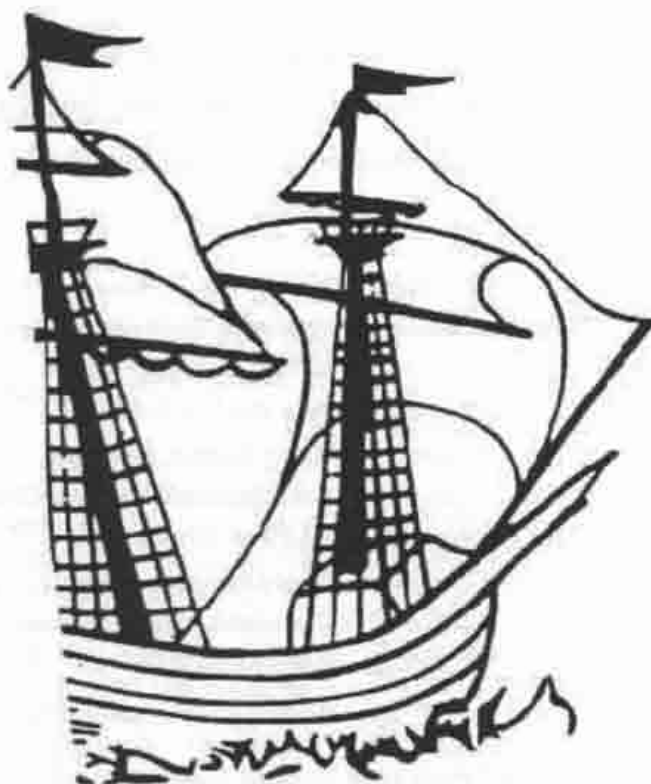


ARGONAUTA

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Editorial

The recent, and tragic, calamity that befell HMCS *Chicoutimi* and the way in which it was reported in the media has made me very conscious of the complete disconnect between most Canadians and the Armed Forces. At first glance, mistakes like "army frigates" (Montreal *Gazette*, 8 October) and the late Lieutenant Saunders described as a "soldier" (06:30 news on CHOM-FM, 7 October) simply make the journalists responsible look foolish. However, I think it symptomatic of a much deeper problem: today, there are very few Canadians who have served in either the Regular or Reserve forces; and not many more with relatives or friends who have worn their Sovereign's uniform.

In the broad scheme of things, this is not a bad thing – proof that our "Peaceable Kingdom" has not been heavily engaged in any of the conflicts that have raged in the past forty-odd years. Our freedom and security were paid for through the sacrifices of those who served in the World Wars and Korea, and as these veterans answer their final roll call, the

legacy they leave behind is the comfort and freedom that you and I enjoy.

Nevertheless, we live in the real world, and the Canadian Armed Forces are the insurance premium this Dominion pays to assure our security. They are in dire need of funding, and much of their equipment needs replacement. Financial resources are limited, and whatever we buy with our taxes must suit the defence missions given the Forces. One hopes that sooner, rather than later, there will be a new Defence Review, and informed debate both in Parliament and in the press.

If Canadians are to have any meaningful understanding of these defence issues, somehow we must bridge the gap between the military and the ordinary person. With few exceptions, the media have shown themselves to be uninterested (indeed, incapable) of filling the void. *We*, however, can. It doesn't matter which side of a particular argument you may be on – pro-this, anti-that – so long as informed opinion gets out there. A good example is in the October issue of the USNI *Proceedings*: Dr Norman Friedman has a piece that draws parallels between Imperial Germany and Iran in

2004. You might not agree with his conclusions, but they are thought provoking nevertheless.

That is the sort of discussion we need more of, the sort that people with a historical bent are, in many ways, most qualified to start.

WS

* not forgetting such notable performances as the Medak Pocket, the first Gulf War, etc

President's Corner

Welcome back from the summer holidays. I hope some of you found time to relax and enjoy warm temperatures and balmy weather. During the past few months I was able to read some of the new books concerning Canada's maritime history. I am constantly surprised at the talent displayed by so many of our members, and, truth must be told, by non-members too, in the writing about Canada's maritime heritage. I urge you to visit your local book store or public library to sample some of these latest publications. This issue of *Argonauta* contains information about our 2004 annual meeting and plans for the 2005 annual meeting. Next year's organizers are planning an exciting program and are seeking proposals. So please read the minutes of last year's meeting and consider taking part and attending next year's.

Over the summer the CNRS lost the services of its Treasurer, Gregg Hannah. In the spring Gregg received a promotion in the Navy and a new job that requires much attention. He gave us plenty of warning but his resignation became effective on 31 August. Gregg served the Society very well during a difficult time. For five years his patience and skill, together with a helping hand from Muriel Gimblett, has kept us off the rocks of financial doom as we navigated our way through confusion into an open sea and fair winds. As I reported to the members at last May's annual meeting we no longer have to look over our shoulder. We can focus on going forward. Members owe Gregg a great debt of thanks for his efforts on the

Society's behalf. Learning the job of a Treasurer is not easy, but Gregg did the job, steadily moving the Society's financial affairs forward. We wish him well in his new rank of Commander and with his new posting at Toronto.

Sometimes we are just plain lucky. On this occasion, we, or rather Bill Glover, found a new volunteer for the Treasurer's position almost immediately. In September six members of Council approved the appointment of Walter Tedman as our new Treasurer. Walter recently retired after a wide and varied career in corporate communications at Toronto, Ottawa, and Sydney, Australia and was looking for a way to volunteer. He is keenly interested in matters nautical and the proud owner of a power boat. Is there any wonder that he came to Kingston? He was a founding director of the Muskoka Maritime Museum at Huntsville. He moved to Kingston this summer. Walter is already hard at work mastering his responsibilities and I look forward to his contributions to the deliberations of the Executive Council. In keeping with our constitution Walter's position will be confirmed by the membership at the next annual meeting.

At the end of October, Vice-President Rich Gimblett and I were able to attend the Seventh Maritime Heritage Conference at Norfolk, Virginia. Few regions in the USA can match the combination of naval presence, maritime commerce and shipbuilding provided by Norfolk, Hampton Roads, the Newport News Shipbuilding Company, the US Navy Yard at Portsmouth and the US Naval Base at Norfolk. Where else can one open the curtains of their a hotel window at 7:45 a.m. and observe two destroyer escorts in refit, the enormous Celebrity Cruise Line's *Constellation* shrouded in a dry dock nearby, and an aircraft carrier moving down river under her own power with four tugs standing by. This meeting is held triennially in the United States. It is remarkable for gathering together representatives from a large number of maritime institutions, maritime libraries, museums, and historic sites, both government and privately owned. In addition to men and women from the US and Canadian park services, representatives from a host of

lighthouses and naval warships, including *Haida* and *Sackville*, were present, together with people from sea education, sail training organizations, and a number of specialised museums such as those dedicated to the US Life Saving Service heritage. The meeting provided a great opportunity to meet enthusiastic, dedicated, hard-working people and to tell them about the CNRS and our publications. The next meeting will be held in San Francisco in 2007. A few CNRS member in attendance will spread the news. Give it a thought.

As always the Society's members have been busy in all sorts of different ways and I invite you all to read about their activities elsewhere in this issue.

James Pritchard
President, CNRS

Professor David Syrett

The editors regret to announce the passing of Professor Syrett, on the 18th of October, 2004. He was well known to many members of the Society, a frequent contributor of book reviews to The Northern Mariner / le Marin du Nord, which carried his article "The Battle for Convoy HX 133, 23-29 June 1941" in Volume XII, no. 3 (July 2002). Alec Douglas has provided this short reminiscence.

It was at Annapolis in 1972, when the United States Naval Academy first mounted a bi-annual naval history symposium, that David Syrett and I discovered a mutual passion for the history of the eighteenth century navy. We became fast friends, exchanged ideas (mostly David's, for he was continually brainstorming), invariably looked for each other at conferences, and shared our research. We both began to examine Second World War North Atlantic convoy records at about the same time, and were among the first to look at ENIGMA decrypts after the British government began to release them to scholars. And when we came to the simultaneous conclusion that the real key to defeating the U-boats was the closing of the Greenland air gap, months after the severe U-

boat losses of May 1943, we collaborated on an article published, somewhat ironically, in the German journal *Marine Rundschau*. He was an anglophile, and for a long time I believe the British academic community paid more attention to his publications than scholars in the United States. It was remarkable that when the British maritime historian J.A. Williamson met David at a NASOH conference in Maine, he was surprised, having read David's book on transports in the American Revolution, to find he was an American. Certainly, as Robert DiNardo has pointed out, David was the first American to have works published by the Navy Records Society.

He was the son of a distinguished colonial historian, but his interest in maritime history had other, special, roots. He used to tell me how, as a young man, he had gone out with the fishing fleet; he often had more the manner of a fisherman than an academic, and there was often faint disapproval about his dress and comportment when he was among more conventional academics in his field. But appearances are deceiving: he was a deeply committed academic and loved his work. He married two women for whom he had the greatest regard, and on whom he depended utterly. Betsy, his first wife, predeceased him and he was a lost soul until he met and married his colleague at Queens College, the City University of New York, Elena Frangakis-Syrett. He had the profound respect of scholars who knew his true worth, and he seized every opportunity to plunge into the sources. Every summer, and every academic leave, found him in the Public Record Office at Kew, or helping Elena find material in obscure archives among the Greek Islands. He was truly an ornament to his profession. His untimely death will deprive us of a scholar and teacher who still had an enormous amount to offer, and his many friends will miss him very much. To Elena, and to his family, the loss is irreparable, and to them we extend our deepest sympathy.

News and Views

Canadian Naval Technical History Association

The Canadian Naval Technical History Association (CNTHA) is a volunteer organization working in support of the Directorate of History and Heritage (DHH) effort to preserve our country's naval technical history. Interested persons may become members of the CNTHA by contacting DHH. They are seeking input from those involved in any aspect of technology associated with the Canadian navy - industrial, R&D, shipyards, uniformed and civilian National Defence personnel, and design houses. Worth noting is that they are having difficulties finding good information regarding the **pre-1939** era in Canada, and would appreciate any information you might have.

A prime purpose of the CNTHA is to make its information available to researchers and casual readers alike. So how can you get to read some of it?

For the moment there is only one copy of the Collection situated at the Directorate of History and Heritage located at 2429 Holly Lane (near the intersection of Heron and Walkley Roads) in Ottawa. DHH is open to the public every Tuesday and Wednesday 8:30 to 4:30. Staff is on hand to retrieve the information you request and to help in any way. Photocopy facilities are available on a self-serve basis. Access to the building requires a visitor's pass, easily obtained from the commissionaire at the front door. Copies of the index to the Collection may be obtained by writing to DHH.

The Department of National Defence (DND)'s DGMEPM liaison on the CNTHA Team has agreed to allow past editions of the *Marine Engineering Journal* to be posted and archived on the CNTHA website.

Correspondence may be directed via the website, or by writing to:

The CNTHA
c/o Michael Whitby, Chief of the Naval Team
Directorate of History and Heritage
National Defence Headquarters
101 Colonel By Drive
Ottawa, Ontario
Canada K1A 0K2
www.cntha.ca

New Protection For Sunken Military Vessels And Aircraft Enacted

On October 28, 2004, President George W Bush signed the fiscal year 2005 National Defense Authorization Act. Title XIV of the Act (Public Law Number 108-375), preserves the sovereign status of sunken US military vessels and aircraft by codifying both their protected sovereign status and permanent US ownership regardless of the passage of time. The purpose of Title XIV, generally referred to as the Sunken Military Craft Act (SMCA), is to protect sunken military vessels and aircraft and the remains of their crews from unauthorized disturbance.

The new law codifies commonly understood principles of international law and existing case law confirming that sunken US military vessels and aircraft are sovereign property. This new statute provides for archaeological research permits and civil enforcement measures, including substantial fines, to prevent unauthorized disturbance. The Department of the Navy will issue implementing regulations authorized under this law consistent with present permitting procedures.

This law does not affect salvage of commercial merchant shipwrecks. It does not impact the traditional uses of the sea, including commercial fishing, recreational diving, laying of submarine cables and pipelines, and the routine operation of ships.

Information regarding Department of the Navy policy and procedures with regard to sunken Navy ship and aircraft wrecks is available online at www.history.navy.mil under the Underwater Archaeology Branch section. The current application guidelines for

archaeological research permits on ship and aircraft wrecks under the jurisdiction of the Department of the Navy are located in 32 Code of Regulations Chapter VI, Part 767.

Historic Special Library Collections Now Online - From the State Library of Massachusetts and the Boston Athenaeum

It was announced on the 15th of November that two historically important library special collections are now accessible through the Internet. The State Library of Massachusetts (www.mass.gov/lib/) engaged Microsearch (www.microsearch.net/) to digitize, publish and host online its collection of one-hundred-and-fifty-year-old Alexander Parris architectural drawings, as well as the Alexander Parris collections held by six other Boston repositories.

Located on the Internet at www.parrisproject.org/, this virtual library collection includes digitized Parris material held in the State Library and the Boston Athenaeum; The Boston Public Library; Boston National Historical Park, Charlestown Navy Yard; Massachusetts General Hospital; Massachusetts Historical Society; and Historic New England (formerly Society for the Preservation of New England Antiquities) all contributed documents to a searchable digital archive that contains images and transcriptions of more than four hundred items. Materials reproduced include architectural and mechanical drawings, specifications, correspondence, and accounts, and span Parris' career, from 1803 to 1851.

The Boston Athenaeum also engaged Microsearch to digitize, publish and host online its collection of two-hundred-fifty-year-old images of early African-Americans in the Boston area. Located on the Internet at (as of 11/19/04) www.bostonafricanamericana.org/, this online collection includes digitized materials relating to African-Americans, and fall broadly within the categories of slavery, the abolition movement, free blacks, the Civil War, Emancipation, Reconstruction, rural life, urban life, social life, advertising, and depictions of men, women, and children, and consist of

broadsides, caricatures, illustrations, manuscripts, pamphlets, political cartoons, portraits, and views.

Raising Haul From Richest Wreck is an International Battle at Sea

More than 300 years ago, the flagship of the Royal Navy set sail on a secret mission to deliver a vast bribe to a wavering ally in the war against France. But HMS *Sussex* never arrived, prompting the Duke of Savoy to switch sides in exchange for French gold. A violent storm off Gibraltar swamped the ship, which sank with its precious cargo and the loss of all but two of its crew in 3,000ft of water.

However, an American salvage company and a Scottish archaeologist now believe they have found what could be the world's richest wreck. In the next few weeks they will begin survey work to establish whether it is the *Sussex*, before beginning a pioneering underwater excavation - the deepest ever attempted - and, they hope, recovering the "million pounds in money" sent by King William in 1694, which could be worth as much as £600 million today.

The plan to raise the *Sussex*'s gold, which was originally given the code-name Operation Cambridge, has been shrouded in almost as much secrecy as the original mission to prevent anyone plundering the wreck. It has also proved highly controversial, with some archaeologists claiming the salvage company's unique agreement with the Ministry of Defence (MOD), which stands to win a share of the recovered gold, could set a precedent for "the looting of wrecks around the world."

Neil Dobson, a Fife-based freelance archaeologist who, as an expert on deep wrecks, has been brought by the US firm Odyssey Exploration to excavate the site, said working with a commercial salvage company was the only way to fund an archaeological study of the ship and dismissed criticisms that the operation was a "treasure hunt."

"Recovering gold is the same as recovering any other artefact. Odyssey have

proven that they are able to recover coins individually, and document and conserve them to the highest numismatic standards,"he said. "To me the ship, its fittings and the belongings of the crew and the officers are the 'gold'. Each item will tell us a wonderful story of the past and the people. A shipwreck is like that of a crime scene, the archaeologist being the detective. Your aim is to understand and reconstruct the past from the clues left. The *Sussex* is a time-capsule of the technology and everyday life in the British Navy of the late 17th century. Any artefacts discovered of the crew, officers and the ship will reflect life and society at the time, from simple tools and possessions of the common sailor to the elegant and expensive possessions of the officers and captain."

The wreck is too deep for human divers and the archaeology will be carried out by remotely operated vehicles (ROVs) controlled from the surface and midget submarines.

The search for the *Sussex* began in 1995, when an anonymous researcher approached Odyssey with a letter written by a French diplomat or spy who was based in Italy. He wrote to the French government: "The Admiral Ship of England was lost in the storm. There was on the ship a million piastres, of which 800,000 were for the Duke of Savoy."

An entry in the British court records of November 1693 was then found, which said: "A great sum of money is sending hence for Savoy." Just days before the *Sussex* sailed, another entry said King William had ordered the exchequer to issue "a million pounds in money for the use of the Fleet."

The money was supposed to be used by the Duke of Savoy to hire a mercenary army to fight the French in the Nine Years War. When it failed to materialise, the strategically important Savoy accepted a large bribe from the French king, Louis XIV, and switched sides. The allies, including England, Spain, Sweden and several German states, agreed to a peace treaty which restored "the status quo."

Some archaeologists believe an excavation of the wreck could make history for all the wrong reasons, as it is the first time any government has made such a deal with a commercial salvage company. The MoD stands to gain a percentage of the gold, depending on how much is retrieved. George Lambrick, a former director of the Council for British Archaeology who has taken a key interest in the *Sussex*, said: "The salvage company [Odyssey] is clearly trying to be reasonably responsible about it, but the same situation in the hands of less scrupulous people could end up with the looting of wrecks around the world. The concern is not specifically about this case, it's the precedent it sets for others, especially cases that may be handled in a much less suitable way. The British government, having set what could be a precedent, is giving legitimacy to a principle that's not widely accepted."

Bob Yorke, the chairman of the Joint Nautical Archaeology Policy Committee, which includes the Receiver of Wreck, government officials, divers and archaeologists, said there was a United Nations convention on how wrecks should be treated and any excavation should abide by its principles.

"We're obviously very interested and in some ways, concerned that any work on the *Sussex* should be done in line with the annex to the UNESCO convention for the protection of underwater heritage. Our concern is the conservation of artefacts that should be found."

However, he said he had his suspicions about the vessel that had been found by Odyssey and needed concrete proof that it was the *Sussex*.

Maritime Provinces Steam

Passenger Vessels

by Robin H. Wyllie

P. S. Secret

Specifications:

Official Number:	51024
Builder:	Bowdler, Chaffer & Co., Seacombe, England
Date Built:	1864
Gross Tonnage:	467
Overall Length:	231.0 feet
Breadth:	26.1 feet
Draught:	11.2 feet
Engines:	180 h.p.
Propulsion:	side paddles

History:

In 1861, the administration of US President Abraham Lincoln moved to oppose the secession of a confederation of thirteen southern states, whose economy was dependent upon slave labour and the export of cotton to mills in the United Kingdom.

When war broke out, the Confederate Government was very much aware that the survival of the South, which had little or no manufacturing potential, would depend upon the importation of weapons and supplies and the export of cotton to pay for them. Cognizant of this situation, the Union Government established a blockade of all the major Confederate ports with railroad connections to the front.

From the beginning, given that most cargo was being carried by large sailing vessels, the blockade was quite effective and it soon became apparent that the only hope of keeping the Confederate lines of supply open lay in the establishment of large supply bases a short distance offshore in places like Nassau in the Bahamas. Everything could then be trans-shipped on fast shallow-draught paddle steamers which, under the cover of darkness, would be able to run through the passes and over the shoals, where no deep-draught Union gunboat could follow.

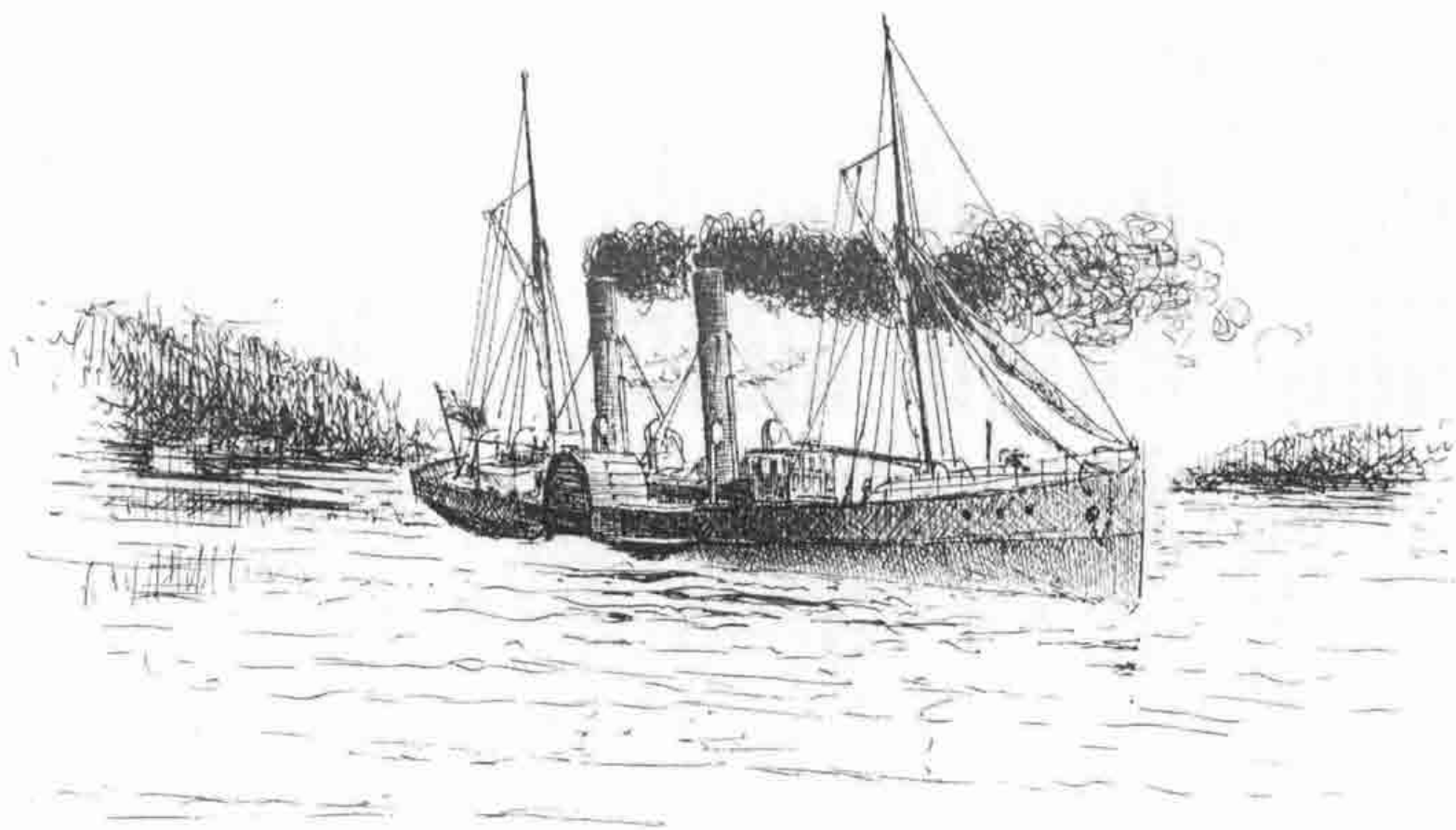
The typical British inshore paddle steamer was just such a vessel. Those running in the Clyde Estuary and along the Lancashire Coast were, for the most part, around 200 feet long, with a 30 foot beam and an average draught of 10 feet. Tonnage ranged from 300 to 400 gross tons and fierce competition had resulted in many being able to achieve a sustained speed of almost twenty knots.

As a result, as many of these vessels could be had, were purchased by mysterious, newly-registered companies and individuals for use as blockade runners. Although they cost a great deal of money, as much as £20,000 per vessel in some cases, many of them were highly successful and made a great deal of money for their new owners. There were, however, only so many vessels available and, as a result, later investors were forced to order new tonnage of similar dimensions and capabilities.

In 1864, two such vessels, identical steel-hulled twins, were ordered from Jones, Quiggan and Company of Liverpool. One, the *Bat*, was for Fraser, Trenholm and Company, which had established a number of warehouses in Nassau and owned, or had shares in, a number of blockade runners. They had strong ties with the confederacy and, upon arrival in Charleston, the *Bat* was to be turned over to the rebel government. Payment was to be made in cotton.

The second vessel, although Fraser, Trenholm no doubt had some interest in her, was the *Secret*, for John Newton Beech. However, with limited yard facilities and *Bat* already building, Jones, Quiggan and Co were forced to sub-contract her construction to Bowdler, Chaffer and Co in nearby Seacombe.

Secret arrived in Nassau on January 19th, 1865, but, unfortunately for Mr Beech, Sherman's army had moved into South Carolina by this time and cut the railroad lines to the front. Then, on February 17th, Charleston was evacuated and the port facilities set on fire to prevent them falling into Union hands. The following day Union sailors and soldiers entered the harbour in small boats, extinguished the fires, and took control of the city.



P. S. SECRET

ROBIN H. WYLLIE 2004

PS Secret. an interpretation of the vessel's appearance based upon her dimensions and a Notman photograph showing her alongside the wharf in Quebec Harbour.

Having had no opportunity to run the Charleston blockade, *Secret* was sent from Nassau for Havana. However, her owner's obvious intention of using her to run the Gulf Shore blockade into Galveston was frustrated when, on June 5th, 1865, a Union squadron entered Galveston Harbour and closed the blockade-runners' last remaining port of entry.

Secret subsequently left Havana for Halifax, where she arrived on July 3rd. The vessel lay for a time in Bedford Basin along with two vessels which had actually run the blockade, the *Druid* and *Chicora*. All three vessels had been offered for sale, but, according to a report in *The Acadian Recorder* of December 6th, the postwar market was flooded with vessels and the three mentioned were, according to the *Recorder* "models of their class but, being particularly designed for blockade-running, would need extensive alterations to render them available for general commercial purposes."

Be that as it may, all three were eventually sold, *Druid* to the Government of Nova Scotia in 1866 and *Chicora* to Ontario interests. In 1867, *Secret* was purchased by the Quebec and Gulf Ports Steamship Company, which had been formed to take over the operation of the weekly Quebec-Pictou mail run from the current contractor, François Baby, whose vessels were in the process of being transferred to the new Dominion of Canada's Department of Marine and Fisheries.

During 1867, and until an additional vessel could be purchased, Baby's *Lady Head* was *Secret*'s running mate on the Pictou run. One of the vessels left Quebec every Tuesday at 2.00 pm, calling at Father Point, Gaspé, Percé, Paspebiac, Dalhousie, Chatham, Newcastle and Shediac, returning from Pictou at 7.00 am the following Tuesday and, thereby, providing a weekly service.

Lady Head was subsequently replaced by the steamer *Alhambra* and other vessels, the iron screw steamers *Georgia*, *Flamborough* and *Gaspé* plus the old wooden

steamer *Pictou*, were placed on a variety of routes within the area. These included services to Pictou via Charlottetown and, every two weeks, from Pictou to St John's Newfoundland.

In 1872, the paddle steamer *Miramichi* was added to the fleet. The vessel, no doubt attracted some attention, as she turned out to be *Secret*'s twin sister the *Bat*. After making one successful run through the blockade, she had been captured by the USS *Montgomery*, herself a former blockade-runner. The *Bat* was then sold at prize court and subsequently taken over by the US Navy, then, in 1865, the vessel was sold to private interests and renamed *Teazer*.

Miramichi, under Captain Baynet and *Secret*, under Captain Davison, ran together on the Quebec-Pictou mail run until 1882, when *Secret* was sold to Frederick W Hatheway of Saint John. Hatheway placed in service between Annapolis, Saint John and Boston, calling at Digby en route, but in 1884, having been unable to compete with the big US-owned International Steamship Company ships, he sold her to the Nova Scotia Steamship Company of Yarmouth.

Secret ran between the railheads at Annapolis and Digby and then on to Saint John until at least May, 1887, when she ran aground entering Saint John Harbour. Conflicting information from that date on suggests that she was either declared a total loss, sold foreign in 1888, or lay derelict in Saint John Harbour until 1890. We do know for certain that she was removed from the records in 1888, but her ultimate fate, unless additional information comes to light, must unfortunately, begging your pardon for any implied levity, remain a secret.

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Records in the collection of the Public Archives of Nova Scotia.

Shipping registers in the Collection of the Maritime Museum of the Atlantic.

Contemporary timetables, newspapers and almanacs in the collection of the author.

West Coast Letter

by John Crosse

Canada's outlet on the Pacific owes its existence to three men. Capt James Colnett, who first called the Spanish bluff of ownership of this vast ocean, Alleyne Fitzherbert, who negotiated the Nootka Treaty in 1791, and James Douglas, chief factor of the Hudson's Bay Company in Victoria.

Colnett I have already referred to as the man who called the foreign gentleman at Nootka a 'God-damned Spaniard'. Alleyne Fitzherbert, William Pitt the Younger's special envoy to the Spanish government – George III raised him to a peerage, and he took the title of Lord St Helen's. George Vancouver named the recently-rumbling volcano after him. James Douglas, the Guyana-born factor who successfully attracted enough immigrants to Vancouver Island for it to be named, in 1858, a colony of the British Empire, so that when Californian gold-miners found paydirt on the Fraser River, the infant colony of BC was quickly incorporated on the mainland, later to assimilate its parent domain.

In 1867 a cash-strapped Russian government sold Alaska to our southern neighbours for the princely sum of 12 million dollars, thus initiating an American cry of '54-40 or fight!'. Arguments over this northern boundary at the Dixon Entrance continue to this day. The Oregon Treaty of 1846 settled our southern border at the 49th Parallel, and thus all that is necessary is to define our ocean coastline. This is no easy matter as it comprises a myriad islands, islets and rocky reefs, with few stretches where a Canadian can actually gaze out, like Balboa did at Darien in 1522, on the wide Pacific. Most of us get no further than Victoria, which offers but a view of the Juan de Fuca Strait and a distant, albeit it spectacular sight of the snow-capped Olympic Mountains to the south. Gold miners first ventured into the Queen Charlottes, better known today as *Haida Gwaii*, and fishermen, loggers and missionaries are probably most responsible for the opening up of Long Beach and Tofino on the west side of Vancouver Island to the outside world. Other than that there is a pulp mill at Port Alice at the top end of Vancouver Island – once a whaling station, and miscellaneous settlements along the mainland coast, of which Alcan's big smelter at Kitimat and the port of Prince Rupert are among the more important – Prince Rupert was planned in the early 1900s as the ocean terminal of the Grand Trunk Railway, but its founder unfortunately perished in the *Titanic*.

So that about covers the bases except for the Alberni Valley. I say valley because Port Alberni, in the southern centre of Vancouver Island, appears so far from the ocean that a stranger, arriving late at night, as this writer did last month, could not fail to be surprised by the totally unexpected sight of a giant freighter towering above him, loaded down to her marks with a heavy deck cargo of packaged lumber. To get here she had been piloted up the fifty kilometre-long Alberni Canal, with mountains towering on either side. A klaxon, warning workers of moving machinery, blared incessantly as the ship's own gantries swung the last few packages aboard like so many lumps of cheese. While we watched, her syren sounded, the gantries

were housed, and silence reigned. In the morning she was gone, down the long canal in the darkness and out into the more open waters of Barkley Sound, dropping her pilot in the fogbanks off Cape Beale, graveyard of the Pacific.

Athletically-minded hikers can walk the West Coast Trail by prior booking with Parks Canada, and follow the old Life Saving Trail for a five days east to Port Renfrew. But for this writer my route took me out on the old Union Steamship Company's *Lady Rose* to Bamfield, established in 1902 as the western terminal of the Pacific Cable to Fanning Island and Australia. But long before that the first visitor to the Sound was the 26 year old Capt. Charles Barkley and his 17 year old bride, Frances. After a whirlwind courtship in Ostend, where his London based *Loudon* was surreptitiously being transferred to Austrian registry, and re-named *Imperial Eagle* to evade the East India Company's monopoly of British Far East trade.

Out here Barkley traded with the native villagers at Effingham Island, now part of a National Park for kayakers among the Broken Islands. But his Sound remains today one of the less explored parts of British Columbia within striking distance of population-centred hub of the Lower Mainland.

It is just possible in Bamfield to find a few windows that actually look out on the Pacific Ocean. There are one or two at Ucluelet, and Long Beach has more, but by the time you get to Tofino the highway has turned north and all a visitor sees are the inland waters of Clayoquot Sound.

No, Barkley Sound offers a very different experience to an ocean-seeking visitor. All Canadians know of the fogs of the Newfoundland Grand Banks but few of the cold Japanese Current that, skirting the Aleutian Chain, drives icy water and fog all the way to southern California. There the desert air, increasing in temperature as the day heats up, drives the San Francisco fogs seaward in the afternoons, but in our northern

climes poor visibility tends to persist all day. Thus instead of picture postcard blue skies the nearest islands are but faintly discernable ghosts, seen through the haze, all their colour drained to a uniform monochromatic bluey-gray. Most are heavily wooded. Vegetation thrives, rose hips are lush, streams gurgle bountifully, the bush is a tangle of salmonberry and salal.

Prior to the coming of the White Man, Barkley Sound was the home to many villages of our first Nations, their canoes drawn up on the beaches. Muskets and disease decimated their population, and by the Indian Act of 1880 each remaining village was designated an Indian Reserve, with 7.5 acres allocated to each survivor (children not included). And thus they have remained to this day, mostly now uninhabited, villagers forced to leave because there are not enough children for a school. These were a seafaring race. The majority of Indian villages in B.C. are littoral, built on beaches where shellfish abound, and seal, sea otter and whale can be hunted. The Spanish of the 18th century, first to make a survey of the Sound, were confronted more than once by heavily armed war canoes, and had no recourse but to use their cannon.

But like all the province, despite catastrophic decline, salmon still run. When I was there at least a thousand sports-fishermen were mooching the waters all the way from Alberni to the sea, most seemed to be landing their limit of 40 and 25 lb Chinook each day. What bliss it is to eat a salmon freshly-caught the same morning!

Bamfield is the home of the oldest lifeboat station on the West Coast and the skipper of the new *Cape McKay*, Clayton Evans, has just completed a book on lifeboats, 'Rescue at Sea: an international history of lifesaving', published by the prestigious Naval Institute Press – not a bad achievement for such a small remote outpost. Later, scratching around on the Internet, I found a website on our First Nation history that few know, www.huuayaht.ca. Hidden a mile or two from Bamfield are the still-visible remnants of a Nuu-Chah-Nulth village. Visitors to the Royal

B.C. Museum in Victoria are greeted by the two open-armed totem figures originating from the same site. Back in Port Alberni a massive Kwakiutl from Kingcome Inlet was furiously adzing twin three-foot diameter cedar logs which will shortly replicate this open-arm welcome. The old village only recently reemerging from the forest, the only one with posts still standing, other than in the Queen Charlottes.

From Bamfield I took the water-taxi across to Sechart Lodge, and the following morning the delightful little *Frances Barkley* in amongst the islands across the Loudon Channel to Ucluelet. From thence we were treated to a tour of the outer islands of the Broken Group. All the way from Port Alberni the long Pacific swell builds up as you move seaward. The Pacific, one-quarter of the world's surface, send ripples inland, and by the time you reach the outer islands the motion can be considerable. We passed parties of kayakers happily camped on 'designated islands' or paddling, small specks on a distantly heaving ocean. A hotel surprisingly, once thrived on one of the most remote of these islands, and in the early days there was a whaling station, but the massive slaughter of all local species quickly resulted in its demise. We put into Ucluelet for the tourists to troop up the hill to the aquarium, while the crew took a much needed break.

Our skipper, himself part-owner, had found the *Lady Barkley*, a disused car ferry, in Norway, converted and strengthened her for the rigours of a trans-Atlantic crossing and brought her out via the Panama Canal. He clearly enjoys introducing his passengers to the area, threading his way through a maze of tiny islands, to return us, tired and exhausted up the Alberni Canal, sighting black bear and sea lions as we went. However the most interesting display was left till the end. Approaching Port Alberni, a big self-loading barge, the *Haida Brave*, with several million board feet of Queen Charlotte logs, was slowly filling her ballast tanks, deliberately heeling to an alarming angle until her entire load slid off into the water. The whole movement was in such slow motion that half-

an-hour after we had docked she had still not dumped.

From Port Alberni the return was uneventful. An hour barreling down the highway took us across the narrow neck of the island and down the new Island Highway to Departure Bay. There the *Queen of Cowichan*, part of BC Ferries massive fleet, the largest in Canada, sped us back to the mainland. It was old 'Wackie' Bennett, our BC premier back in the 1960s, who took over the privately run ferries and thus created a major tourist mecca for Vancouver Island.

Songs of the Sea, Part II

by Jillian Hudson

[continued from the April 2004 issue of *Argonauta*]

Heart of Oak and Eternal Father, Strong to Save

Heart of Oak is a traditional navy song, which started in the 18th Century Royal Navy. Dr Boyce (1711-1779), who was a songwriter in London beginning in around 1730, wrote the music for *Heart of Oak*. Dr Boyce's first compositions began to appear in about 1747, and in 1749 he received a doctorate, most likely in music studies. He reached the peak of his career in 1757 when he was put in charge of the "King's Band of Musick," a prestigious position which Henry Purcell held at a much earlier date. In 1758, he became the organist at the Chapel Royal, and afterwards retired from music to Dorset due to deafness.

David Garrick (1716-1779), a famous British actor, wrote the words to *Heart of Oak* in 1759. Garrick is most well known for coining the phrase "Break a Leg," which is used as a sort of blessing in theatre to this day. Apparently, Garrick was so involved in his performance of Richard III he did not notice the pain in his leg caused from a fracture. He broke his leg, and didn't even know it!

The music itself is very lively and to be played "heartily". A chorus separates each of the four different verses. Many alternate verses exist, and even the chorus varies. A typical version states "Heart of oak are our ships, Heart of oak are our men," although the men are sometimes called "Jolly Tars",

recalling the days when sailors slicked their hair back with tar.

The song was actually written for a pantomime called *Harlequin's Invasion*, which was most likely performed at Garrick's Drury Lane Theatre.¹ The composition commemorated the British victories against the French during the "wonderful year" of 1759. Little translation is needed to understand this song, but one thing in particular could be further explained. In the third line of verse one, the words mention how the sailors are called to honour as free men, not pressed like slaves – despite the recruiting habits of the Press Gang.

This song is also used in the United States, however there it is called *The Liberty Song*, and has a different set of lyrics. John

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ETERNAL FATHER, STRONG TO SAVE

MELITA 888888

John Bacchus Dykes 1823-1876

1. E - ter - nal Fa - ther, strong to save, whose arm hath bound the rest - less wave,
who bidd' the migh - ty o - cean deep its own sp - point - ed lim - its keep:
O hear us when we cry to thee for those in per - il on the sea.

Dickinson, a famous lawyer and Governor of Delaware and Pennsylvania and a leader of the American Revolution, wrote the lyrics in 1768. These words were a call to the men of America to join in the fight to make it free from Britain. I find it ironic that the song honours the forefathers of America and their crossing

across the ocean in search of freedom, yet rejects the homeland of the forefathers. Also, it is strange that Americans, who wished to break ties with Britain, should choose to have as their patriotic song of freedom one of the strongest pro-British songs to exist at the time!

Another powerful and important song to the Canadian Navy, as well as several navies worldwide, is *Eternal Father, Strong to Save*. This song is called the *Navy Hymn* in America, and is sung at the Naval Academy in Annapolis, Maryland. The song is also sung on British ships, and has even been translated into French and used by the French Navy. It was US President Franklin Roosevelt's favourite hymn, and was sung at his funeral in Hyde Park, New York, in April 1945. The hymn was also played as President John F. Kennedy's body was carried up the steps of the US Capitol to lie in state.

¹ Slade, Roger, "William Boyce," *18th Century English Music*, February, 2003, <http://www.rslade.binternet.co.uk/> (30 June, 2003).

The words actually came before the music. Reverend William Whiting (1825-1878), an English clergyman and

schoolmaster, wrote the words for the hymn in 1860. He lived peacefully on the English coast, but memories of worse times during a tempestuous Mediterranean storm spurred the writing of an ode, *Eternal Father, Strong to Save*.² In the following year, Reverend John B. Dykes (1823-1876), another English clergyman known for writing such hymns as *Holy, Holy, Holy* and *Nearer, My God to Thee*, put the words to music. The music, originally composed as "Melita," (which is the ancient name for the Mediterranean island of Malta), is very moving and inspiring

These are considered the original, although additions to the text by various other churches (such as the Presbyterian Church) and by individuals makes it difficult to determine what is original and what is not. In most cases, the original verse differs only by a few words. Substitutions added by the Protestant Episcopal Church in 1940 reflected changes in our culture, including the addition of automobiles as a mode of transportation, therefore making the text more modern and fitting to the mindset of those who were singing it.³ The Presbyterian Church added two verses to recognize the use of aviation, making a "Naval Aviation version."

Early Music on Ships

At the same time as *Heart of Oak* and *Eternal Father, Strong to Save* were being composed, instrumental and choral music was developing on board ships. After the great wars of the 19th Century, an industrial revolution swept across Europe, and with this "a new era was beginning on the seas."⁴ On the great commerce ships, such as the

Indiamen of the Honourable East India Company, a "Negro fiddler"⁵ could often be found playing enthusiastically for the crew. "Fiddling, it would seem, and other music, customarily lightened the crews' labours aboard the Indiamen."⁶ Captain Charles Chapman, of the Indiamen, wrote:

*There was a fiddler and a fifer, who were engaged especially to play at certain times, such as when the anchor was being hove up, or hoisting a sail, as well as for amusement.*⁷

There is very little mention, aside from this, of instrumental music on board ships, as vocal music became more prominent. This vocal music ranged from sharp cries to yells to full-out songs. Each song had "the genuine saltiness, rhythm, and vigour of the inimitable true song of the sea."⁸ They were the infamous sea shanties.

Sea Shanties

There is always something magical about the sea. I remember going out on my grandfather's fishing boat, with the salt water spraying my hair while I peered into the water, hoping to catch a glimpse of one of the magical creatures I had heard about in stories. All I knew of sailors and sailor life came from those trips, and the books I had read and movies I had watched; it seemed so magical, so adventurous.

The magic and adventure of ships from the Age of Sail has been preserved in a way little known to the general public; song. Songs themselves have always been a way of

² Library of Congress, "Eternal Father, Strong to Save," *Patriotic Melodies*, <http://memory.loc.gov/cocoon/patriotism/loc.natlib.200000005/> (30 June, 2003).

³ *ibid.*

⁴ William Main Doerflinger, *Songs of the Sailor and Lumberman* (New York, New York: The MacMillan Company, 1972), p. 93.

⁵ *ibid.*, p. 94.

⁶ *ibid.*

⁷ *ibid.*

⁸ Stan Hugill, *Shanties from the Seven Seas* (Mystic Seaport, Connecticut: Mystic Seaport Museum Inc., 1994), p. 499.

recording history; many indigenous peoples to this day use song as a means of passing on history and tradition in their culture. Minstrels used songs to record events, and it is to minstrelism that sea shanties owe their "many colourful details, both verbal and musical."⁹ Sea shanties, the specialized songs of the Age of Sail, "were the work-songs of the sailing-ship man."¹⁰ "Direct, simple-hearted, and magnificent as the sailors who created them, the haunting shanties of square-rigger days keep alive the spirit of a great era in maritime history."¹¹

What Sea Shanties Are

Sea shanties were sung as a way of regulating the rhythm of work onboard ships. Voices "would oft-times be raised to cheer the soul, curse the afterguard and owner, mark the beat, and lighten the labour."¹² To the seamen of those days, often from America, Britain and other countries such as France and Germany, "a shanty was as much a part of the equipment as a sheath-knife and pannikin."¹³ Shanties were only allowed, however, to be sung onboard the ship during heaving and hauling. They were always linked with work, and a "rigid tabu"¹⁴ was held against singing them ashore. "To sing a shanty when there was no heaving or hauling would be courting trouble—and the sailing-ship man was superstitious to a degree."¹⁵ The subjects of shanties were varied tremendously. Some shantymen sang about rum, beer and whisky. Most sang about girls, "of his kind of

love...such as was to be found down the Barbary Coast, Schiedamschedyk, Ship Street, the Bowery, San Pauli, Reeperbahn, Schipperstraat, Ratcliffe Highway, and other unsavoury streets and quarters of the ports he visited."¹⁶ He sang often about legendary figures, such as Lucy Loo, Stormalong, and Sally Brown, but also about great names such as Napoleon and Santiana. He sang of famous, romantic places, such as Shenandoah and Rio. "In fact Sailor John sang of everything and anything."¹⁷

How Shanties Started

Shanties were originally, according to what has been discovered, "little more than primitive chanting and wild aboriginal cries to encourage the seamen to keep time and work harder."¹⁸ The remnants of this can be seen in the more modern shantying found in the Age of Sail, when "fierce elemental yells...known as 'sing-outs'"¹⁹ could be heard during the handling of ropes. It is possible that shantying goes all the way back to the times of the Greeks and Romans, but the singing would most likely have been "at the oars—rowing songs rather than heaving and hauling songs."²⁰ Most of the shanties known today, however, were composed during the nineteenth and twentieth centuries. "They were the products of a revival in shantying—for the custom had fallen into comparative disuse during the wars of the seventeenth and eighteenth centuries—in the peaceful decades between the War of 1812 and the Civil War"²¹ of the United States. These were the times of the "American

⁹ Doerflinger, *Songs of the Sailor and Lumberman*, p. 9.

¹⁰ Hugill, *Shanties from the Seven Seas*, p. 1.

¹¹ Doerflinger, *Songs of the Sailor and Lumberman*, p. 91.

¹² Hugill, *Shanties from the Seven Seas*, p. 1.

¹³ *ibid.*, p. 1.

¹⁴ *ibid.*

¹⁵ *ibid.*

¹⁶ *ibid.*, p. 34.

¹⁷ *ibid.*, p. 35.

¹⁸ *ibid.*, p. 1.

¹⁹ *ibid.*

²⁰ *ibid.*, p. 2.

²¹ Doerflinger, *Songs of the Sailor and Lumberman*, p. xii.

transatlantic packet ships²² and the great intermingling of Irish, English, and "Southern Negro"²³ crews, and a resulting combination of several different shanty styles. "This intermingling of white folk-songs and shanty strains, particularly the English and Irish, with the traditional Negro work singing, greatly stimulated among all sailormen the custom of making and singing shanties, and strongly influenced the tone of shantying in general from that time on."²⁴ With the modernization of sailing vessels, shantying on ships has basically died out. One reason for this is the influence of naval customs. While shantying was widely used in the Merchant Navy, it was almost entirely banned on navy war ships during the wars of the eighteenth century. "On those vessels, with their big crews, their pipe-shrilling boatswains and boatswains' mates, their drums and bugles, the singing of unruly work songs would have been a needless affront to naval discipline."²⁵ Shantying now stays alive through its avid followers, authors such as Stan Hugill and William Main Doerflinger (two great resources for this project), as well as smaller organizations such as the Victoria Nautical Song Circle. It is difficult not to enjoy shanties and their immense energy. Preserved "in these robust old songs is all the romance of the adventurous"²⁶ days of the Age of Sail.

Shantymen

The artistry of the shanties depended immensely on who sang them, for "no two sailors ever [sang] the same shanty quite in the same manner."²⁷ There was nothing

"formal or exclusive"²⁸ about the shantyman. He was simply a sailorman "in a group who had a little prestige and who could sing and amuse his shipmates. To be highly regarded, a shantyman needed a strong, true voice and a sense of humour."²⁹ At first, shantymen were most likely people of "some substance"³⁰ and on a higher level than other seamen on the ship. It may have actually been a sort of trade for which one could sign up in the shipping office. In later years, "when ships got bigger and crews smaller there was no such rank as shantyman...He was usually an older hand, a good seaman, one with an extensive repertoire, a retentive memory, and a good powerful voice, who would automatically take his position as shantyman on sailing day at the capstan."³¹ The songs he sang, which "[pictured] the sailor's life as he himself saw it,"³² would stir the blood "like a drumtap."³³ Their vigorous solos and choruses were spontaneous and imaginative, and always unique:

*Every shantyman, of course, had his own individual style of singing, his vocal flourishes, variations, and embellishments...Their melodies suggested the surge and rise and fall of the sea itself. They were sung with such a virile spirit of mutuality that nobody with blood in his veins could possibly resist them.*³⁴

When a halyard "was to be sweated or a brace, sheet, or tack manned...the job of

²² *ibid.*

²³ *ibid.*

²⁴ *ibid.*

²⁵ *ibid.*, p. 93.

²⁶ *ibid.*, p. vii.

²⁷ *ibid.*, p. x.

²⁸ *ibid.*, p. 3.

²⁹ *ibid.*

³⁰ Hugill, *Shanties from the Seven Seas*, p. 30.

³¹ *ibid.*, p. 30.

³² Doerflinger, *Songs of the Sailor and Lumberman*, p. 3.

³³ *ibid.*

³⁴ *ibid.*

pulling elicited a shanty."³⁵ The shantyman would sing-out in a strange, "inimitable fashion"³⁶ with elaborate and "eerie vocalizations"³⁷ to start the job of pulling the rope. Sometimes he would shriek "Ho-wah-ho-boy!"³⁸ or "Rouse him, bullies—away-y, hay!"³⁹ to inspire short hauls, or would lead an entire shanty with verses and chorus for tasks requiring pulls over longer periods of time. The shantyman was truly an asset to the smooth running of the ships. Without him, the crew would be disorganized, out of rhythm, and most likely in bad humour!

Musical Sources of Shantying

There are many ideas as to where shanties came from, although they are most likely a compilation of many different sources. One source, already mentioned, is that shanties were developed from the singing-out of shanty-men, or perhaps the "hauling cries of Elizabethan seamen."⁴⁰ The following are examples of sing-outs, from simple to complicated, and the gibberish language used in them (which is something similar to the scatting used in modern jazz).



These examples are the closest one can get to notating sing-outs, yet they leave much to be improved, as "it is extremely difficult, in fact impossible, to translate by means of cold standard music notes on paper the wild and fearsome effect of these cries. No landsman could ever hope to imitate them!"⁴¹

Other sources of sing-outs include British and European folk-songs and ballads, fiddler and dance tunes, marches, opera, classical music, and war-songs. Many shanties are known to be of Liverpool and New York Irish origins, as well as "Afro-American"⁴² origins (including railroad and plantation songs, and songs from the West Indies and Latin America). According to Hugill, "some shanties are even reminiscent of children's nursery rhymes!"⁴³ After

the year of 1860, very few shanties were actually composed, although "new variants"⁴⁴ were constantly being introduced due to the varying styles of the shanty-men who sung them.

³⁵ *ibid.*, p. 2.

³⁶ *ibid.*

³⁷ *ibid.*, p. 3.

³⁸ *ibid.*

³⁹ *ibid.*

⁴⁰ Hugill, *Shanties from the Seven Seas*, p. 19.

⁴¹ *ibid.*, p. 399.

⁴² *ibid.*, p. 19.

⁴³ *ibid.*, p. 20.

⁴⁴ *ibid.*

Origin of the Word

The actual word of shanty, or "chanty, or chantey,"⁴⁵ has many probable sources, and much debate over which source is the most correct. The term itself only came into being in the 1840's, and was not published in any document until at least the 1850's.⁴⁶ According to Cedric W. Windras:

*Sea chanteys (or shanties) received their name from an old custom of the Negroes in the West Indies. When these men moved from one job to another, they would drag their shanties (huts) with them, what time of their number would sit astride the hut and sing melodies that put a swing to the work of hauling. English sailors watching the manoeuvres forever associated the hut with the tunes, and gave the nickname "sea-shanties" to all sea song.*⁴⁷

This, however, is only one of the six theories given by Stan Hugill for the origin of the word. He suggests, in his second theory, that the "word *shanty* comes from the drinking shanties of Mobile and other Gulf ports where Negroes and white seamen congregated—in particular...*hoosiers*. The name for the drinking dens, a shanty, was applied to the working songs of the *hoosiers* and thence copied by seamen."⁴⁸ French roots to the word are also very likely. It could come from the French verb *chantez*, which means to sing, or "from the boat-songs of the old French voyageurs of the New World. These were called chansons."⁴⁹ The most likely theory, according to Hugill, is that the word "came from the Old English word *chant*, with

modified sound as the usage of the word grew."⁵⁰

The Language of Shanties

The language of sea shanties can oftentimes be difficult to understand. The common language at the time the shanties were written and regularly sung onboard ships was slightly different from language now; also, sailors were renown for having their own language, incomprehensible to landlubbers. Words also causing problems were those pertaining to the vessel itself; the average person is not familiar with the individual names for each of the twenty-something sails or countless yards and stays. I have decided, therefore, to include popular but relatively simple shanties that do not contain too many obscure terms and ideas.

There is also something to be said for the tone of the language, often coarse, associated with sailors and sailor songs. Some people "declare they weren't as dirty as shore folk like to imagine."⁵¹ Generally, "it is fairly obvious that sailor's working songs did contain a great amount of gross obscenity."⁵² Some people, such as Joanna C. Colcord, claim that it wasn't a suggestive obscenity, but rather "a jovial, forthright, almost wholesome obscenity."⁵³ The songs were rather nasty on cargo ships, yet clean and "parlour-room worthy" on passenger and cargo ships. Generally, it is believed that each song had several different versions, some quite clean, and some quite dirty, although "the dirt was disguised in a nautical *double entendre*."⁵⁴ R. R. Terry, in his publication of shanties, believed that:

45 *ibid.*

46 *ibid.*

47 Cedric W. Windras, *Traditions of the Navy* (Ottawa, Ontario: Algrove Publishing Unlimited, 2001), p. 39.

48 Hugill, *Shanties from the Seven Seas*, p. 22.

49 *ibid.*

50 *ibid.*

51 *ibid.*, p. 33.

52 *ibid.*, p. 34.

53 *ibid.*, p. 33.

54 *ibid.*, p. 34.

*The Rabelaisian jokes of the shantyman were solos, the sound of which would not travel far beyond the little knot of workers who chuckled over them. The choruses—shouted out by the whole working party—would be heard all over the ship and even penetrate ashore if she were in port. Hence, in not a single instance do the choruses of any shanty contain a coarse expression.*⁵⁵

I have included, in general, only one version of each shanty, although some have variations written in square brackets. Due to the length of most of the shanties, I have written out only a few verses, although I was able to include one in entirety. The shanties I have included are relatively innocent, yet contain all of the shantyman's powerful gifts of wit and artful wording.

Types of Shanties

Shanties can be divided into many different types. William Main Doerflinger classifies shanties into three main types: "short-haul," halyards, and capstan or windlass shanties.⁵⁶ Stan Hugill, however, forms two larger groups, heaving and hauling, into which the shanty types fit. Capstan and pump shanties fall under heaving songs, while halyard, short haul, sweating up and hand-over-hand songs fall under hauling songs.

Both hauling and heaving songs originated with the sing-outs, which were "running [cries] of meaningless sounds to time the hand-over-hand movement of the hauling men."⁵⁷ They gradually developed into chants, then to relatively tuneless songs, and finally became what we know today: tuneful and melodious. Both heaving and

hauling songs seem to have shore origins, although these origins seem to be much better camouflaged⁵⁸ in hauling songs, which seem as if they were born of the sea.

To Be Continued...

Members' News

Barry Gough has been named Professor Emeritus, Wilfrid Laurier University. He retired on statutory grounds Canada Day 2004. Wilfrid Laurier University Alumni Association awarded him the Hoffman Little Prize, in recognition of distinguished teaching, leadership and contributions to university affairs over 33 years.

A selection of 19 of his academic papers from James Cook to "Pax Britannica" has been published by Ashgate in its Variorum series under the title *Britain, Canada and the North Pacific: Maritime Enterprise and Dominion, 1778-1914*. Included in the collection are studies on Peter Pond, Meares Island, Malaspina, India-based voyages in the sea otter trade, Russia and the Northwest Passage, Vancouver Island spars and sea power, specie conveyance from Mexico in Royal Navy ships, and Canadian trade and aspirations in the Pacific rim 1871-1914.

Gough is to give the Malaspina Lectures in Nanaimo and Vancouver in mid-January on the subject "By Sea, By Land: George Vancouver and Alexander Mackenzie: British Imperial Ascendancy on the Northwest Coast of America 1793."

Dan Harris, Ottawa, Ontario

Dan Harris says, "I have to hurry as I shall be 89 this coming December!" Ye editors could not resist including this quote from Dan. "I found the latest issue *Argonauta* full of interest".

⁵⁵ *ibid.*

⁵⁶ Doerflinger, *Songs of the Sailor and Lumberman*, p. 1.

⁵⁷ Hugill, *Shanties from the Seven Seas*, p. 28.

⁵⁸ *ibid.*, p. 26.

The Mariner's Mirror published in its February 2004 issue, his illustrated article, "Charles Sheldon's Special Service Vessels 1696 - 1736." Conway's new annual, *The Age of Sail* Volume 2 published "Scandinavia's Seventeenth English Shipbuilders" about English shipwrights working in Denmark and Sweden in the 18th century and in Conway's annual, *Warships 2004* contains "Minelayer *Clas Fleming*, An Early Gas Turbine Ship."

Dan says he is busy "with finishing the story of Charles Sheldon, an English shipwright who was Sweden's chief constructor from 1693 - 1739." In addition he has just completed his memoirs about his service as an Assistant Naval Attache in Stockholm from 1940 - 1946 for private publication - Helmsman Publications.

From Eric Lawson, Bowen Island, BC

Actaeon, Canada's oldest surviving sailing ship, has now slipped below the waves. The five hundred and sixty-one ton barque was built by John Harley at 'Rosebank', William Abrams yard on the Miramichi river in 1838. *Actaeon* was sailed to Liverpool and registered there in August of that year. Her voyages took her to Chile, Australia and Peru and included at least nine sailings to New Orleans. Probably her most noteworthy cargo was one she loaded at Mazatlan, Mexico on December 6, 1839; it was valued at one million (1838) dollars!! Almost certainly gold.

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In 1853 *Actaeon* arrived at Stanley in the Falkland Islands after a long voyage of one hundred and forty days from Liverpool on her way to San Francisco. She was leaking badly, was later condemned, and spent the next one hundred and fifty-two years situated on the shore side of the American packed ship *Charles Cooper*. *Actaeon* served first as storage for cargo being loaded and unloaded by visiting vessels and finally, cut down to her 'tween deck' as a work platform. The barque had become greatly weakened during the past twenty years and with the recent disintegration of the *Charles Cooper*, *Actaeon* succumbed to the full force of the harbour winds.

Actaeon was the last known example of Canadian shipbuilding techniques in use prior to 1853 when the arrival of Lloyd's surveyors caused virtually all vessels to be built to Lloyd's Rules from that date forward.

And further from Eric Lawson for those interested in maritime research there is the 2004 edition of the Guide to Libraries and Sources of Information in the United Kingdom published last March. There are over five hundred entries that include full contact information, all of the major depositories as well as learned societies, professional and voluntary bodies. The price is £27 from J and M Clarkson, 18 Franklands, Longston, Preston, PR4 5PD, UK. The e-mail address is sales@shipsinfocus.co.uk. The *Ships In Focus* web address is:

www.shipsinfocus.f9.co.uk/index.html
where you will find an abundance of titles.

Maurice D. Smith, Kingston, Ontario

Maurice has just returned from the England where he spent four weeks aboard a narrow boat on canals in the midlands. This was followed by several days following up earlier research at the National Archives (PRO) in London - two subjects, the 1820 Stone Frigate at the Royal Military College, Kingston and the early 19th century colonial timber industry. In early September he was a Smithsonian lecturer aboard the cruise ship,

Le Levant on a run from Toronto to Chicago. A book project is in the works and he continues to attend the Marine Museum of the Great Lakes two days a week as the Curator Emeritus.

Robin Wyllie, Bridgewater, Nova Scotia

Robin is continuing his ongoing research into the Maritime Provinces coastal steam and passenger vessels. CNRS members will be familiar with the outstanding contribution Robin has made to the pages of *Argo* over many years on this topic. He is also researching 19th century shipwrights, hand tools and those of related trades.

Tied up in knots? Robin send along this notice from the press release. "Educator, Scott Baker and television producer Jeff Barringer have teamed up to teach knot tying by producing a thorough and compelling DVD presentation on how to master this ancient craft. Scott Baker B.A.Sc. is an avid sailor with a passion for sailing and seamanship that has grown with him from childhood. Scott has taught seamanship aboard the sail training ships Robertson II & Pacific Swift out of Victoria BC. He is a member of the International Guild of Knot Tyers and a Canadian Coast Guard Auxiliary crew member. Go to the website at www.bosunsmate.org for a sample of the DVD or call Karen Dixon at 604 886 0270.

Not forgetting...

In the Summer 2004 issue of *Canadian Military History* will be found "The RCAF and the Creation of an RCN Air Arm" by **Richard Goette**. Followers of the sorry saga of HMCS *Chicoutimi* will most likely have seen our own **Richard Gimblett** quoted in a number of daily newspapers, and **Bill Schleihau** has also had an opinion piece appear in the *Montreal Gazette*. Bill also was very pleased to see his short note about HMS *Campania*'s absence at Jutland appear in the November *Mariners' Mirror*.

Museums and Ships

The Alberta Naval Museum

On May 14 2005 The Alberta Naval Museum in Calgary, Alberta Canada will be holding a Trafalgar exhibit. The title of the exhibit will be *Trafalgar: 200 years of Tars, Naval Tradition & Nelson's Inspiration*. The exhibit discusses the events that lead up to the battle of Trafalgar and the battle outcome. Nelson's death is discussed along with the legacy of Nelson in popular culture and in Naval tradition. There will also be a display of shipboard life during Nelson's era.

Loans of artifacts will be from the Alberta Naval Museum, The Glenbow Museum, and private collector Susan Lucas of Calgary. This exhibit will run till December 31 2005:

www.navalmuseum.ab.ca

Susan Lucas has a particular interest in Nelson, and helps moderate a Nelson website: www.aboutnelson.co.uk/index.php

Shipwrecks of Vancouver Island – Virtual Museum of Canada

For those who make their living aboard large ships, there is always the fear of a potential shipwreck, especially when navigating dangerous passages. One of the latest sites from the Virtual Museum of Canada explores the various shipwrecks that have taken place around Vancouver Island, off the mainland of British Columbia, from the year 1803 to the present day. Here visitors will learn about the tales of survival from these doomed vessels, view an interactive map of the shipwrecks, and learn about the various hazards associated with the waters off Vancouver Island. The tales of survival are told in 10 stories disseminated through the site's own *Shipwreck Times*, which takes quotes from interviews and historic newspaper articles to create a full portrait of each incident. The interactive shipwreck map is quite nice, as it allows visitors to learn about each shipwreck and to view

photographs of the various wrecks in context. There is also an interactive game called "Wrecks," that allows visitors to navigate the icy oceans of Vancouver Island in an attempt to bring their cargo to a safe harbour:

www.pacificshipwrecks.ca/english/

Gold Watch of Canada's First Submarine Captain Repatriated

The year was 1914, and the clouds of war were gathering over Europe. They were also threatening the Pacific, and the Premier of British Columbia, Richard McBride, was worried that when war came, his province would come under attack from the powerful warships of Germany's East Asiatic Squadron. McBride's answer lay in two submarines on the Seattle waterfront. Built for the Chilean Navy, the subs had just been rejected by the Chileans because they failed to meet their construction specifications. An agent for the builder had contacted McBride to offer him the two subs. McBride, after hasty consultation with Ottawa, agreed to a clandestine purchase. War was imminent, and despite their flaws, Canada would take them for \$1,150,000, nearly a third more than the Chileans had originally agreed to pay.

Ottawa quickly reimbursed Victoria for the purchase, and the young Royal Canadian Navy had just obtained its first submarines. Commissioned as CC1 and CC2, the two 313-ton craft were manned by hastily assembled crews, under the command of a retired Royal Navy submariner, Adrian Keyes. Keyes remained in command of the newly formed Canadian Submarine Squadron and CC-1 for several months until he tired of sitting out the fight on the sidelines of the war. Keyes resigned his commission in the Royal Canadian Navy and prepared to return to England to reenlist in the Royal Navy. Before he left, the crew of CC-1 presented him with an engraved gold watch as a token of their esteem.

Few relics of the pioneer Canadian submarines remain other than Adrian Keyes' gold watch. It was a cherished souvenir that

remained with Keyes throughout the First World War, including his service at Gallipoli, where the submariner earned the DSO for his heroism. A postwar reminiscence by a fellow officer commented "Keyes was full of stories about his experiences in Canada at the very beginning of the war, when he manned a submarine with a crew of local business-men. I wish I could remember the details of the good stories he told us; but they have passed from my recollection irretrievably, and I can only remember the gold watch that was presented to him by his amateur crew."

Keyes' watch, medals and memorabilia recently were offered for sale by a prestigious London auction house. Thanks to the quick eye of Joachim Waibel, military historian and adjunct curator of military and naval history at both the Vancouver Museum and the Vancouver Maritime Museum, the watch has been repatriated to Canada. Mr. Waibel researched the watch and the two submarines' history, and then acquired the watch for the Vancouver Maritime Museum. Keyes' watch will then go on display at the Maritime Museum, joining an exceptional group of treasures that includes the Ensign of HMS *Hood*, the original hand drawn charts of Captain James Cook's 1778 voyage to this coast, and the recently donated bell of the steamship *Princess Sophia*, whose tragic loss with all of her passengers and crew in 1918 was this coast's worst maritime tragedy.

Mr Waibel and the Museum's Executive Director, James Delgado are now collaborating on a detailed research project in preparation for a definitive history of *CCI* and *CC2*.

The Museum is working toward the 2010 goal of becoming the new, larger, self-sufficient National Maritime Museum of Canada, Pacific.

J David Perkins, author of *The Canadian Submarine Service in Review* and *Canada's Submariners 1914-1923* notes that "Fred Crickard will be glad to hear of this because his father's name is inscribed on it. I first heard of this item when conducting

research into *CCI* and *CC2*, it is mentioned in some of the documents related to the two boats."

Minutes of the Annual General Meeting, Ottawa, 29 May, 2004

1. Call to Order and Approval of Agenda

The meeting was called to order by the President at 10:52 in a conference room of the Westin Hotel.

AGREED (Glover/Gimblett) to proceed with the business of the meeting as per the draft agenda (not included).

2. Minutes of the Previous Meeting

AGREED (Kert/Allard) that the minutes of the Annual General Meeting of the 16th of August, 2003 be adopted.

3. President's Report [this appeared in the July issue of *Argonauta*, and is not reproduced here]

4. Treasurer's Report

Gregg Hannah reported that the 2002 and 2003 financial statements have been reviewed, and therefore we now have our first baseline since 1999.

It was **AGREED** (Gimblett/Camu) to accept the 2002 and 2003 statements. Paul Adamthwaite wanted to know who is the Chartered Accountant: Shirley Kwakkenbos, who found no flaws nor faults in them.

In regards to the current year statements, the highlights as of the 30th of April are:

- (i) approximately \$4,000 in the bank
- (ii) \$34,000 total assets
- (iii) our total expenditures are lower than expected
- (iv) members' equity is about \$31,000

We have several investments:

- (i) a 3-year GIC, of about \$15,000
- (ii) a 1-year rolling GIC, \$5,074.77
- (iii) mutual funds from the 2000 Presidents' Appeal which fluctuate with the markets

- (iv) (\$5,290 originally, \$5,381 currently)
Canada Savings Bonds which matured in 2003: \$4,770 current value, these will be the CNRS portion of the Jacques Cartier MA Prize

Revenue is down, but we haven't as yet received all renewals because of the timing.

Andrew Cook expressed concern that the overseas supplement may not cover the extra mailing costs. Gregg Hannah replied that both he and Bill Glover are satisfied that the supplement is sufficient, Bill Glover adding there is no problem.

Rich Gimblett commented that has been immensely difficult to work out the operating costs of the Society after we were cut lose from MUN. We've spent about 5 years determining these costs, and Gregg Hannah has done great work in getting this sorted out.

2004 Budget

Hannah noted that the figures are tracking nicely, but there will be some additional new expenses, mainly upgrading Bill Glover's computer (approx. \$750).

It was **APPROVED** (Cook/Kert) to have the Executive Council select an agency to review the 2004 statements. Hannah noted that the name of the reviewer will be noted in an upcoming issue of *Argonauta*.

Hannah informed the Membership that the Society will provide \$2,000 to Faye Kert to subsidise her upcoming trip to the Corfu conference. Jim Pritchard expanded on this to point out that the Society must reach out to make ourselves known and to recruit papers. There will be some 190 speakers in Corfu, and in turn, they have been invited to join us in 2008.

Bill Glover pointed out that right now, many CNRS volunteers are not affiliated with an institution, unlike past years. We should anticipate this additional funding in the future. Furthermore, the Matthews Award winner was recruited from a paper delivered in Fremantle in 2001.

Draft 2005 Budget:

- (i) it includes expenses for the Editor of *The Northern*

- (ii) *Mariner* of \$2,300 for administration costs
approx. \$6,700 for printing of *TNM*
(iii) *Argonauta* is estimated at about \$2,000
(iv) \$1,500 for mailing
(v) for book review expenses, what might be an over-estimate of \$750
(vi) the cost of translation is less than \$300
(vii) awards: \$1,200
(viii) and there is a buffer of \$5000

In total, \$15,200 for expenses

Revenues:

- \$ dues \$14,500
\$ sales of *TNM* back issues \$250
\$ advertising: \$500
\$ donations: \$250 (to the general fund, vice a specific fund)

In total, \$15,500, which is a surplus of \$300 – obviously very close to the break-even point.

Paul Adamthwaite wondered if we were in a deficit position, because of postage increases and the awards. Gregg Hannah replied in the affirmative, but only by \$200 – and of course these are only estimates at the present time.

Jim Pritchard pointed out that there is some \$30,000 as members' equity, so that small deficits which will probably work themselves out in 2005 will not be a problem.

Richard Goette mentioned that *Canadian Military History* would be a good place to advertise the Society – it has a wide readership. Ditto the *Canadian Military Journal*. Hannah agreed, especially on a quid-pro-quo basis.

Andrew Cook noted that we expect \$14,500 as revenue from subscriptions. Therefore our reserves could carry us on with zero income for about two years, and thus if we can maintain the members' equity to be twice out outgoing, this will be a very good standard to maintain. Jim Pritchard concurred.

Dean Allard said that the Treasurer should be commended for doing a marvellous job to establish our financial independence.

5.

Report of the Nominations Committee

Bill Glover reported that the current Council remains in place, viz:

President: James Pritchard
1st Vice-President: Richard H. Gimblett
2nd Vice-President: Peter Haydon
Treasurer: Gregg Hannah
Secretary: William R. Schleihauf
Membership Secretary: Faye Kert
Past President: William R. Glover
Councillor: Serge Durlinger
Councillor: Christopher Madsen
Councillor: Roger Sarty
Councillor: Maurice D. Smith

Next year, there will be a change of President.

It was **APPROVED** (Glover/Hadley) to accept the report.

6. **New Business**

- (a) Notice of Motion with regards to By-Law 26: it will be voted on at the 2005 AGM
- (b) 2005 Conference Organizers' Report: the Conference will be held in Hamilton Ontario 16 - 18 June, further details to be promulgated in *Argonauta*

Maurice Smith pointed out that Chris Madsen and Richard Goette are part of the team. The theme of the Conference will be "Rivers, Lakes, Canals and the Sea." Chris Madsen organizing the speakers. There are a number of attractions in the area, from the War of 1812 onwards. Barry Gough added that HMCS *Star* will assist, and of course HMCS *Haida* is there as well. He also noted that should there be a field trip to the Welland Canal, and/or Port Weller, etc, such a "reachout" field day will increase the attraction of the conference to potential attendees. Maurice Smith agreed, with thanks.

Bill Glover noted that the "canal people" he spoke to were very disinterested in having us, and wondered if Professor Gough had any contacts. Barry Gough replied that a Professor at McMaster is actually a better source. Suzanne Pritchard reminded everyone of the drydock's proximity to various vineyards.

Paul Adamthwaite worried about the co-incidence with the SNR meeting in 2005 aboard HMS *Victory*.

Andrew Cook will find out and inform Maurice Smith.

- (c) At the request of the President, it was **MOVED** (Glover/Adamthwaite) to approve the Jacques Cartier MA Prize of \$500.

Richard Goette asked if there would be a 31st of December deadline, and if it was to be the student or the advisor who would make the submission.

Jim Pritchard replied that the thesis must be completed in the calendar year. The announcement of this award will be sent to three people at every Canadian university, some 140 people in all. This should be done this summer.

Owen Cooke asked if this will be limited to Canadian universities. Pritchard's reply was in the affirmative, because the purpose of the award is to encourage study of maritime history in Canada. Suzanne Pritchard also asked about Canadians students in American universities. Dean Allard suggested that the Award be restricted to Canadian universities, both because of its purpose and to ease its administration. Barry Gough agreed, and reminded everyone that there already is a Great Lakes History Prize in the US. Therefore, a friendly **MOTION** (Allard/Adamthwaite) was made to restrict this Award to Canadian universities.

Andrew Cook considered that the wording of any notice should be very carefully done, because precision in wording for a public notice is critical. Pritchard agreed, adding that it will be such that it is constraint to the study of Maritime History in Canada or Canadian Maritime History. Moreover, the Award will be very widely cast.

It was finally **APPROVED**, unanimously, to make the Jacques Cartier MA Award as previously moved, including the above motion.

- (d) Bill Glover noted the sad loss of Tony Bush, a great friend of the CNRS. Jim Pritchard suggested that

there should be an obituary in *Argonauta* and the Society's regrets to his family should be conveyed.

7. Adjournment

There being no further business, the meeting was **ADJOURNED** (Glover/Kert) at 12:00.



Faye Kert (l) and Selma Barkham (r) at the May 2004 Conference (photo courtesy Maurice D Smith)

Calls for Papers

7th MARCOM CONFERENCE

Maritime Command, along with the Directorate of History and Heritage, is holding a two-day conference on Canadian naval history at the new Canadian War Museum in Ottawa on Thursday 22 September and Friday 23 September 2005.

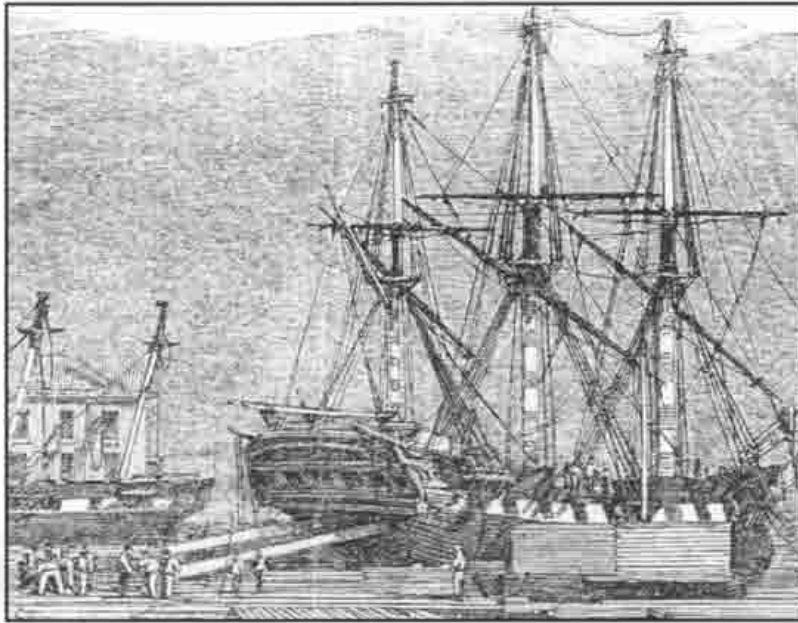
Papers on all aspects of Canadian naval history are welcome, but special consideration will be given to those that focus on technological aspects of the navy's weapons, platforms, and tactics during the Cold War Period.

Those interested in presenting are required to submit a proposal to the following address by 01 March 2005:

Lieutenant (N) Richard Mayne, Directorate of History and Heritage,
101 Colonel By Drive
Ottawa, ON, K1A 0K2.
Tel: (613) 998-7048.
E-mail: Mayne.RO@forces.gc.ca.

Proposals should not exceed one page in length and must contain the author's phone number and e-mail so that the reviewing committee can contact them with their decision.

***The Canadian Nautical Research Society
Annual Conference , June 15 - 18, 2005
Rivers, Lakes, Canals & The Sea
CALL FOR PAPERS***



Loading Great Lakes Timber at Quebec for the European Market

The conference will explore the patterns of development and exchange made possible by the relationship between lakes, rivers & waterways and the sea. From the earliest communications between peoples, the rise of states, naval power, industrialization and the movement of the worlds resources, the rivers, lakes & canals has been the necessary catalyst for trade, information exchange and technology transfer. Please submit proposals to Dr. Chris Madsen by e-mail:

madsen@cfc.dnd.ca

Conference Hotel: The Admiral Inn, adjacent to a park, 610 York Boulevard, Hamilton is located across the road from Dundurn Castle. A Wednesday evening Registration, Meet & Greet will be held at the Hotel in the evening of Wednesday, June 15. The final session on Saturday will also be held at the hotel. This is a pleasant up to date Inn with 60 rooms and a small restaurant. You can contact the hotel by e mail at reservation2@admiralinn.com or phone at 905 529 2311. The rate, bookings before May 15th please, is \$99.00 per night single or double. We encourage as many as possible to stay at the Inn. Quote the following when booking, #61457.

Conference Venue: The Coach House is the Meeting and Banquet facility for Dundurn Castle and is a short walk across the road from the Admiral Inn.

Hamilton: This is a mid sized city located at the western end of Lake Ontario. It had a strategic importance during the War of 1812 and continued as a significant commercial shipping centre during the 19th century and well into the 20th century. The harbour is the largest on Lake Ontario. 25,000 ton commercial carriers and a World War 2 Tribal Class Destroyer, HMCS *Haida* are among the harbour attractions. There are some very fine specialized museums in the city.

For more information contact the 2005 CNRS Conference Organizers:

Dr. Chris Madsen - madsen@cfc.dnd.ca **Maurice D. Smith** - barque2@cogeco.ca
Richard Goette - richardgoette@hotmail.com