making such an award, and not the idea itself – there is an obvious interest in the Society doing this. Moreover, he suggested that this prize ought to have a fairly large monetary amount to get the attention of the students, perhaps \$1,000 being a useful starting point for discussion. This proposed award most definitely fits within the aims of the Society.

Christopher McKee asked why this award would be at the MA rather than PhD level – Chris Madsen answering that this was simply the first idea from Barry Gough, and moreover a good starting point to catch young students. McKee noted that some American historical societies list prizes, which would be a good place for us to advertise.

Andrew Cook wondered what would happen if there were no applications, or few who were good enough. The reply from Rich Gimblett was simple: no applicants, no award for that year (and obviously no announcement that there had been no award!). However, he suspects that there is a good pool of theses out there and that raising the amount of the award to \$1,000 is a good idea for Council to consider – additionally, these theses must have passed, which means that some academic standards must have been achieved.

Brian Keefe suggested that the award be bi-annual, which would let us double the amount of the prize, but would still catch the same pool of students in what is typically a 2-year programme. Maurice Smith estimated that any award would probably cost the Society \$2,500 – and Rich Gimblett answered that all this will be discussed by Council. When the vote was called, it was **AGREED**

(unanimously) that the Council will take action.

Brian Keefe then provided an item for the information: the cruise engine out of the former HMCS *Bras d'Or* is sitting at St Lawrence College in Cornwall, Ontario, where it had been used for marine training. Even though this engine is an important historical artifact, it is about to be thrown away – the deadline being the 1st of September. Funding is the main stumbling block keeping the 7-ton engine from being re-united with the ship herself (now at the Musée maritime du Québec at L'Islet). It was **AGREED** (Keefe/Glover) that the Canadian Nautical Research Society supports, though with no financial obligation, the preservation of this engine at L'Islet. There being no further business, the meeting adjourned at 12:59.

[signed]

James Pritchard,
President

William Schleihauf
Secretary

[Editors' note: on 28 September, Pat Barnhouse answered a query on MARHST-L, noting that the *Bras d'Or's* engine has been safely stowed away for the winter.]

Attachment 2 – Financial Statements
1999, 2000, 2001

NOTICE TO READER

I have compiled the balance sheet of The Canadian Nautical Research Society as at December 31, 1999 and the statement of income and retained earnings for the year then ended from information provided by the management of The Canadian Nautical Research Society. I have not audited, reviewed or otherwise attempted to verify the accuracy or completeness of such information. Readers are cautioned that these statements may not be appropriate for their purposes.

Dwelyn Mair

Certified General Accountant

Kingston, Ontario
May 26, 2003

The Canadian Nautical Research Society BALANCE SHEET (Unaudited - See Notice to Reader) December 31, 1999		STATEMENT 1	
		1999	1998
ASSETS			
Current assets			
Cash	\$	6,172	\$ 4,870
Short-term investments - note 1		24,800	24,800
GST receivable		403	
Interest income receivable		1,963	1,166
	\$	32,538	\$ 30,836
LIABILITIES AND SHAREHOLDERS' EQUITY			
Current liabilities			
Accounts payable and accrued liabilities	\$	4,554	\$ 4,112
Deferred membership fees		170	1,927
		4,724	6,039
Shareholders' equity			
Appropriated retained earnings - note 2		3,487	2,828
Unappropriated retained earnings		24,317	20,791
Total retained earnings		27,814	24,620
	\$	32,538	\$ 30,659

On behalf of the Board
Director _____ Director _____

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
STATEMENT OF INCOME AND RETAINED EARNINGS
(Unaudited - See Notice to Reader)
Year ended December 31, 1999

STATEMENT 1

	1999	1998
Revenue		
Membership fees - individual	\$ 9,340	\$ 8,000
Membership fees - institutional	5,348	2,820
Donations - general	1,520	91
Donations - specific	150	672
Foreign exchange gain	107	389
GST refunds	433	548
Interest	1,120	102
Publication sales	228	670
	<u>16,246</u>	<u>13,252</u>
Expenses		
Administration	699	103
Awards	656	713
Bank charges	84	64
Conferences	579	-
Postage	2,714	-
Publications	8,820	8,448
	<u>13,057</u>	<u>9,418</u>
Net income	<u>3,189</u>	<u>3,834</u>
Retained earnings, beginning of year	24,626	20,792
Retained earnings, end of year	<u>\$ 27,814</u>	<u>\$ 24,626</u>

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
NOTES TO FINANCIAL STATEMENTS
(Unaudited - See Notice to Reader)
December 31, 1999

The Society was incorporated on October 25, 1984 by Letters Patent under the seal of office of the Minister of Consumer and Corporate Affairs under the Canada Corporations Act as a non-profit corporation without share capital. Its principal objectives are to promote nautical research in Canada, to disseminate the results of such research and to encourage an awareness of Canada's maritime heritage.

1. SHORT-TERM INVESTMENTS

	1999	1998
Guaranteed investment certificates, maturing Feb/01	\$ 22,000	\$ 22,000
Canada savings bonds, maturing Nov/05	2,600	2,600
	<u>\$ 24,600</u>	<u>\$ 24,600</u>

2. APPROPRIATED RETAINED EARNINGS

Appropriated retained earnings consist of the following funds:

	1999	1998
Journal	\$ 1,467	\$ 1,354
Panting - New Scholar's Award	772	1,132
Kelth Mathews Award	1,258	1,349
	<u>\$ 3,497</u>	<u>\$ 3,836</u>

3. AMOUNTS FOR 1998

Some amounts for 1998 have been restated to conform with the presentation for 1999.

Evelyn Thaw Maizen

CERTIFIED GENERAL ACCOUNTANT

100 INVERNESS CRESCENT
KINGSTON, ONTARIO K7M 6M7

VOICE (613) 549-7825

FAX (613) 547-0738

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To the Management

THE CANADIAN NAUTICAL RESEARCH SOCIETY

REVIEW ENGAGEMENT REPORT

As your management accountant and for your use within the company, I have prepared and reviewed the balance sheet of The Canadian Nautical Research Society as at December 31, 2000 and the statements of income and retained earnings and cash flows for the year then ended. My review was made in accordance with Canadian generally accepted standards for review engagements and, accordingly, consisted primarily of inquiry, analytical procedures and discussion related to information supplied to me by the society.

A review does not constitute an audit, I do not express an audit opinion on these financial statements.

Based on my review, nothing comes to my attention that causes me to believe that these financial statements are not, in all material respects, in accordance with Canadian generally accepted accounting principles.



Certified General Accountant

Kingston, Ontario

June 1, 2003

The Canadian Nautical Research Society

BALANCE SHEET

(Unaudited - See Review Engagement Report)

December 31, 2000

STATEMENT 1

	2000	1999
ASSETS		
Current assets		
Cash	\$ 6,294	\$ 8,172
Short-term investments - note 2	28,147	24,400
GST receivable	856	403
Interest income receivable	1,879	1,363
	<u>\$ 36,876</u>	<u>\$ 32,338</u>

LIABILITIES AND SHAREHOLDERS' EQUITY

Current liabilities		
Accounts payable and accrued liabilities	\$ -	\$ 4,554
Deferred membership fees	-	170
		<u>4,724</u>
Shareholders' equity		
Appropriated retained earnings - note 3	9,072	1,497
Unappropriated retained earnings	27,803	24,317
Total retained earnings	<u>36,875</u>	<u>27,814</u>
	<u>\$ 36,876</u>	<u>\$ 32,552</u>

On behalf of the Board

Director

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
STATEMENT OF INCOME AND RETAINED EARNINGS
(Unaudited - See Review Engagement Report)
Year ended December 31, 2000

STATEMENT 2

	2000	1999
Revenues		
Membership fees - individual	\$ 8,504	\$ 9,345
Membership fees - institutional	3,902	3,346
Conferences	3,055	-
Donations - general	419	1,500
Donations - specific	5,960	150
Foreign exchange gains	-	157
GST rebate	453	403
Interest	1,283	1,130
Publication sales	70	224
	<u>23,937</u>	<u>16,245</u>
Expenses		
Administration	1,819	655
Awards	600	655
Bank charges	275	54
Conferences	3,347	579
Credit card fees	164	-
Postage	-	2,214
Publications	8,570	8,820
	<u>14,875</u>	<u>13,057</u>
Net income	<u>9,062</u>	<u>3,188</u>
Retained earnings, beginning of year	<u>27,814</u>	<u>24,626</u>
Retained earnings, end of year	<u>\$ 36,876</u>	<u>\$ 27,814</u>

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
STATEMENT OF CASH FLOWS
(Unaudited - See Review Engagement Report)
Year ended December 31, 2000

STATEMENT 3

	2000	1999
Cash flows from operating activities		
Net income	\$ 9,062	\$ 3,188
Changes in non-cash working capital:		
Short-term investments	(3,547)	-
GST receivable	(403)	(403)
Interest income receivable	(216)	(168)
Accounts payable and accrued liabilities	(4,724)	(1,315)
	<u>(8,940)</u>	<u>(1,896)</u>
Cash flows from financing activities	-	-
Cash flows from investing activities	-	-
Increase (decrease) in cash and cash equivalents	<u>122</u>	<u>1,302</u>
Cash and cash equivalents, beginning of year	<u>6,172</u>	<u>4,870</u>
Cash and cash equivalents, end of year	<u>\$ 6,294</u>	<u>\$ 6,172</u>
Cash and cash equivalents consist of		
Cash	<u>\$ 6,294</u>	<u>\$ 6,172</u>

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
NOTES TO FINANCIAL STATEMENTS
(Unaudited - See Review Engagement Report)
December 31, 2000

The Society was incorporated on October 25, 1994 by Letters Patent under the Seal of Office of the Minister of Consumer and Corporate Affairs under the Canada Corporations Act as a not-for-profit corporation without share capital. Its principal objectives are to promote nautical research in Canada, to disseminate the results of such research and to encourage an awareness of Canada's maritime heritage.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

These financial statements are prepared in accordance with Canadian generally accepted accounting principles for not-for-profit organizations on an accrual basis. The amounts for 1999 are included for comparative purposes only.

Investments

Investments are recorded at cost.

2. SHORT-TERM INVESTMENTS

	2000	1999
Quoted short-term investments, including Fds-IF1	\$ 22,800	\$ 22,800
Quoted short-term investments, additional	3,347	-
Canada Savings Bonds, including New 303	2,500	2,500
	\$ 28,647	\$ 25,300

3. APPROPRIATED RETAINED EARNINGS

Appropriated retained earnings consist of the following funds:

	2000	1999
Journal	\$ 1,514	\$ 1,507
Keith Mathews Award	1,227	1,258
Purkinje - New Scholar's Award	643	777
President's Appeal	5,750	-
	\$ 9,073	\$ 3,497

Evelyn Thaw Maizen

CERTIFIED GENERAL ACCOUNTANT

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To the Management

THE CANADIAN NAUTICAL RESEARCH SOCIETY

REVIEW ENGAGEMENT REPORT

As your management accountant and for your use within the company, I have prepared and reviewed the balance sheet of The Canadian Nautical Research Society as at December 31, 2001 and the statements of income and retained earnings and cash flows for the year then ended. My review was made in accordance with Canadian generally accepted standards for review engagements and, accordingly, consisted primarily of inquiry, analytical procedures and discussion related to information supplied to me by the society.

A review does not constitute an audit. I do not express an audit opinion on these financial statements.

Based on my review, nothing comes to my attention that causes me to believe that these financial statements are not, in all material respects, in accordance with Canadian generally accepted accounting principles.

Evelyn Thaw Maizen

Certified General Accountant

Kingston, Ontario

June 8, 2003

The Canadian Nautical Research Society
BALANCE SHEET
(Unaudited - See Review Engagement Report)
(December 31, 2001)

STATEMENT 1

	2001	2000
ASSETS		
Current assets		
Cash	\$ 26,136	\$ 8,794
Short-term investments - note 2	7,937	29,147
Accounts receivable	670	-
GST receivable	1,483	866
Interest income receivable	1,616	1,579
	<u>\$ 41,251</u>	<u>\$ 38,576</u>

LIABILITIES AND SHAREHOLDERS' EQUITY

Current liabilities		
Accounts payable and accrued liabilities	\$ 1,402	\$ -
Shareholders' equity		
Appropriated retained earnings - note 3	8,660	9,073
Unappropriated retained earnings	31,189	27,903
Total retained earnings	<u>39,849</u>	<u>36,976</u>
	<u>\$ 41,251</u>	<u>\$ 36,576</u>

On behalf of the Board

Director _____ Director

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
STATEMENT OF INCOME AND RETAINED EARNINGS
(Unaudited - See Review Engagement Report)
Year ended December 31, 2001

STATEMENT 2

	2001	2000
Revenue		
Membership fees - individual	\$ 8,968	\$ 8,504
Membership fees - institutional	3,342	3,902
Conferences	8,712	3,366
Donations - general	729	416
Donations - specific	50	5,960
GST rebate	657	455
Interest	1,283	1,253
Publication sales	380	70
Other	150	-
	<u>24,271</u>	<u>23,917</u>
Expense		
Administration	2,316	1,919
Awards	700	830
Bank charges	207	275
Conferences	9,321	3,347
Credit card fees	228	164
Publications	8,526	6,570
	<u>21,298</u>	<u>14,875</u>
Net income	<u>2,973</u>	<u>9,062</u>
Retained earnings, beginning of year	<u>36,876</u>	<u>27,614</u>
Retained earnings, end of year	<u>\$ 39,849</u>	<u>\$ 36,676</u>

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
STATEMENT OF CASH FLOWS
(Unaudited - See Review Engagement Report)
Year ended December 31, 2001

STATEMENT 3

	2001	2000
Cash flows from operating activities		
Net Income	\$ 2,873	\$ 8,062
Changes in non-cash working capital:		
Short-term investments	30,216	(9,547)
Accounts receivable	(870)	-
GST receivable	(637)	(483)
Interest income receivable	(237)	(218)
Accounts payable and accrued liabilities	7,402	(4,724)
	19,888	(8,940)
Cash flows from financing activities	-	-
Cash flows from investing activities	-	-
Increase (decrease) in cash and cash equivalents	22,841	122
Cash and cash equivalents, beginning of year	6,294	6,172
Cash and cash equivalents, end of year	\$ 29,135	\$ 6,294
Cash and cash equivalents consist of:		
Cash	\$ 29,135	\$ 6,294

The accompanying notes are an integral part of these financial statements.

The Canadian Nautical Research Society
NOTES TO FINANCIAL STATEMENTS
(Unaudited - See Review Engagement Report)
December 31, 2001

The Society was incorporated on October 25, 1984 by Letters Patent under the seal of office of the Minister of Consumer and Corporate Affairs under the Canada Corporations Act as a non-profit corporation without share capital. Its principal objectives are to promote nautical research in Canada, to disseminate the results of such research and to encourage an awareness of Canada's maritime heritage.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

These financial statements are prepared in accordance with Canadian generally accepted accounting principles for not-for-profit organizations on an accrual basis consistent with that of the preceding year.

Investments

Investments are recorded at cost.

2. SHORT-TERM INVESTMENTS

	2001	2000
Guaranteed investment certificates, maturing Feb./01	\$ -	\$ 22,000
Guaranteed investment certificates, additional	3,547	3,547
Canada savings bonds, maturing Nov./03	2,600	2,600
	\$ 6,147	\$ 28,147

3. APPROPRIATED RETAINED EARNINGS

Appropriated retained earnings consist of the following funds:

	2001	2000
Journal	\$ 1,775	\$ 1,814
Keith Mathews Award	1,027	1,227
Panting - New Scholar's Award	18	442
President's Appeal	5,840	5,790
	\$ 8,660	\$ 9,073

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Papers will be accepted with the expectation that authors will give the first right of refusal for publication to *The Northern Mariner/Le marin du nord*, the refereed journal published by the Canadian Nautical Research Society.

The Canadian Nautical Research Society will present the
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To submit a proposal or for further information,
contact Dr William Glover at "williamglover@sympatico.ca"

UN SIÈCLE D'HYDROGRAPHIE AU CANADA

CONFÉRENCE DE 2004

APPEL DE COMMUNICATIONS

La Société canadienne pour la recherche nautique travaille de concert avec le Service hydrographique du Canada à l'organisation d'une conférence spéciale visant à souligner le centenaire du SHC. La conférence se tiendra à Ottawa, au mois de mai 2004. Les communications traitant des sujets suivants seront bienvenues:

La construction des ports et de l'infrastructure des transports

La science et la technologie des techniques en hydrographie

Les données historiques sur l'établissement du SHC

Études comparatives nationales sur l'hydrographie dans l'Arctique

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Des services de traduction simultanée seront disponibles. La Société canadienne pour la recherche nautique décernera la bourse *Gerald Panting New Scholar's Award*, afin de payer ses frais de voyage à un conférencier et de lui permettre ainsi de venir présenter sa communication à Ottawa. Toutes les communications feront l'objet d'un examen aux fins de publications dans *The Northern Mariner/Le marin du nord*.

Pour de plus amples renseignements, n'hésitez pas à communiquer avec M. William Glover, président du programme de la conférence, à l'adresse:
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