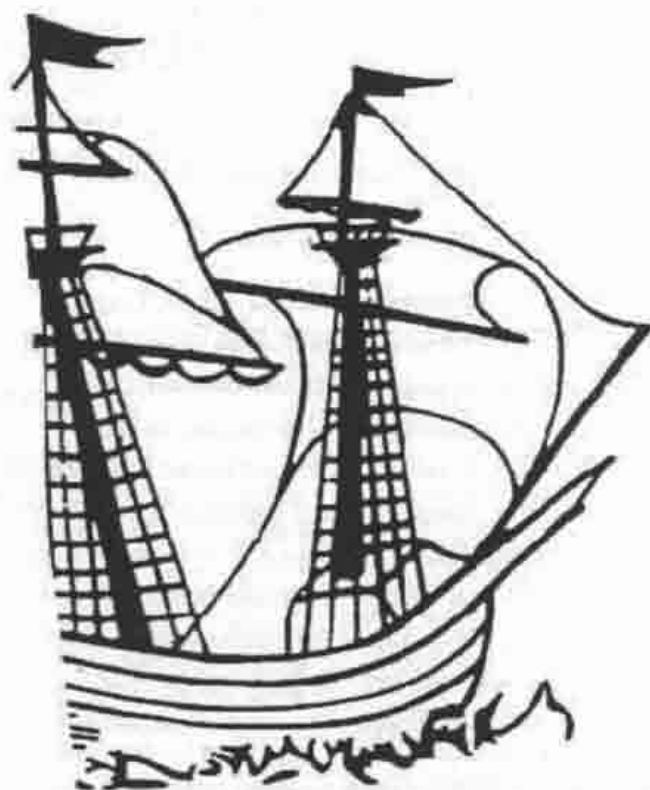


# ARGONAUTA

The Newsletter of



**The Canadian Nautical  
Research Society**

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## **ARGONAUTA**

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### Editorial

If published works on maritime subjects are any indication then the study of maritime history is on the rise. The book reviews that are a feature of *The Northern Mariner* when examined for subject matter cover everything from tug boating to high level oceanic policy making. Each issue of our fine journal and that of others contain hundreds of reviews each year. The centre of this publishing bonanza is United States: the United States Naval Institute Press and surprisingly, Wayne State University Press being good examples. The heartland is still the United Kingdom where Penguin/Allen Lane have published *The Command of the Ocean: A Naval History of Britain, 1649-1815* by Professor N A M Rodger weighs in at 3.5 pounds. It is an extraordinary read. There are many other publishers, many of them national and a large number of them regional specializing in the work of maritime society members.

A lot of publishing is related to Admiral Nelson whose death two hundred years ago at the Battle of Trafalgar will be commemorated in vast public ceremonies,

concerts and in quiet gatherings where two or more raise a glass to the person the Irish call the "one eyed, one armed adulterer." Books on Nelson examine everything from his sex life to his influence on the navies of the world. Last October in London Professor John Hattendorf spoke of Nelson's influence on the conduct of the American and Chinese navies, while the younger scholar, Dr Holger Hock spoke in his lecture, *Nelson and the Naval Pantheon in St. Paul's Cathedral* about changing fashions in public taste, how we express our reverence or lack of it for large memorials, usually made of marble. There is a pecking order he says and when public interest wanes the statues are moved to lessor position. Is anything sacrosanct? No, not even Nelson. And that is the rub. We live in a rapidly moving world where everything seems ephemeral. A nice word that I used to associate with the constancy of the stars and planets. In other words, there is a bandwagon and it behooves us to join it, at least a little bit while the parade is still in motion.

So what can we do in Canada to maintain the publishing momentum, to bring to the attention of our "fellow Canadians" a sense

of the excitement and interest in our oceans and lakes – of the great adventures and accomplishment. It is simple. Scribble, write, document, give talks, contribute to *The Northern Mariner* and *Argonauta*, attend as best you can, our annual gathering, this year in Hamilton, Ontario.

MDS

### President's Corner

Happy New Year everyone! You have all been very patient with the Executive, and I ask for your continued forbearance. This is my way of reminding you as gently as possible to continue supporting CNRS by renewing your membership. My New Year's wish to you is that our publications, particularly *The Northern Mariner*, will appear a little more regularly than recently and that they will appear on time. If the April '04 issue accompanies this *Argonauta* perhaps the chief difficulty has been overcome and we will see the rapid appearance of the remainder of last year's issues. The first of this year's issues will not be far behind.

The past few weeks during the holiday season will be remembered for the appalling human tragedy that occurred in several Asian countries. It has moved many of us to reach out, each in his or her own way, and offer help. I urge you to think of doing the same if you have not acted already. Once again, the cruel sea reminds us of its awesome power. Society

members should be more sensitive to this than most. I was moved to re-read Simon Winchester's *Krakatoa, The Day the World Exploded: August 27, 1883*, (Harper-Collins, 2003) and to reflect again upon the power of nature. In light of today's political climate, I was startled to be reminded of Winchester's major conclusion that the eruption and subsequent tsunami of 1883 released a wave of murderous anti-Western militancy among Indonesia's fundamentalist Muslims: one of the first outbreaks of Islamic-inspired killings anywhere.

Shortly before you received this issue, the Executive Council held in its mid-winter meeting at Kingston. Among the topics dealt with were the introduction of our new treasurer, Walter Tedman, to other Executive members, and learning that all is well because of your continued support. We also discussed venues for future conferences and editorial and production problems with our publications. Once our publication schedule is in order, we plan to launch a campaign to support our new

MA prize which is intended to support the academic study of Canada's maritime history.

An important topic of discussion was the arrangements for the 2005 Annual Meeting and Conference to be held at Hamilton, Ontario, June 17 and 18. The venue was chosen to attract a number of CNRS members living in Southern Ontario. I hope they will respond to the opportunity to attend and join us.



Members of your CNRS Council who met in Kingston Ontario at the Marine Museum of the Great Lakes, January 22, 2005.

Back row left to right - 1st Vice-President: Richard H. Gimblett, Councillor: Serge Durflinger, Councillor: Roger Sarty, Secretary: William R. Schleihauf, President: James Pritchard (and co host with Suzanne Pritchard).

Front row - Councillor: Maurice D. Smith, Membership Secretary: Faye Kert. (photo Ruth Smith)

Conference organizers have been hard at work for the past eight months and have arranged an attractive series of events, including a visit to the newly refurbished HMCS *Haida*, to accompany the scholarly papers to be delivered. For more on this year's meeting see elsewhere in the newsletter.

*James Pritchard*  
President, CNRS

## News and Views

### Commander Latham B. "Yogi" Jensen, CM RCN (Ret'd)

[from December 31, 2004 *The Halifax Herald*,  
31 December 2004]

Born in Calgary in 1921 to the late Ernest and Sarah (Holgate) Jensen, he is survived by his wife, Alma (Doupe); daughter, Sarah (Carlyle); sons, Lynn (Helen), Middle Musquodoboit; Tom, Sydney; grandchildren, Sam, Luke, Jessie Lee, and Molly. He was predeceased by grandson, Ben; sister, Margaret; brother, Gerald.

In 1938, he joined the RCN and trained with the RN until 1941. He served in HMS *Renown*, searching for *Graf Spee* in the South Atlantic and engaging battleships *Scharnhorst* and *Gneisenau* during which he lost all his possessions; HMS *Matabele* and *Hood*, leaving that ship just before she was sunk with all hands in battle with the *Bismarck*; HMCS *Ottawa* on convoy duty - year later she was sunk with great loss of life in battle with German submarines; HMCS *Niagara* as XO. In 1943 he briefly commanded the corvette *Long Branch*; destroyer *Algonquin* as XO taking part in raids on German ships, including the *Tirpitz*, and being one of the first ships to open fire in the invasion of Normandy. *Algonquin* completed the war raiding German ships and escorting Allied convoys to Murmansk.

After the war, he attended Naval College, Royal Roads, HMCS *Stadacona*, and NATO Defence College in Paris. He served in naval intelligence, HMCS *Cayuga*; commanded

*Crusader*, *Micmac* and *Fort Erie*, and the 7th Escort Squadron.

Cmdr. Jensen settled in Nova Scotia and illustrated a number of much-loved books, including, *Vanishing Halifax*, *Nova Scotia Sketchbook*, *Last of the Tall Schooners Saga of the Great Fishing Schooners*, and wrote his autobiography, *Tin Hat's, Oilskins & Seaboots*. As President of the Heritage Trust he took part in the campaign to stop the demolition of historic waterfront buildings in Halifax and prepared conceptual drawings of the restored waterfront. He was a member of the board of governors of the first Schooner *Bluenose* Foundation and served more than 22 years on the board of the Nova Scotia Museum and as chairman of the advisory council of the Maritime Museum of the Atlantic. In this capacity, he instigated the acquisition of HMCS *Sackville*, the last corvette remaining from the Second World War, and her restoration to her wartime configuration as a memorial to those who fought and won the Battle of the Atlantic. Earlier this year, he was made a Member of the Order of Canada for his heritage work.

In lieu of flowers, donations may be made to the QEII Foundation or the Canadian Naval Memorial Trust. On-line condolences at: [www.rawalker.ca](http://www.rawalker.ca).

### An Influential Admiral is Remembered

[from the *Maple Leaf*, 26 January 2005]

A team of volunteers honoured the memory of Admiral Percy Nelles, on December 8, with a new display at Maritime Forces Pacific (MARPAF). The former Admiral's dress uniform, which had been lying incomplete in British Columbia's Maritime Museum for years, was finally completed and placed inside a display case in the admiral's office.

The uniform, which he wore as a rear-admiral between 1938 and 1941, is on indefinite loan from the museum. Six months of research led by Commander (Ret) Joe Cunningham and his wife Marilyn, along with



the enlisted help of local naval history enthusiast, Rikki Lambert, allowed the team to find the missing pieces of the uniform and display the accomplishments of one of Canada's most influential admirals.

For a 16-year-old lad from Brantford, Ont., August 1, 1908 marked the beginning of a lifelong career. Percy Walter Nelles enrolled in the Royal Navy in anticipation of the formation and creation of a Canadian Navy that could act independently in the interests of the Dominion and in co-operation with the Royal Navy. He served in Canadian government ships from 1908 until the Canadian government passed the Naval Service Act in May 1910. This legislation provided for the creation of the Royal Naval College of Canada and permitted him to undertake his junior officer training in Halifax.

By the fall of 1913, Sub-Lieutenant Nelles completed the requirements necessary for promotion to lieutenant. SLt Nelles was then appointed to the battleship HMS *Dreadnought* and subsequently to the cruiser *Suffolk* for practical seamanship training. SLt Nelles was promoted to lieutenant, RCN in 1914 and served in RN cruisers in that rank until he was recalled to serve in the Canadian Naval Service Headquarters in 1917. He served as Flag Lieutenant to Vice-Admiral Charles E. Kingsmill through the closing years of the war. In that position, he dealt with the restoration of port facilities after the Halifax explosion, and with Captain Walter Hose who had been assigned to investigate the disaster.

In between war years, Lt Nelles was sent off for Naval Intelligence and War Staff courses with the Royal Navy. In 1925, he was promoted Commander and appointed as commanding officer, Pacific Coast. In 1929, he was sent off to England again for the Senior Officers Technical Course, from which he was able to arrange a sea-going appointment as XO of the cruiser HMS *Dragon*. Their first task was a cruise to Eastern South American ports. No sooner had they arrived on station, when his CO collapsed and died. Cdr Nelles, in the normal course of naval events, took command and completed the cruise.

He was promoted to captain in 1933 and sent off to the Imperial Defence College from where he returned to become the Assistant Naval Chief of Staff to Adm Walter Hose in January 1934. He was promoted to Commodore in July 1934 to become the Chief of Naval Staff (CNS), the first Canadian trained CNS, and the youngest Commodore First Class on the British Empire Navy List.

Promoted to Rear-Admiral in 1938 and to Vice-Admiral in 1941, he had joined a Navy that had no ships and 25 years later, he took charge of a Navy that had only two destroyers. Importantly, he established a national policy that required a Canadian Navy made up of real warships and had implemented that policy in preparation for the Second World War. In reality, the wartime need proved to be much greater than the best achievable peacetime estimate. In large part due to the tireless efforts of VAdm Nelles, the Navy grew to more than 45 000 sailors with 450 ships during the war, a tremendous accomplishment.

The goal of the display is to give MARPAC visitors some insight into Canada's naval history; however, it is only a small part of a much bigger project to give the whole building a naval feel. The team would also like to build a history wall and an achievements wall to highlight the various historic events of CFB Esquimalt and the Canadian military.

Adm Nelles' biography was researched and compiled by Cdr (Ret) Cunningham and Marilyn Cunningham.

#### **Documents to the National Archives of Poland**

At the end of January, Library and Archives Canada held a ceremony to mark the donation of microfilmed documents from the Tadeusz Romer collection to the National Archives of Poland.

The microfilms contain the historical documents compiled by Tadeusz Romer during his tenures as Poland's Ambassador to Japan and to the Soviet Union in the 1930s and 1940s. Some items from the Romer collection will be

on display during the ceremony such as letters from Polish refugees, photographs and documents pertaining to his work in the Soviet Union.

### **Marhst-L: Ten years and still posting**

[from Walter Lewis a co-moderator, MARHST-L [lewisw@hhpl.on.ca](mailto:lewisw@hhpl.on.ca)]

Mon, 29 Nov 2004 17:43:26 -0500 - As of 14:16 Eastern Standard Time (GMT-5:00) MARHST-L is effectively ten years old. The first postings were largely between Maurice Smith and myself, working out some of the kinks. Somehow a subject line with "Test" hardly ranks with "Bless this ship and all who sail in her".

The first Non List Business posting came on 15 Dec 1994. It forwarded an announcement that "A lock of British naval hero Admiral Horatio Nelson's hair encased in a gold compass and a splinter of wood cut from the spot on the warship Victory where he died sold for 6,325 pounds (\$9,880) at Sotheby's on Tuesday." One of the Northesk Collection, the article came with the poster's comment that "It is indeed a sad day for museums interested in British naval history." Had we seen the impact of eBay on the willingness of folks to donate collections to museums, more might well have been said.

Among the earliest postings was one forwarded from Martin Evans with directions for the retrieval of "a new list of naval and maritime museums in Britain". The instructions included a gopher link, as well as anonymous ftp, and a web address.

The first query came, complete with introduction, from Wouter Heijveld at the Maritiem Museum Prins Hendrik in Rotterdam. He was, on that occasion, looking for a study of shiptypes that included those on the Great Lakes. (yes, there were)

By 12 January 1995 the initial efforts at getting the word out had succeeded to the extent that since then rarely has the list gone a day without a posting... or five ... or thirty or ....

From memory, I think the most messages in one day was something in the order of 80.

Not all of them are gems, but at the point I started writing this there were 106,402 postings between the two list archives. Most, although alas, not all, of the messages are intact. The only ones I can recall deliberately having had removed from the archives came early in the days of email viruses.

The MARHSTt-L archives is with over 100,000 posting a rich source of maritime history information on virtually every subject. Many of the subscribers are professionals practitioners of maritime history, commercial shipping, journalists, grad students and authors. There is a very large core of advanced avocational historians whose interests range from industrial archaeology to ship biographies.

The list is owned by the Marine Museum of the Great Lakes and is made possible with the support of Queen's University. The co-moderators, Walter Lewis and Maurice D. Smith are both Members of CNRS. The archive is located at:

[www.marmus.ca/marmus/marhst.html](http://www.marmus.ca/marmus/marhst.html)

### **Re-enactors Event: The Lake Champlain Longboat Voyage June 19 - 26, 2005**

In 1775, as the French and Indian War began to develop into a full-blown conflict, the French moved south by water from Canada along the storied Lake Champlain corridor to build defences against the looming English threat to the south. Key to these defensive preparations was to be the construction, in that year, of the great fortress of Carillon, now known as Ticonderoga at the south end of Lake Champlain. Carillon would be the key to the defence of New France, strengthening existing posts further to the north such as Fort St.-Frederick (Crown Point).

In June 2005, 250 years later, three replica longboats, two American, one Canadian, will sail and row that hundred-mile passage from the north to the site of Ticonderoga, flying French colours and in the clothing and equipment of the year 1755. They will be

manned by re-enactors; men from all walks of life whose avocation is the accurate recreation of past eras in "living history" activities. In a week of traditional seamanship and encampments, the crews will voyage southward through some of America's most storied waters to reach the huge, 1,000-man Grand Encampment of the French and Indian War, to be staged by Fort Ticonderoga. On the voyage, the men will come to grips with the realities of the 18<sup>th</sup> Century seamanship; see the locales of some of the most stirring events in American history; and one another - and themselves - as they voyage deeper into the lake, and the past.

The boats are replica longboats of the 18<sup>th</sup> Century design, ranging in size from 25 feet to 32 feet. They will carry traditional sail rigs, and be rowed by up to eight oars. The boats will fly French colours of 1755, and the crews will wear museum-quality replica clothing of the period. En route, the crews will encamp ashore in 18<sup>th</sup> century fashion, carrying with them as much of their supplies as possible. Modern intrusions will be allowed (such as in hidden safety gear) only to satisfy USCG regulations for small craft of their type. The participant craft are *Le Bizarre*, from Maine; *Skweade*, from New York State, and *La Sorciere*, from Ontario. Some twenty men will make up the crews.

#### **The French Titanic Society's petition to save the SS *Nomadic***

In order to save the SS *Nomadic*, the tender that ferried the passengers of the ill-fated *Titanic* in 1912, the French *Titanic* Society (Association Française du *Titanic* – AFT) organized an on line international petition: [www.petitiononline.com/NOMADIC](http://www.petitiononline.com/NOMADIC)

In just a few days, the petition became an international coalition. Harland & Wolff, the Belfast-based shipyards who built the RMS *Titanic* and the SS *Nomadic*, and their sales manager Mr. David McVeigh strongly support the AFT's petition, publishing on the front page of their Internet site [www.harland-wolff.com](http://www.harland-wolff.com) (see the "News") the commitment and efforts of the Association Française du *Titanic* in order to save the SS *Nomadic*.

*Titanic* societies all over the world, such as the Belfast *Titanic* Society [www.belfast-titanic.com](http://www.belfast-titanic.com), the Canadian *Titanic* Society [www.canadian-titanic-society.com](http://www.canadian-titanic-society.com) and the Scandinavian *Titanic* Society [www.scandtitanic.com](http://www.scandtitanic.com) join the Association Française du *Titanic* and are ready to act and help to save the *Nomadic*. Other *Titanic* societies are just about to join the group.

The international petition opened on 16 Dec 2004 and already gathered over 500 signatures from all over the world and hundreds of messages were received to support the action.

The Association Française du *Titanic* was founded in 1998 (officially registered by the *Journal Officiel* on the 21 March 1998) by a group of people who were very interested in the RMS *Titanic* and her owner the White Star Line. One of the aims of the group, added to the effort to save the SS *Nomadic*, is to research, save and promote the memory of the links between the RMS *Titanic* and France: her French passengers and crew members, famous people who boarded in France, but also ships and places linked to her story in France.

[www.nomadic.fr.st](http://www.nomadic.fr.st)

#### **Maritime Britain**

*by Alex Naughton*

[Editors' Note: this was first posted on the "Historic Vessels" e-mail list in October 2004, and Alex Naughton has been kind enough to contribute this slightly more detailed version]

#### **UK Maritime Heritage – Key Issues of Concern**

- Maritime heritage attractions tend to work in isolation rather than as a united movement, network or industry.
- Need for a well resourced maritime "English Heritage" or "Heritage Railway Association" to provide national coordination and voice.



- Need to follow the example of the UK Heritage Railway industry.
- Insufficient Funding and Resources, over-reliance on private entrepreneurs, government funding and Heritage Lottery Fund.
- Need to help find viable long term sustainable uses for historic ships
- Potential to be key part of the UK tourism industry is unrealised.
- Lack of Conservation Plans
- Lack of Business Planning and commercial awareness
- Lack of development stage support for projects.
- Need for statutory or more formalised protection for historic vessels
- Although important there is an overemphasis perhaps on national icons
- No Planning for Future Preservation – Historic Ships Reserve List
- Interpretation of historic vessels needed
- Community Outreach and education.
- Berth Planning
- Marketing and Promotion
- Insufficient sources of information, guidance and advice
- Lack of appropriate historic vessel restoration facilities – shipyards etc and associated manpower and skills. Need to recognise the role that UK shipyards could play in maintaining our maritime heritage, and our key shipyards should be safeguarded and kept in operation.
- Need to learn from experience in other countries around the world.

- Importance of maritime heritage needs the recognition that it deserves
- Need to encourage young people's involvement as they are the future, perhaps need a rep. on the proposed National Historic Ships Unit?

Maritime Britain website  
([www.maritimebritain.org.uk](http://www.maritimebritain.org.uk))

- Key role in promoting and marketing Britain's maritime heritage to present and future generations.
- Highlights the diversity and quality of Britain's maritime heritage, over 400 attractions could have important role in UK tourism.
- Raises awareness of importance of maritime heritage
- Raises awareness about Historic Ships at Risk
- Looks to the future and develops a Historic Ships Reserve List

Britain's transport heritage deserves greater recognition and protection than is currently afforded to it. Railways, Ships and Aeroplanes are as much a part of Britain's heritage as the Built and Natural Heritage of our great nation. At the moment the protection and celebration of our railway heritage is much more advanced (by about 40 years?) than that accorded our maritime and aviation heritage. Need to recognise the important contribution that transport heritage can and does make to Britain's tourism. We need to be more positive and celebrate and honour our transport heritage and so acknowledge the wider positive benefits it can have.

Some UK Heritage Railway Facts:

*"Railway preservation is no longer a movement of dedicated railway enthusiasts; it is a big and growing industry and a key factor in tourism programmes in many areas. From the Great Little Trains of Wales which feed*

hundreds of thousands of visitors into the remoter and lovelier parts of the Principality to busy commuter lines such as the Paignton & Dartmouth Railway, so called Heritage Railways are thriving and thrusting in all directions. The strength of the industry is that it is keen to co-operate with other organisations for filming and PR work, movement of freight and special traffic, hospitality and simple days out. Special catering arrangements, from neo banquets to cream teas, are available on the trains of many railways. Heavy engineering workshops are available for outside work and the railways themselves are often able to provide facilities for main line manufacturers and operators for tasks and tests which would be impossible or at least inconvenient on the main system. The Heritage Railway Association promotes its members, provides central coordination and ensures the safety of all its operations.

There are 108 Operating Railways and 60 Steam Centres operating throughout the UK and Eire. Total route mileage is 384 miles with 279 stations. This is greater than the London Underground system and would exceed the distance between London and Glasgow. New railways & planned extensions to existing railways could increase this total to 600 miles.

During 2002, heritage railways received 5.4 million visitors of whom 4.6 million rode on our trains. This resulted in 12 million passenger journeys and 1.7 million passenger train miles. Heritage railways earned 39 million pounds, 60% of this being from train journeys, 15% from catering, 14% from shops and the remaining 11% mainly from workshops and charter trains.

Heritage railways directly employ 1,099 people and also benefit from the work of 11,636 volunteers. This is equivalent to 1,880 full time staff. Maintenance, repairs and new builds of locomotives and other rolling stock is carried out in 180 workshops.

Around 700 locomotives are in operational condition at any one time, and many of those not currently operational are

undergoing routine overhauls or being restored from scrap yard condition."

This is certainly a successful model to perhaps highlight as a best practice example for the maritime heritage movement and encourage its adoption. Yes historic ships tend to be larger and therefore more expensive but it can be done. If maritime heritage is ever going to be successful in the long term it will have to stop being an amateurish enthusiast movement and become a commercial, business like industry as an integrated part of the tourism industry.

This is the future for the UK maritime heritage movement and we need to act.

Think positive and be innovative.

### **Maritime Provinces Steam Passenger Vessels**

*by Robin H. Wyllie*

#### **S. S. Westport II / Mikado**

##### *Specifications:*

Official Number:	103703
Builder:	J. McGill, Shelburne, Nova Scotia
Date Built:	1896
Gross Tonnage:	80
Overall Length:	82 feet
Breadth:	18 feet
Draught:	7.7 feet
Engines:	16 h.p.
Propulsion:	screw

##### *History:*

The village of Westport, Nova Scotia, is situated on Brier Island, opposite Freeport on Long Island, at the tip of Digby Neck, a long peninsula lying between the Bay of Fundy and St Marys Bay.

By the late 19<sup>th</sup> Century, on account of the rich herring and lobster fisheries in the surrounding waters, processing and packing plants had been established in a handful of villages with good harbours along the rocky shore. Like most outport villages, their

prosperity depended upon a reliable transportation system, in this instance, between Island ports and Yarmouth, where most of their fishery products were trans-shipped to the lucrative Boston market, and Saint John, the region's major commercial and manufacturing centre.

By the early 1800s the islanders had become disenchanted with both the intermittent service and the freight rates being charged by the Yarmouth-based Hugh B. Cann & Co. and decided to rectify the matter.

In 1885, Gohegan W. Frost, acting on behalf of a group of Westport businessmen, ordered a little 63-ton wooden steamer, the *Alameda*, from a yard in Arcadia, just outside Yarmouth in Chebogue Harbour. Although only 66.6 feet in length and fitted with a ten horse power engine, the vessel appears to have been an immediate success in establishing a profitable service between the islands, Digby Neck and mainland Digby County ports.

Business was so good that, in 1892, the Insular Steamship Company was organized under the Presidency of Sinclair T. Payson, the owner of a Westport department store, and an 80-ton, 13.5 hp vessel, to be named *Westport*, was ordered from Thibodeau's yard in Meteghan.

*Westport* was placed on a weekly run between Westport and Saint John, the region's main commercial centre, and, in between times, on the *Alameda*'s old run to Yarmouth via Weymouth and other St Marys Bay ports.

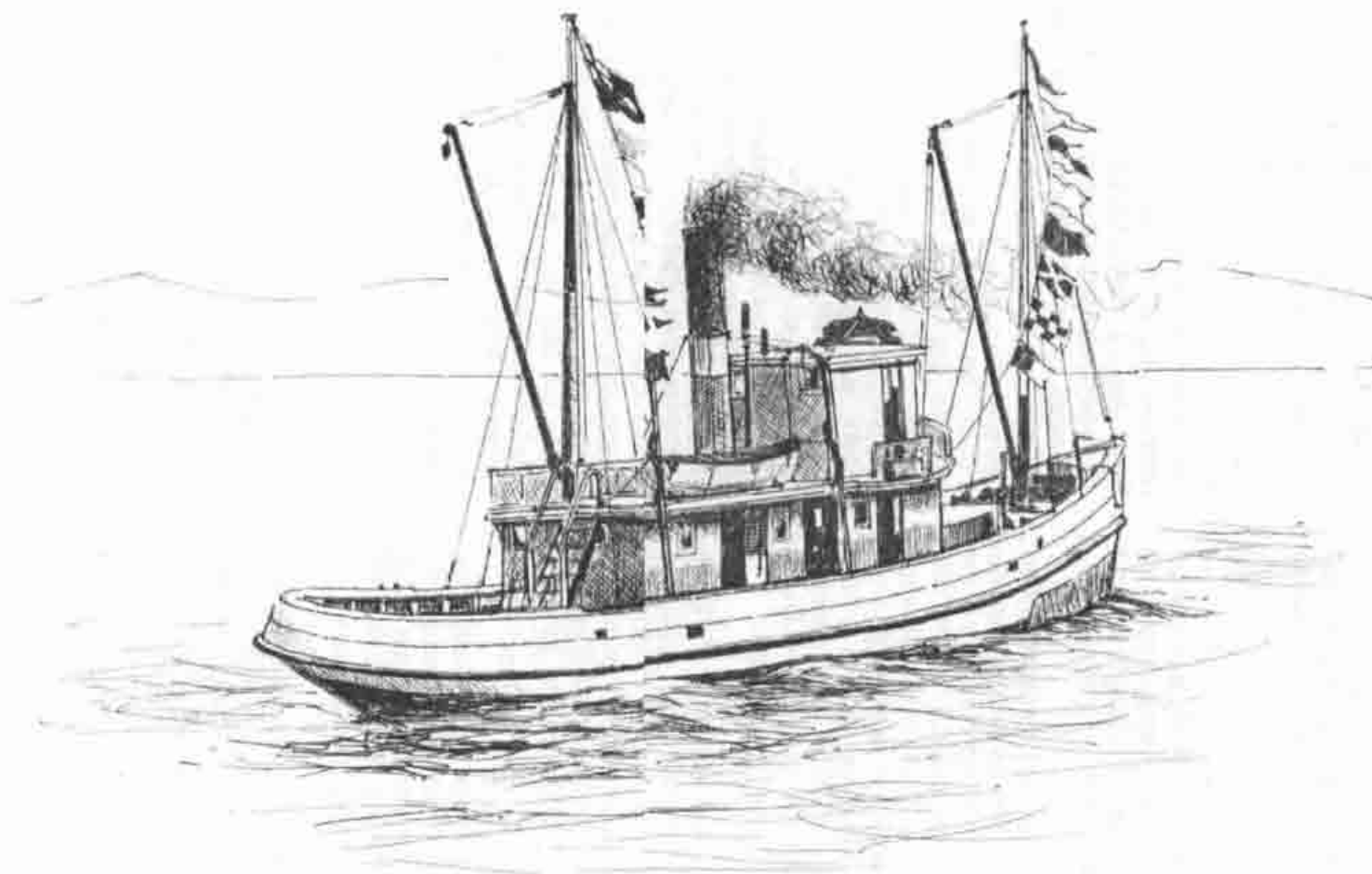
In 1896, a second, slightly larger vessel, with a more powerful 16 hp engine was ordered from McGill's yard in Shelburne. The new vessel, named *Westport II*, was delivered within months and was advertised as having steam heat throughout, "airy" passenger accommodations and a cargo capacity of two hundred barrels. Three years later, the older vessel was sold to Hugh B. Cann & Co., renamed *Percy Cann* and placed on a twice-weekly run between Yarmouth and South Shore ports.

In the meantime, under the command of Captain Bayard Powell, *Westport II*'s summer schedule showed her leaving Westport every Monday morning to connect with the Dominion Atlantic Railway at Weymouth, and calling at Freeport, Tiverton, Little River, Mink Cove and Sandy Cove. The vessel remained at Weymouth overnight, returning by the same route on Tuesday morning. On Wednesdays, she left at six am for Weymouth and Yarmouth, returning upon the arrival of the Eastern Steamship Lines Boston boat; and on Thursdays she left for Saint John, where she remained overnight, returning at noon on Friday.

The vessel maintained this busy schedule until 1906, by which time it had become apparent that she was no longer large enough to handle the booming traffic and she, in turn, was replaced by the much larger 140-ton *Westport III*.

*Westport II* was purchased by Charles T. White, the owner of a large sawmill at Apple River on the desolate Nova Scotia shore of Chignecto Bay. She was to be used as a tug to assist lumber ships entering Apple River and also to provide transportation for his workers between the mill and his lumberyard in Alma, across the Bay in New Brunswick. At that time, Alma was the terminus of the Albert Southern Railway, a branch line which connected with the Intercolonial Railway at Painsec Junction outside Moncton.

The vessel was renamed *Mikado*, after the title character of a popular Gilbert and Sullivan operetta and although White had not obtained a passenger permit, she was delivered in time to convey his employees, their families and friends, by head count, in excess of one hundred passengers, on the annual company picnic. This excursion carried the party from Alma to Apple River, thence to Cape Chignecto and across the mouth of the scenic Minas Channel, past the mysterious Ile Haute to Harbourville on Nova Scotia's rugged Fundy Shore.



SS. MIKADO

ROBIN H. WILLIE 2004

*SS Westport/Mikado.* an interpretation of the vessel's appearance based upon her photographs in the collection of the author.

There is no further mention of the vessel until 1916, by which time World War One was having a major effect on the economy of the region. Specifically, the market for fishery products had become almost non-existent and a majority of the able-bodied men had either joined the army, or moved to better-paying jobs in the mainland shipyards and manufacturing plants.

As a result, in 1915, the Insular Steamship Co., which was no doubt operating at a loss by this time, either sold or leased *Westport III* to the Customs Preventive Service, possibly as a replacement for one of their larger vessels, such as the destroyer-like *Margaret*, which had been transferred to the Navy for use as a coastal escort.

To replace her, Cann Co. interests purchased *Mikado* from Charles White and put her back on her old run between Westport and St Marys Bay ports. She might also have covered the Yarmouth and Saint John sailings, but she did not last long. On a relatively calm day in September 1916, on leaving Tiverton, the man at the wheel ran her aground at high tide on the reef lying between Petit Passage and the Bay of Fundy, and there she remained until heavy swells broke her in two.

Luckily, there was no loss of life. Passengers and crew were safely evacuated and, in keeping with tradition, Captain St. Clair Cann of Westport was the last to leave the vessel. Local tradition has it that he was immediately preceded by a young lady whom he had been entertaining in his cabin at the time of the mishap. This romantic rumour gained a certain amount of credence when the Board of Enquiry into the sinking revoked Captain Cann's ticket.

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### HMCS Haida

by Daniel Salisbury

*Editors' Note: The 2005 CNRS Conference to be held in Hamilton Ontario will feature a visit to HMCS Haida. What follows is a special report. Daniel Salisbury is working on a Master's Degree in History at Queen's University at Kingston.*

It was a bright, breezy, late-summer day when the Tribal-class destroyer HMCS *Haida* was slowly towed into Hamilton harbour and moored to the jetty at the city's Naval Reserve Division, HMCS *Star*. That day—30 August 2003—celebrated *Haida*'s triumphant return from a badly-needed, year-long refit in Welland, Ontario. However, the date was significant for another reason: it also marked the 60<sup>th</sup> anniversary of the ship's commissioning into the Royal Canadian Navy (RCN) on 30 August 1943. I was privileged to be aboard *Haida* that day as part of the crew tasked with firing the gun salute for the thousands of spectators crowding the shoreline of Hamilton's Bayfront Park. It was truly heartening to see just how much public and official enthusiasm there was for this venerable old ship, now repaired and



gleaming in a fresh coat of two-tone grey paint.

Although *Haida* did not re-open for public tours until the summer of 2004, the fact that over 50,000 people visited between June 25<sup>th</sup> and October 3<sup>rd</sup> seems proof that interest in Canadian military history is alive and well. It is artifacts like *Haida* that feed this interest and contribute to a better understanding of Canada's proud military history. For naval historians, HMCS *Haida* represents much of the Canadian naval experience, all wrapped up in a single ship. Whereas HMCS *Sackville* in Halifax is a wonderful memorial to the Battle of the Atlantic and Canada's escort fleet—the so-called “Sheep Dog” navy—of the Second World War, *Haida*'s story covers a much broader and more diverse span of this nation's naval history. From bureaucratic issues of pre-war RCN fleet planning to daring tales of Arctic convoys to Russia, and from hunting German destroyers in the English Channel to hunting Communist supply trains along the Korean coast—HMCS *Haida* embodies it all. Indeed, the fact that so much of Canada's rich naval history between the mid-1930s and the mid-1960s is contained in one ship makes *Haida* both a priceless artifact and an educational resource of inestimable value, for the dedicated naval historian and the interested citizen alike.

Canada's acquisition of Tribal-class destroyers grew out of the RCN's pre-Second World War desire for a balanced, “blue-water” fleet. The Tribals, of which 27 were eventually built for the British, Canadian, and Australian navies, were the most technically-sophisticated destroyers of the late-1930s. Displacing over 2,700 tons when fully loaded, capable of speeds in excess of 36 knots, and packing a mighty punch in their main armament of torpedoes and 4.7-inch guns, historians have called the sleek, narrow Tribals “magnificent in appearance, majestic in movement and menacing in disposition.”

Assigned pendant number G63, HMCS *Haida* was the third of four Tribals built for the RCN in the United Kingdom during the Second World War. Following work-ups and training, *Haida* was based at

Scapa Flow, from which she helped escort Allied merchant convoys to the Russian port of Murmansk. In January 1944, *Haida* was based at Plymouth as a member of the Anglo-Canadian-Polish Tenth Destroyer Flotilla, whose primary task was to sweep the English Channel clear of any German warships in preparation for the D-Day landings in June. During this period, *Haida* earned the distinction of sinking more enemy vessels than any other ship in the RCN. After finishing the war patrolling the Arctic and Norwegian coastal waters, *Haida* began refitting for Pacific service; however, the war against Japan ended before the refit was complete and *Haida* re-commissioned in 1947, based at Halifax.

While on exercise near Bermuda in November 1949, *Haida* rescued the pilots of a downed American bomber, earning much praise from US authorities. Decommissioned in 1950, *Haida* underwent a major, 2-year conversion refit in which she was transformed into a Destroyer Escort (DDE), sporting new, multi-purpose guns, improved ASDIC and fire-control equipment, anti-submarine mortars, and a new pendant number, DDE 215.

Re-entering service in March 1952, *Haida* was the first Canadian vessel to commission under Queen Elizabeth II. Two tours of duty in Korean waters followed (1952-1954), during which *Haida* became a member of the “Trainbusters’ Club” while using her radar-assisted guns to destroy North Korean supply trains running along the coast. With the end of hostilities in Korea, *Haida* returned to Halifax and joined the Canadian Atlantic Fleet, conducting anti-submarine patrols alongside NATO naval forces until 1963, when age and mechanical unreliability necessitated her retirement.

Saved from the cutters' torches by a group of naval enthusiasts in Toronto in 1964, *Haida* was eventually taken over by the Government of Ontario and moved to the newly-constructed Ontario Place waterfront park in 1971. After 31 years as a museum and tourist attraction in Toronto, Parks Canada

acquired *Haida*, announcing that the ship would receive a desperately-needed \$5 million refit and would be subsequently relocated to Hamilton, Ontario as a national historic site and waterfront attraction. While work continues to restore *Haida's* interior spaces to their original appearance, all Canadians—and especially those of us passionate about Canadian naval history—can be thankful for the efforts of Parks Canada and the Friends of HMCS *Haida*. Their ongoing commitment to preserving this precious piece of 20<sup>th</sup> century history will ensure that future generations will have the opportunity to walk through the world's last Tribal-class destroyer and Canada's most-decorated warship: HMCS *Haida*.

For an excellent and thorough recounting of HMCS *Haida's* service in the RCN, see Barry Gough's *HMCS Haida: Battle Ensign Flying* (Vanwell, 2001).

### Bucknam Pasha – A Nova Scotian in the Ottoman Service

by John Guard

In a 1988 article in *Nova Scotia Historical Review*<sup>1</sup> Ann Doull sought '... to make available in English information from Turkish sources concerning Ransford D. Bucknam, the fisherman's son from Nova Scotia who became an admiral in the Imperial Ottoman Navy'. As she observed, there are considerable problems in researching original Turkish sources dating before 1928. In that year Atatürk commenced his policy of language reform, replacing the Arabic alphabet with a modified Latin one and initiating a process, continued to recent years, of 'purifying' the language by replacing foreign (mainly Arabic and Farsi) words with ones of Turkish root. This policy had many advantages but it means that now only a limited number of specialist scholars can understand old books and documents. This author acknowledges his debt to Doull's research but presumes to comment on and

expand it somewhat in the light of his own experience and research.

There are various accounts of Bucknam's life and, as Doull remarked, '*Nova Scotians have begun to weave a web of legend*' around it. Some include voyages to the South Seas, piracy, mutiny, even buried treasure – in fact just about everything one might find in a rather corny maritime adventure story. We do not know if Bucknam originated any of these stories but they do leave a feeling that perhaps he tended to 'shoot a line'.

The first reliable source on the details of his early life is *Canadian Men and Women of the Time* (H.J. Morgan, Toronto 1912)<sup>2</sup>. This was similar to the British *Who's Who* and presumably was compiled in a similar way, the editor(s) decided who was to be included and those chosen were sent questionnaires and thus effectively wrote their own entries. Only the most obviously erroneous statements would be deleted. Thus it is likely to be accurate in basic facts but some aspects of a subject's life might be excluded or exaggerated.

Bucknam's entry states that he was born in Hantsport, Nova Scotia, in 1869, son of Ezra Taylor and Isabella (Roscoe) Bucknam. When he was an infant his family moved to near Bucksport, Maine, where he was brought up. In January 1904 he married a Philadelphia lady. It may be noted at this point that, as will become clear, he must have become a US citizen, presumably with his parents, when a boy.

The same source tells us that he went to sea at the age of 14 (that is in 1883), had commanded sail and steam merchant ships on the Atlantic and Pacific coasts and in the Great Lakes. He had also '*served as Superintendent in the American Steel Barge Co., New York; Superintendent, Pacific Mail Steamship Co., Panama; and Superintendent, Cramps Shipyard, Philadelphia*'. While

<sup>1</sup> NSHR Vol. 8 No.2 (1988) *Bucknam Pasha*, hereinafter referred to as (Doull).

<sup>2</sup> Hereinafter (Morgan).

working for Cramps he acted as 'trials commander' for the battleship USS *Maine* in 1902 (that is he was master for the contractors' sea trials before the ship was accepted by the US Navy). In the following year he carried out the same duty in the Ottoman cruiser *Mecidiye* and later was in command of the delivery crew which steamed the ship to Constantinople and handed her over to the Ottoman Navy in December 1903<sup>3</sup>.

If Bucknam's entry is to be believed, he had come a long way in the twenty years since he first went to sea as a boy. The American Steel Barge Co. was quite small. It was established in 1893 to construct and operate a new, and in the end not very successful, type of vessel (whalebacks) on the Great Lakes. It is possible that a very young master might have been a 'superintendent' in this new company. The Pacific Mail Co, however was a much bigger organisation, no doubt he was one of their masters but one might doubt such a young man being in a very senior position. The company was much involved in shipping men and supplies to the Yukon gold rushes of the 1890's. Most ships in that trade lost men from their crews through desertion to the goldfields; desertion is technically akin to mutiny and this may have been the basis of some Bucknam stories.

'Superintendent' seems to be rather a rather misleading name for his post in Cramp's shipyard but the master for trials of a battleship was a responsible job, as was the delivery of the *Mecidiye* to Turkey.

It is necessary at this point to explain the background to the Ottoman Navy's purchase of the cruiser.

Sultan Abdül Hamid II came to the throne in 1876 as the result of a coup organised by progressives who demanded the formation of a parliament and the adoption of a constitution. Abdül Hamid accepted the

throne on these terms but within a short time dismissed the parliament, suspended the constitution and thereafter ruled as despot until the 1908 revolution. He became paranoid about his own safety and ruled from a secluded palace complex from which he seldom emerged. The navy had played a part in the coup which ousted his predecessor and he was determined not to allow it the chance of doing the same to him. Soon after his accession he ordered all ships to be moored in the Golden Horn and most of their weapons and ammunition landed. Incredibly, the ships lay there for over twenty years with the inevitable results; they rusted and decayed and their crews declined into slothful indolence and ignorance while their senior officers indulged in racketeering.

In 1897 there was a brief war with Greece in which the navy demonstrated its worthlessness and Abdül Hamid was at last forced to admit that something had to be done about it. He initiated a modernisation programme. The story of this programme and the associated political intrigues and financial manoeuvring is of Byzantine complexity<sup>4</sup> but fortunately only a very small part is relevant to this article.

In 1896 the Sultan had instigated a pogrom against his Armenian subjects, which caused international outrage. The United States demanded that the Ottoman Government pay compensation to the US citizens affected. When this demand was rejected relations between the two countries became very strained, at one stage the US Government sent a cruiser squadron to the eastern Mediterranean and threatened to extract the money by force. Eventually, after much haggling and horse trading it was tacitly agreed that the US Government would not press their claim if a cruiser were ordered from a US shipyard and the price adjusted upwards to allow the victims to be compensated from the excess – or perhaps it

<sup>3</sup> Doull gives the delivery date as July 1903, quoting *Janes Fighting Ships 1944/45*, but this is incorrect.

<sup>4</sup> See *The Ottoman Steam Navy 1828-1923*, Langensiepen and Güleriyüz, London, 1995. Hereinafter (OSN).

would simply be made known that this was the case. Whatever the truth, it was a very 'political' order.

The ship ordered was *Mecidiye*, built by Cramps of Philadelphia, laid down November 1901, completed 1903. A similar ship, *Hamidiye*, was ordered from Armstrong Whitworth in Newcastle, England, and completed April 1904. A third was to have been built in Italy but the Ottoman Government defaulted on payments and it was cancelled. The normal rule in shipbuilding is 'buyer collects' – that is, after witnessing successful trials Ottoman crews should have accepted the ships and steamed them to Turkey. The problem was that after so many years of total neglect the Ottoman Navy could not produce even skeleton steaming crews capable of undertaking such voyages. Accordingly, both builders delivered their ship to Turkey -- for a fee of course. Bucknam was master of *Mecidiye* for this voyage, as he had been for the ship's trials, and anchored her in the Golden Horn in December 1903. The ship was accepted and commissioned in the Ottoman Navy within the month.

From the time of his arrival in Turkey we have other sources on Bucknam than the entry in *Men and Women of the Time*. These are sparse but well authenticated and reliable. They add up to an intriguing story but also give rise to more questions than they answer. The sources are, in no particular order:

- a. Extracts from Turkish archives and comments by a Turkish naval historian obtained by Doull.
- b. A brief but useful mention in Lord Kinross's *Atatürk - The Rebirth of a Nation* (London, 1964). The author confuses the two cruisers *Mecidiye* and *Hamidiye* but this amounts to no more than a misprint and, given that it is a very minor footnote in the work, the passage gives an impression of authenticity. Unfortunately, as always, he is annoyingly unspecific in his attributions and references.

- c. In the years before WWI the major maritime powers each maintained small warships as *stationnaires* (permanent guardships) attached to their Constantinople embassies. The British was HMS *Imogène*, that of the USA USS *Scorpion*. The ships spent most of their time berthed in close proximity to each other, their officers met and indulged in naval gossip<sup>5</sup> and they were well acquainted with local naval and diplomatic affairs. A report by Commander Taylor, Commanding Officer of *Imogène* in the Public Record Office, Kew, and reprinted in the official *British Documents on the Origins of the War 1898-1914* (referred to below as *(Taylor)*) is likely to be authentic.

There is some confusion about precise dates between these sources but not sufficient to be important.

Not long after his arrival in Constantinople, probably in April 1904, Bucknam was received in audience by the Sultan for about half an hour accompanied by the American ambassador. As a result of this he was appointed naval advisor to the Sultan and made responsible for training with the rank of commander in the Ottoman Navy. He was also made an honorary ADC to the Sultan. Three years later, in 1907, he was promoted to rear admiral, became a pasha and was appointed Inspector General of the Navy<sup>6</sup>.

Pasha was a title which went with certain high level appointments in the Sultan's (i.e. government) service and was retained when the holder no longer held the office. All generals and admirals were pashas but not all pashas were generals or admirals, many were civilians. Foreign nationals in the army, navy, gendarmerie and other branches of government service were not uncommon and a number of them became pashas. In the 19th

<sup>5</sup> Unfortunately, their sailors tended to meet ashore and brawl!

<sup>6</sup> Doull and Morgan.



Century three Royal Navy captains served as admirals in the Ottoman Navy and other Royal Navy officers served in lower ranks. One, Sir Henry Woods, was a Royal Navy lieutenant when he transferred to the Ottoman Navy as a commander, in 1904 he had long since ceased active naval duty but was still in Constantinople as a vice admiral and royal ADC<sup>7</sup> and in theory a naval advisor. Commander von Hofe of the Imperial German Navy served as naval advisor around the turn of the century and was given the title pasha. Where Bucknam was unusual, if not unique, was in his being enlisted personally by the Sultan after a very brief interview and in his subsequent very rapid rise.

As both the Turkish archives and Taylor's report refer to him quite definitely as being retired from the USN, he presumably claimed so to be.

At this stage the story becomes more intriguing.

Taylor reported Bucknam's royal audience and stated that he owed his Ottoman appointment to his reporting to the Sultan some irregular financial dealings by Cramps over the *Mecidiye* contract. He also reported that he and another American called Redland, who had been his assistant for the *Mecidiye* delivery, each took command of two small scout cruisers for their delivery from the Germania yard in Kiel and that Bucknam exposed some financial skulduggery in that contract also. Given the tortuous nature of the financial arrangements with both yards<sup>8</sup>, it would certainly not have been difficult at least to persuade Abdül Hamid that there had been double dealing, that is what he wanted to hear and it would have been in character for him as a result to favour a new found and apparently trustworthy advisor.

<sup>7</sup> In his two-volume memoirs he wrote of many foreign officers in the Ottoman service but unfortunately did not mention Bucknam. There being no letter 'W' in the Turkish language, he was known as Vuds Pasha.  
<sup>8</sup> (OSN).

But there is more to this story.

*Mecidiye*, unlike her near-sister *Hamidiye*, was a thoroughly bad ship with serious stability problems<sup>9</sup>. Years later, during WW1, the German Naval Mission finally traced the source of these to a very basic construction fault in the incorrect installation of the boilers<sup>10</sup>. Apparently, the problem was so serious that she required very careful handling and water ballast had to be taken in as coal was consumed. During contractors' trials ships usually carry only enough fuel for the duration of the trials and are without ammunition, most stores or full crew. In other words, they are in very light condition. One would expect Bucknam to have realised at once that there was a stability problem during trials, he certainly must have done during the transatlantic delivery. Yet the Turks accepted the ship, apparently without question at this stage. Did Bucknam not tell them of the problem until he had consulted with Cramps? Did he consult with the shipyard by cable? Two Turkish lieutenant commanders had stood by the ship while it was under construction and must have been on board for the trials and delivery. Did they not notice the problem? They must have known that Bucknam had ordered unusual ballasting en route as coal was consumed. Perhaps they feared (with some justification) that they would be blamed, kept quiet and hoped for the best. One can only speculate about the true story.

Bucknam arrived in Constantinople with the ship – and doubtless great relief – in December 1903. In January 1904 he married a Miss Rose Thayer of Philadelphia, presumably in that city. Three months later he was received by the Sultan.

Had he told the Turks about the problems with the ship on arrival they would not have accepted her. He must have returned to Philadelphia to consult with Cramps.

<sup>9</sup> *Ibid.*  
<sup>10</sup> Although it seems unlikely that this was the only problem.



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Suppose that there was then a confrontation, even blackmail on his part, in which he was the loser so returned to Constantinople on his own initiative to 'blow the whistle' on his employers and be rewarded by the Sultan? That theory does not 'work'.

Abdül Hamid was a complete despot who delegated little to his ministers. For any important business foreign ambassadors had to seek an audience with him and this was a notoriously difficult and slow process. The Sultan certainly did not normally receive lowly seafarers and the like. The American ambassador at the time was TG Leishman, a very experienced and capable career diplomat – he was certainly not likely to be deceived by Bucknam. There is no question that the subject of this audience was important Ottoman/US intergovernmental business and Bucknam was part of it.

Only one credible answer suggests itself. The US had been using (very costly) strong arm tactics against the Sultan over a very small amount of compensation (£22,000<sup>11</sup>) in connection with the Armenians, largely for reasons of internal US politics. The result was a complicated financial deal. As far as the US public was concerned, their government had taken a firm line, the Sultan had backed down and a US shipyard in a politically important city had been awarded a valuable contract. Now the whole deal might unravel and the Sultan had every chance to regain the initiative. The US public, the world, would know that *Mecidiye* was what we now call 'a turkey' (aptly or inaptly!) – a presidential election was a few months away and President Theodore Roosevelt was

<sup>11</sup>

OSN) This may have been Turkish Gold Lira, which was worth about 20% more than the £ sterling.

seeking re-election. The Ottoman Treasury was always chronically short of money. Was there a secret deal? Did the Sultan keep quiet and keep the cruiser in exchange for his money back (plus)? If there was a deal, Bucknam must have been part of it, perhaps to train the Ottoman officers in how to handle their difficult new acquisition.

There are two other pointers towards this theory. Firstly, Kinross hints that when first engaged by the Sultan he was in effect, but not in theory, '*in charge of Hamidiye*'. Secondly, Bucknam was very popular with the Ottoman officers. He was clearly a very likeable character ('engaging' is Kinross's word) but perhaps also he had also saved them from disaster with *Mecidiye*<sup>12</sup>.

Cramps shipyard is now defunct and perhaps its archives are lost. The relevant US Government archives must still exist and may hold the answer.

For his first two and a half years in the Ottoman service Bucknam had as his personal liaison officer and interpreter a very bright young lieutenant, Hüseyin Rauf, who was to become famous. He took *Hamidiye* on prolonged raiding sortie in the eastern Mediterranean and Red Sea in 1913 during the Balkan Wars, which made the headlines throughout the world. In later years he went into politics, took the surname Orbay and eventually became prime minister. He was an early supporter of Atatürk but subsequently serious political differences developed between them and Rauf was exiled for many years. He was an outstanding officer but in 1904, like his contemporaries, almost devoid of experience. He must have learned much from Bucknam.

In 1908 came the revolution which brought the Committee for Union and Progress (CUP) to power and the end of

despotic rule by the Sultan. One of the first actions of the new constitutional government was to 'investigate' Abdül Hamid's special appointees such as Bucknam. He probably survived this because he was generally popular with the Ottoman officers and particularly with Rauf, who was already becoming prominent in the CUP.

Another early move by the new rulers was to obtain the services of a British Naval Mission led by a rear admiral to supervise the rejuvenation and modernisation of the fleet. They arrived in spring 1908 and remained, with individuals changing, until the outbreak of war in 1914. This author has made an extensive study of this mission and its extensive related records and nowhere does Bucknam Pasha get so much as a passing mention. This is hardly surprising, with such a formal mission in place there could hardly be room for another rear admiral – with no naval experience!<sup>13</sup>

On the other hand, according to the Turkish sources found by Ann Doull, in 1958 Rauf emphasised that Bucknam's service in the Turkish Navy was continuous from 1903 until his death in 1915. As we shall see, there are other indications that it was not. In 1958 Rauf was an old man and much had happened in his life, he may have been mistaken. There were a number of government organisations wherein Bucknam's experience would have been useful – the national shipping line, the Bosphorus passenger ferry company, the

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<sup>12</sup> In 1915 *Mecidiye* struck a mine in the Black Sea and was abandoned but later salvaged by the Russians and put into service as *Prut*. She was scrapped after WWI.

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<sup>13</sup> The third, and last, Head of the British Naval Mission was Rear Admiral Arthur Limpus. He was a 'squirrel' and seems never to have thrown anything away, there are numerous boxes of his personal papers in the British National Maritime Museum at Greenwich. These include much material on the South African War (where he served with distinction in Naval Brigades) and developments in naval gunnery (he was a specialist and a disciple of Sir Percy Scott). Unfortunately, all that remains of his years in Turkey is a small personal diary of his wife. Clearly, when the mission had to leave suddenly in September 1914 and the embassy closed shortly thereafter, all the rest was burned.

Constantinople harbour authority, etc., and he may have been employed in one of these.

He was to earn the gratitude of the Turks at least one more time.

In 1911 Italy declared war on the Ottoman Empire, invaded the provinces of Tripoli and Cyrenaica (now Libya) and occupied the Dodecanese Islands. In Libya the Italians soon controlled the coastal areas and main towns but the Senussi arabs of the interior remained loyal to the Sultan and waged a successful guerrilla war against the invaders. The Ottoman Government wished to send them arms and ammunition. The obvious way would have been overland through Egypt but Great Britain, along with the other European powers was observing, a policy of strict neutrality and refused permission, even though Egypt was still (very) nominally a part of the Ottoman Empire ruled by the Sultan's viceroy. The only answer was to send the arms by sea but the collection of antiquities which still comprised the Ottoman fleet could do nothing against the powerful Italian Navy and nearly all Aegean islands were now held by Italians or equally unfriendly Greeks so that sea was effectively closed to Ottoman steamers of any size.

The only answer was to hire blockade runners, vessels and crews, preferably ones that were, or could pass as, neutral. Blockade runners are mercenaries and, like all mercenaries, can usually be found, at a price.

Bucknam volunteered. In December 1911 he signed a ten-clause contract to run 50-60 tons of arms and ammunition from Tripoli (Lebanon)<sup>14</sup> to a point on the Libyan coast near the Tunisian border. The contract price was £10,300 with a further £2,000 after delivery<sup>15</sup> for one shipment, with the possibility of more.

It is worth considering this contract in some detail. 50-60 tons is not very much and requires only a small vessel. The Aegean was full of caiques well suited for this sort of tonnage but at the time all were sailing vessels without auxiliary engine and an American registered caique would, to put it mildly, stand out! The contract price is enormous for those days. It certainly includes the charter of a vessel and may include its purchase. Nowadays, around the world there are many ships and smaller vessels of convenience registry and dubious (and doubtful) ownership available for such work but things were different in 1911. The majority of the world's merchant shipping was British registered and would not touch such a charter, neither, for different reasons, would Greek or Italian ships, owners or crews. That did not leave much! The inference is that Bucknam succeeded with at least one run and perhaps more. He may have bought a steam yacht. With a genuine American captain and any sort of crew this could pass inspection and have good resale value.

Interesting to speculate, but we do not know. We may note that his negotiation of such a contract proves fairly conclusively that he was at this time no longer a rear admiral in the Ottoman Navy. In it he is described as 'an American national'.

As is well known, on the arrival of the German ships *Goeben* and *Breslau* in Constantinople in August 1914 the German Navy supplanted, and greatly surpassed, the British Naval Mission. The story of the Ottoman Navy effectively under German command throughout World War I is chronicled in minute detail in *Halbmond und Kaiseradler, Goeben and Breslau am Bosphorus 1914* (Langensiepen, Nottelmann & Krüsmann; Verlag E.S. Mittler 1999). In this work also there is no mention of Bucknam, but this is not surprising, it was some years after his rather tenuous connection with the Ottoman Navy and he was within a few months of his death so may have been in poor health.

<sup>14</sup> As distinct from Tripoli (Libya). Lebanon did not then exist and the port was in the Ottoman province of Syria.

<sup>15</sup> (*Doull*). This was probably Ottoman gold lira, about 25% more than £ sterling.

There is one more 'sighting', for which we return to Doull. She quotes a Turkish historian: '... when [he] died, there occurred an event, the like of which was never seen in the six hundred years of Ottoman history, nor indeed, in the whole history of Islam. His funeral was attended by the entire Ottoman government, Prime Minister and Ministers, and, of very special significance, by the *Peyulislam*<sup>16</sup> himself'.

There was a near precedent in Hobart Pasha, a Captain Royal Navy who entered the Ottoman service as a rear admiral, commanded the Ottoman Black Sea squadron in the Russian war of 1877 and rose to be Admiral of the Ottoman Fleet. When he died in Italy in 1886 a Turkish ship brought his remains to be buried in Turkey in the presence of all the government but not the *Peyulislam*. This is not to say that Bucknam Pasha was not honoured with singular obsequies. They tell us two more things about this rather elusive character.

If further proof is needed, he was not a Canadian when he died, the British Empire was at war with the Ottoman. In the end he may no longer have been American, the presence of the *Peyulislam* suggests that he had adopted the Muslim faith and perhaps had become an Ottoman citizen.

### **Captured Italian Submarines**

*by Fraser McKee*

Most readers of naval histories are well aware of the three or four captured German U-boats during the 2nd War. In most cases there are whole books about how each was achieved, and, the very real value, the capture as well of the highly secret Enigma coding machines, or at least the code-setting tables for their famous and almost insoluble 3 and 4 rotor operating system. Those captures - of *U-110*, *U-570* (that was taken into the RN as *HMS Graph*) and the well publicised capture by the USN of *U-505* (now on display

in Chicago), made major contributions to winning the Battle of the Atlantic precisely because of those codes' captures, long kept secret. A couple more boardings of U-boats driven to the surface are also known, such as *Chilliwick's* brief boarding of *U-744*, and the capture of Enigma codes in the Mediterranean by RN destroyers from *U-559* which was recently made into a rather silly US movie.

However most readers will not be aware of the similar capture of three Italian submarines at similar times during the war. Their captures have received little attention probably because the Italians were not provided with the *Kriegsmarine's* Enigma ciphering machines, so there was less immediate value to their capture. In two of the cases there appears to have been time aboard the submarines to destroy whatever secret papers might have been of use - minefield charts, Italian naval codes, etc.

One boarding but not capture of an Italian boat did lead to the sinking of another Italian when their submarine *Durbo* was boarded after being blown to the surface on 18 Oct.1940 by *HMS Firedrake* and *Wrestler*, and before she sank documents were seized that led to the locating and sinking of their submarine *Lafale* two days later by three other RN destroyers. But *Durbo* was not considered to have been captured, only boarded.

This article describes how another three Italian boats were not only captured but taken into Allied naval service - one into the RN, one into the Greek Navy and one the Free French Navy. It happened thus:

*Galileo Galilei*, commissioned in 1934 at the Tosi shipyard in Taranto (at least one book names her *Tosi* but this is an error), a unit of the *Archimede* class, was caught on the surface in the southern Red Sea off Aden on 19 June, 1940 by the A/S trawler *HMS Moonstone*, commanded by Boatswain William Joseph Henry Moorman, RN. *Galilei* had sunk a Norwegian tanker three days before, and being armed with two 4" guns to *Moonstone's* single 4" and one Lewis gun,

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<sup>16</sup> Then the most senior Muslim cleric.



probably felt her small opponent would be an easy success. The trawler was of 615 tons and 154' to *Galileo's* 985 tons and 231'. The sub opened fire on *Moonstone* and even fired a torpedo at her, but the belligerently handled trawler attacked at once, obtained hits on the submarine's conning tower which killed the Commanding Officer and several other officers and men, and the submarine then surrendered. The Italians were later to claim that the crew suffered from heatstroke and gas intoxication which rendered them incapable, but *Moonstone* reported quite a flurry of gunfire on both sides and the torpedo fired at her. At any rate, the much larger submarine was boarded and captured, then towed into Aden by her victor. Moorman and Mid. Hunter, RNR, received well earned DSCs, and DSMs went to POs Quedsted and Ellis and AB Brown.

Some secret material was gained from *Galilei*, although the British were already reading Italian naval radio coded messages, and three more Italian submarines were sunk shortly after in the Red sea, in part due to seized details of their operation orders. *Galilei* was taken to Alexandria, re-named *X2*, commissioned into the RN for training duties, and for a while employed at Port Said to supply electricity. She was renamed again as *P711*, was transferred to the East Indies from 1941 to 1944 and then sent back to the Med., being used for training in both locations. She was scrapped in 1946 at Port Said. A few artifacts from her are held in the RN Submarine Museum in Portsmouth. *Moonstone* had been a fishing trawler when purchased by the RN and returned to that trade post-war, being broken up in 1964.

*Perla*, commissioned in July, 1936 at Monfalcone on the Adriatic was name ship of her class. On the declaration of war she made a remarkable passage back to Italy via the Atlantic, fuelling from German tankers en route, despite being classed as a 'short range submarine.' She was on submerged patrol off Beirut, Lebanon on 9 July, 1942, and sighted a warship which she correctly identified as a corvette and elected to attack her with

torpedoes. It was HMS *Hyacinth*, simply on passage, who sighted the tracks, avoided the torpedoes and turned up the track to attack the submarine. She dropped a well judged initial pattern of depth charges set for 150' with *Perla* at 125' which broke some of her depth gauges and no doubt did other damage. The submarine's CO, LT Ventura, went to 180' and then almost to her maximum of 250', pursued by two further patterns of depth charges from *Hyacinth*, which jammed the submarine's diving planes, broke more gauges and caused her port tanks to blow automatically resulting in the submarine abruptly surfacing. Without gauges it was impossible for the CO to determine where she was, and when she was obviously felt to be on the surface and a seaman undogged the upper hatch, he was blown clear overboard by the built up pressure in the boat and killed - the only casualty. It had been possible to destroy any secret documents held. Unable to submerge or move, *Perla* surrendered.

The submarine's crew would appear to have been taken aboard *Hyacinth*, although reports are, as the Admiralty librarian phrases it, "somewhat cagey on what happened next," no doubt due to a wish to prevent the enemy knowing a warship had been captured for code security reasons, as with the German U-boats. At any rate, she was taken into Alexandria and sometime later commissioned into the RN as *P712*, but manned by Greek submariners, while still attached to the RN's 1st Flotilla. She was however handed over to the Royal Hellenic Navy in 1943, and served in operations on at least two patrols as their *Matrozos* without any sinkings credited. With two other original Greek submarines she entered Piraeus to signify the liberation of Greece from German occupation, and continued service in the Greek Navy until 1954, when she too was scrapped.

*Bronzo*, commissioned in January, 1942 also by Tosi at Taranto, was a unit of the *Platino* class. She appears to have been captured as a result of a less than careful surfacing. The RN staff history notes she "was searching for victims" (presumably hoped for victims of her torpedoes) when she surfaced unaware close



to the Bangor escort *Seaham* who with four others Bangors was on A/S patrol on 12 July, 1942 off Syracuse, Sicily in support of Operation "Husky," the Allied invasion of two days before. As soon as *Bronzo* surfaced she was fired on by *Seaham*, *Boston* and *Poole*, their hits on the conning tower with close range weapons killing the CO, three officers and five men. When *Seaham* and *Boston* ran alongside, several of the boat's crew jumped overboard, and a boarding party from *Seaham* compelled survivors to stop her engines. The Bangor *Cromarty* is also reported as involved in some reports. The submarine was towed into Syracuse. She went on later to Malta, was commissioned into the RN as *P714*, but was not employed on operations. In December 1943 the C.-in-C Med recommended she be transferred to the Free French Navy which was done in January, 1944. Commissioned as their *Narval* (to replace a similarly named submarine sunk in 1940), she was used as an A/S training vessel, being scrapped in early 1949. *Cromarty* was later lost to a mine in October, and *Seaham*, transferred to the Rangoon Port Authorities post-war as *Chinthe*, also was sunk by a mine in November 1948. The sea remained dangerous for a long time.

Thus these three Italian boats made a useful contribution to their erstwhile opponents in the war's latter stages.

### West Coast Letter

by John Crosse

The 1914 opening of the Panama Canal changed British Columbia ports for ever. Suddenly Europe was only half the distance away, and the long route round Cape Horn but a memory. Previously Vancouver had been at the end of one of the longest sea routes in the world. The tea clipper *Titania*, purchased in her latter years by the Hudson's Bay Company, had taken over a hundred days to carry her load of canned salmon from Steveston back to England. But changes show in many different ways. A well respected madam in San Francisco once told me that a Vancouver establishment had been the envy

of other pleasure houses up and down the coast by being able to provide a girl from any country in the world.

Be that as it may, in this letter we venture beyond our strictly Canadian borders to explorer south along our Pacific coastline. Had North American been colonized a thousand years earlier the kingdom of Cascadia would certainly have played a major role in the history books, for most are loath to climb mountains, and the natural division of the land runs north and south along the Rockies. Thus BC has far more in common with Alaska, Washington, Oregon, California and Mexico that the great land mass of the continent to the east.

Alaska and Mexico will have to wait for another time, but today we start our journey at the U.S./Mexico border, just north of the infamous Tijuana crossing.

San Diego has changed out of all measure since Richard Henry Dana was there hide-droughing in the *Pilgrim* in the 1830's, in the early days of Mexican independence, but before the bear flag flew over California. When he returned only twenty-four years later he was amazed at the changes he saw, but he would not have believed his eyes today. Flying in from Seattle, there were no less than five aircraft carriers in the harbor, including the 90,000 ton *Nimitz* and *Ronald Regan*, both nuclear powered. San Diego is primarily a navy town today, but their activities are sufficiently distant to appear as but a backdrop to the delightfully refreshing Maritime Museum, entirely water-based, with spacious offices and conference accommodation aboard the old San Francisco Bay ferry *Berkeley*, and the *Star of India*, the *Californian* and HMS *Surprise*, moored close alongside. *Surprise*, featured in the movie *Master & Commander*, is originally HMS *Rose*, built in Lunenburg in the 1970s. We had a wonderful cocktail party aboard, followed by a sunset cruise in the *Californian*, a replica of a US revenue cutter and flagship of the State of California. Away in the distance an early representation of an America's Cup Class yacht, setting only her enormous

mainsail, glided tourists swiftly around the bay.

But all too soon it was time to depart. Business called up the coast, so I boarded the luxurious double-decker Amtrak California as far as Los Angeles. The rail track frequently runs close along the seashore, and had I known it at the time we were passing many of the beaches where the young Dana stood on the cliffs and hurled the cow hides down to his companions on the beach below.

Los Angeles arrived all too soon, with an hour to change trains. Waiting on the platform I got talking to the recently retired chief-of-police of the Longbeach City Jail, one of the largest container ports in the world. He told me sadly, that merchant seaman today are a quiet bunch, his few clients usually little more than harmless drunks. Longbeach is also the permanent home of the first *Queen Mary*, once seen as a child off the west of England, slowing down after the Bishop's Rock, having just gained the Blue Ribbon of the Atlantic - 80,000 tons of massive ship, at 36 knots, leaves quite a remarkable wake!

From LA I continued on, on the regular Amtrak, a far less luxurious version, north to Monterey, an unforgettable trip. Billed as the longest uninterrupted coastline railroad in the world (and a part of California that motorists will never see), it took us 113 miles north, with the Pacific Ocean filling the picture window on our left and distant views of the California sierra on our right. For hour after hour we followed a peaceful ocean with only the occasional fishboat or an early morning surfer to break the monotony. Who said that California is overpopulated? This part of the state has yet to be developed, with miles of pristine beaches and little but congregations of cormorants or slowly flapping squadrons of stately pelicans to be seen. Amtrak has but leasing rights on this single-track Union Pacific line, so periodically we would have to pull into a siding to let a freight train go by, almost invariably carrying a satisfyingly heavy load of BC lumber south.

This cliff-top railroad skirts the Vandenberg Airforce Base, used for the testing of ICBMs downrange to a target area in the lagoon at Kwajalein, 5,000 miles away in the Marshall Islands. The base is so enormous that one has to keep one's eye skinned to spot the occasional missile gantry silhouetted against the skyline or a nearer macadamized access road. The wild scrub is still so untouched here as to be in the same pristine state as when Fra. Junipero Serra trudged slowly north two hundred and fifty years ago, to found the many missions up to San Francisco.

My destination this time was Monterey, the old Spanish and Mexican capital of Alta California. George Vancouver twice visited there on his way to way to winter R&R in the Sandwich Islands. But most of all it still retains some of the elegance of Spanish California, and the best families still have hyphenated Spanish-American surnames. Enough of the old buildings remain to give some idea of what life was like in those far off colonial days, added to which, and thanks to the enthusiastic efforts of the archeologist, Donald M. Howard, the ruins of the old presidio have been sufficiently excavated as to be able to identify its outline. The presidio chapel, building in Vancouver's day, is still, today, an actively treasured small cathedral.

The small maritime museum, part of a larger complex, yielded one especial treasure. The smartly dressed old gentleman greeting visitors that day, turned out to have been an officer in the 1st US Marine Division that stormed ashore at Guadalcanal that immortal day in August '42, when, after the tragedy of Pearl Harbor, the United States switched over to the offensive against Japan.

Monterey is so full of memories. Junipero Serra's monastery in nearby Carmel is still in operation, but most of all the area is mecca for John Steinbeck's Cannery Row and the sardine fishery that he made famous. Sir James Douglas, later to be the first governor of BC, visited the port in 1843, at a time when the Hudson's Bay Company, desirous of

distancing itself from the hoard of American settlers pouring into the Columbia River valley, was anxious to divest itself of Fort Vancouver and concentrate their attention on the fur trade further the north. A year or so later the Oregon Treaty ratified the break, and Douglas founded Fort Victoria.

Although I visited the San Francisco area only five years ago it was but to explore the old mission and presidio, both of which feature in Captain George Vancouver's journal. The San Francisco Maritime Museum, so ably created a generation ago by Karl Korkum, I have not revisited. Ships deteriorate, old ships deteriorate even faster. Even the *Cutty Sark* is in trouble. In its heyday the museum was a wondrous experience to visit ships so lovingly restored, but today .....

This travelog would not be complete without mention of the final leg, from Seattle to Vancouver. Way back in the '60s I once saw no less than 33 aircraft carriers mothballed at Bremerton. Today, not far away, up the Hood Canal is the US Trident Missile Nuclear Submarine Base at Bangor, one of only two such installations in the world, and still in full operation.

In those days my wife and I use to take the train down to Seattle for the weekend, and return on Monday morning. I have always remembered the journey as one of the most delightful of trips. This year, by flying into Seattle and overnighting in Pioneer Square, I was able to catch the 7.45am Amtrak up the Burlington Northern & Santa Fe Railroad to Vancouver.

Over the intervening years I have got to know the 150 miles intimately. Captain George Vancouver started his four year survey of the Pacific Northwest here in Puget Sound, and each of his boat expeditions has been meticulously documented by the historian, Ted Roberts, so one is able to easily identify each bay and headland along the way. Further north the earlier Spanish surveys impinge. Ten years ago I was able to follow in their wake, retracing the route of the 26-year-

old Don Jose Maria Narvaez as he worked his way through the Rosario Strait to anchor under the cliffs at Point Grey, the first European to reach Vancouver.

The shoreline beauty of this second rail trip even surpasses California, and should be a *must* for anyone planning to come north from Seattle.

## News of Trafalgar

*Peter Hore*

Here are two lists from the new Ayshford Trafalgar Roll of men who served at the Battle of Trafalgar. The lists cover both USA and Canada – you will see from inspection of the lists that 19<sup>th</sup> Century clerks in the Royal Navy weren't always too particular about what "America" meant.

I am trying to build a database of the Sons and Daughters of Trafalgar and to invite the descendants to a very special and exclusive event in the grounds of the Old Naval Academy, Portsmouth on Sunday 26 June, the start of the week when all the shindigs take place. You might like to see [www.ageofnelson.org](http://www.ageofnelson.org)

Together with Pongo Blanchford I am also trying to work out when the news of the Battle of Trafalgar reached America.

There were 50 or so Canadians at Trafalgar. My favourite is Bill Atkins – see his story below.

Pongo and I jointly seek the answers to three questions:

1. When did the news of the Battle of Trafalgar reach North America? Are there any newspaper reports or letters from individuals in archives ?
2. Are there any descendants of the Canadians who fought at Trafalgar who can be identified?

3. Are there other descendants of men who fought at Trafalgar who subsequently settled in Canada?

To encourage you I am sending some other tidbits like an old newspaper clipping from a Nova Scotia newspaper, my analysis of the same and a picture of Bill Atkins' grave.

### Seamen at the Battle of Trafalgar

© Pamela & Derek Ayshford

#### ATKINS

#### William

<i>Ship:</i>	Victory 0550
<i>Age on Joining:</i>	23
<i>Joined Ship:</i>	11 May 1803 from Sheerness Tender
<i>Rating/Rank:</i>	Landsman
<i>Birthplace:</i>	Charlestown, America
<i>Recruitment:</i>	Pressed
<i>Prize Money:</i>	£1.17.8
<i>Parliamentary</i>	
<i>Award:</i>	£4.12.6
<i>Discharged:</i>	15 Jan 1806 <i>Ocean</i>

William Atkins received a "soldiers" land grant in Nova Scotia, Canada for his services in the Navy and the Battle of Trafalgar. Family lore has it that William received an injury of some sort, and was somehow in the proximity of Nelson at a point in the battle. Perhaps many sailors say this? Anyhow, the original land grant William received was a property in the downtown of Halifax.

William decided he didn't like living in the city (by all accounts Halifax's downtown core was a rough and tumble place in those years) and traded his land grant for another, bigger parcel of land east of Halifax which was on the coast. In his eagerness to get to his new property William set sail late in the year in a small boat with his wife and two children, and was unexpectedly caught by winter weather and ice. Not being able to make it to his new homestead, they wintered on an island - now called Atkin Island - under the hull of his upturned sailing boat. They stuffed moss and seaweed in the gaps to make it more weather tight. Shades of that Shakleton toughness!

When the weather improved William set sail again, and made it to his property where he built a log cabin. His son built a house on or near the site of the cabin. That house is what we now own, or I should more correctly say, will own soon. Our bid had been accepted, but we are still waiting to close. The Atkin family owned the property till mid the 1940s when it was sold outside of the family. It returned to family through the present owner in the mid sixties. The land is located on a peninsula called Atkins Point, off a road called, not surprisingly, Atkins Road.





**Marines At the Battle**

Spartiate	0053	ALEXANDER	David	Private R.M.	Halifax, America 26Y
Dreadnought	0025	WEST	Hiram	Drummer R.M.	Halifax, Nova Scotia 19Y

**Seamen At the Battle**

Phoebe 0751	AIRD	Alexander	Ordinary Seaman	Montreal, N.America 24
Ajax	0245	ALLIO	Ordinary Seaman	St.Peters, Newfoundland 31Y
Defence	0615	ANDREWS	Midshipman	America 16Y
Leviathan 0560	ASHWOOD	William Nugt	Ordinary Seaman	Halifax, Nova Scotia 33Y
Mars	0699	BENJAMIN	Landsman	Newfoundland 21Y
Royal Sovereign	0774	BRENTON	Master's Mate	Halifax 23
Naiad	0348	BROWN	Able Bodied Seaman	Newfoundland 28Y
Victory	0677	BULKELEY	Midshipman	America 18Y
Colossus	0722	CARLTON	Midshipman	America 16Y
Tonnant	0196	CHALEY	Able Bodied Seaman	Canada 26Y
Sirius	B208	CORBETT	Boy 2nd Class	Halifax, America 19Y
Mars	0268	DIVAN	Landsman	Newfoundland 23Y
Neptune	0540	DONoyer	Ordinary Seaman	Quebec 23Y
Agamemnon	0148	ENGLISH Taph	Ordinary Seaman	Nova Scotia 22Y
Polypheumus	0389	FITZSIMMONS	Carpenter's Crew	Mt.Canada N.Amer. 22Y
Africa	0364	FLINN	Able Bodied Seaman	Newfoundland 22Y
Africa	0111	FRAZIER William	Midshipman	Halifax, N.America 21Y
Minotaur	0204	FURBISHER	Landsman	Quebec, Canada 23
Conqueror	0525	GREEN	Master's Mate	Halifax, Nova Scotia 23Y
Agamemnon	0430	HARRISON	Ordinary Seaman	Newfoundland 22Y
Belleisle	0460	HARVEY	Able Bodied Seaman	Quebec, America 30Y
Leviathan 1198	HOWE	Alexander Burgoyne	Lieutenant	Canada 25Y
Leviathan 1535	LANE	John	Landsman	Newfoundland 39Y
Achilles	0503	LYNCH	Able Bodied Seaman	Newfoundland 32Y
Britannia	0772	MARSHALL	Lieutenant	Halifax, Nova Scotia
Defence	0261	MASON	Landsman	Quebec 56Y
Tonnant	0114	McGUIRE	Ordinary Seaman	Newfoundland 30Y
Dreadnought	0383	MOORE	Ordinary Seaman	St. Johns, Newfoundland 28Y
Polypheumus	0028	MORNA	Able Bodied Seaman	Canada 30Y
Prince	0452	MORRISEY	Ordinary Seaman	Newfoundland 39Y
Belleisle	0159	NEWMAN	Ordinary Seaman	St.Johns, Newfoundland 24Y
Temeraire	0652	PATTERSON	Landsman	Newfoundland 23Y
Belleisle	0210	PENSON Richard	Ordinary Seaman	Newfoundland 38Y
Conqueror	B324	POWER	Boy 3rd Class	Newfoundland 16Y
Neptune	1213	SIMPSON	Carpenter's Crew	Southampton, America 26Y
Conqueror	B112	SMITH	Volunteer 1st Class	Halifax, Nova Scotia 17Y
Neptune	1174	SMITH	Able Bodied Seaman	Halifax, Nova Scotia 34Y
Victory	0866	SPENCER	Master's Mate	Halifax, Nova Scotia 25Y
Africa	0323	TAYLOR	Bosun's Mate	Quebec 25Y
Neptune	1096	TAYLOR	Ordinary Seaman	Quebec 23Y
Polypheumus	0033	TURNER Josh	Quarter Master	Quebec 31Y
Minotaur	0584	WELCH	Landsman	St.Johns, Newfoundland 21Y
Prince	B337	WESTLOTORN	Boy 3rd Class	Newfoundland 15Y
Temeraire	0590	WHELING	Carpenter's Mate	Newfoundland 34Y
Minotaur	0496	WHITE	Able Bodied Seaman	Newfoundland 22Y
Achilles	0386	WHITTLE John	Quarter Master's Mate	Newfoundland 23Y
Tonnant	0678	WILLIAMS	Ordinary Seaman	Nova Scotia 25Y
Ajax	0498	WILMOUNT	Ordinary Seaman	Newfoundland 25Y



From an old press cutting Results of research in ATR and CNL

Name	Nationality	Rank/Ship	Place	Notes
Le Mee	French		"buried in Halifax"	
Charles Gregoire	French		"buried in Halifax"	
Michael Head		Naval surgeon		<p><b>Captain Michael Head</b>            He was born on 25 June 1782, in Halifax, Nova Scotia, Canada. He was baptized on 12 July 1782, at St Paul Halifax. He was a son of Dr Michael Head, MD of Halifax, Nova Scotia, Canada, by his wife, Elizabeth. One of his brothers was in the army. Brother-in-law of Vice-Admiral Walter Locke, and of Major James Paterson St Clair, RA. Uncle of Lieutenant James Locke, RN, of Commander Nagle Locke, RN, and of Commander Campbell Locke, RN. He died on 27 June 1844.</p>
George Dowling		<i>Superb</i>		
M Pringle		<i>Royal Sovereign</i>		
		<i>Conqueror</i>		<p><b>Lieutenant William Pringle Green</b>            He was baptized on 1 August 1782, in Halifax, Nova Scotia, Canada. He was the eldest son of Benjamin Green (d in 1794), Treasurer of Nova Scotia, member of the House of Assembly and Justice of the Court of Common Pleas of Nova Scotia, Canada, by his wife, Susanna née Winman. He was married and had three sons and seven daughters. His 2nd son was John Green, Clerk, RN. His youngest son was Gilbert Elliot Green, 2nd Master, RN. He was an inventor of great mechanical ingenuity. He died on 18 October 1846, in Landport, Portsmouth, Hants.</p>
Nicholas Power			Father of the late chief of police of Halifax	<p><b>Thomas Power</b>  <i>Ship:</i> <b>Conqueror</b> B324  <i>Age on Joining:</i> 15  <i>Joined Ship:</i> 31 Aug 1804 from Salvador del Mundo  <i>Rating/Rank:</i> Boy 3rd Class  <i>Birthplace:</i> Newfoundland  <i>Prize Money:</i> £1.17.8</p>
Henry M Morrissey		<i>Victory</i>		<p><b>William Morrissey</b>  <i>Ship:</i> <b>Prince</b> 0452  <i>Age on Joining:</i> 37  <i>Joined Ship:</i> 28 Dec 1803 from <i>Venerable</i>  <i>Rating/Rank:</i> Ordinary Seaman  <i>Birthplace:</i> Newfoundland  <i>Prize Money:</i> £1 17s 8d  <i>Parliamentary Award:</i> £4 12s 6d</p>
E Cragg		Lieutenant		

Maynard		Captain		<b>Captain Thomas Maynard</b> He was married and had children. His 3rd daughter, Charlotte, married in 1845, in Halifax, Nova Scotia, Canada, Lieutenant Walter Francis Robinson, RN. He died in March 1857, in Halifax, Nova Scotia, Canada. Will proved on 8 June 1857, Halifax, Nova Scotia, Canada (PROB 11/2253).
Robert Shupe				
Archibald Gilchrist			Ship Harbour Lake	
John Gammon			Cole Harbour	
Blake		Lt Cdr [?]	Shubunacadie	<b>Jacob Blake</b> <i>Ship:</i> <b>Revenge</b> 0487 <i>Age on Joining:</i> 30 <i>Joined Ship:</i> 14 Jun 1805 from <i>Utrecht</i> <i>Rating/Rank:</i> Able Seaman <i>Birthplace:</i> America <i>Recruitment:</i> Pressed <i>Prize Money:</i> £1 17s 8d Not claimed <i>Parliamentary Award:</i> £4 12s 6d Made his mark
Michael Sheridan			Admiral Rock	
Hawkins		Chief Gunner's Mate	Rawdon	<b>Thomas Hawkins</b> <i>Ship:</i> <b>Prince</b> 0003 <i>Joined Ship:</i> 6 Aug 1801 from Ordinary Books <i>Rating/Rank:</i> Gunner <i>Promoted:</i> Gr 1794 <i>Prize Money:</i> £44 4s 6d <i>Parliamentary Award:</i> £108 12s 0d <i>Family:</i> Parliamentary Award to wife Ann HAWKINS <i>Misc:</i> First Warrant 8 Jan 1794
O'Connell			Shelburne	
Robinson			Liverpool	<b>Edward Robinson</b> <i>Ship:</i> <b>Royal Sovereign</b> 0840 <i>Age on Joining:</i> 17 <i>Joined Ship:</i> 27 Oct 1803 from <i>Bolina</i> <i>Rating/Rank:</i> Ordinary Seaman <i>Birthplace:</i> America <i>Recruitment:</i> Pressed <i>Prize Money:</i> £1 17s 8d Not claimed <i>Parliamentary Award:</i> £4 12s 6d Made his mark <i>Medical:</i> Discharged Sick 9 Jan 1804 Plymouth Hospital Returned 29 Jun 1804
O'Leary			Quoddy	
Atkins			Tangier	
Muir			Truro	

Robertson			Pictou	<b>James Robertson</b> <i>Ship:</i> Royal_Sovereign 0114 <i>Age on Joining:</i> 37 <i>Joined Ship:</i> 15 Jun 1803 from <i>Brave</i> per Adm order <i>Rating/Rank:</i> Quarter Gunner <i>Bounty:</i> £5 <i>Birthplace:</i> Hardwick, America <i>Recruitment:</i> Volunteer <i>Prize Money:</i> £1 17s 8d
Elliott		Surgeon	Sherbrooke	
Bray			"who settled in Eastern Mainland of NS or Cape Breton Island"	<b>Josias Bray</b> <i>Ship:</i> Achilles 0036 <i>Age on Joining:</i> 24 <i>Joined Ship:</i> 3 Apr 1805 <i>Rating/Rank:</i> Lieutenant <i>Promoted:</i> Lt 1800 <i>Birthplace:</i> Stoke Damerel Born 12 Oct 1781 son of Josias & Rebecca nee Gale at Stoke Damerel( PM ) <i>Injuries:</i> Wounded at the battle <i>Lloyd's Patriotic Fund:</i> Received £100 from the Fund for wounds sustained at the Battle <i>Prize Money:</i> £65 11s 5d <i>Died:</i> 11Mar 1846 Otonabee, Canada (PM) <i>Family:</i> PCC Will PROB 11/2040 Proved 22 Aug 1846, Capt. RN Otonabee, Colborne District, Canada <i>Lieutenant's Passing Certificate:</i> ADM6/98/36

Spencer			"who settled in Eastern Mainland of NS or Cape Breton Island"	<p><b>Samuel Spencer</b></p> <p><i>Ship:</i> <b>Victory 0866</b>  <i>Age on Joining:</i> 24  <i>Joined Ship:</i> 20 Aug 1804 from Maidstone  <i>Rating/Rank:</i> Master's Mate  <i>Promoted:</i> Lt 1806  <i>Birthplace:</i> Halifax, Nova Scotia  Baptised 30 Dec 1780 son of Samuel &amp; Mary at St Paul, Halifax, Nova Scotia( ADM107 33/297 )  <i>Medal:</i> Awarded Naval General Service Medal  <i>Additional Clasps:</i> Egypt (Active)  <i>Prize Money:</i> £44 4s 6d  <i>Parliamentary Award:</i> £108 12s 0d  <i>Discharged</i> 4 Nov 1805 <i>Queen</i>  <i>Died:</i> 19 Dec 1850 of Dropsy at Birkenhead (VB/PM)  <i>Family:</i> VB: Wife died in 1835, daughter Charlotte Matilda (died 1870)  PCC Will PROB 11/2126  Proved 23 Jan 1851, Lt RN, Liverpool  <i>Lieutenant's Passing Certificate:</i> ADM107/33/297  ADM6/103/246</p>
Burke			"who settled in Eastern Mainland of NS or Cape Breton Island"	
O'Connor			"who settled in Eastern Mainland of NS or Cape Breton Island"	
A?			Herring Cove	
B?			Herring Cove	



## Conferences and Symposia

**The Canadian Nautical Research Society  
Annual Conference - Hamilton, Ontario  
Thursday, 16 June – Saturday, 18 June 2005  
*Rivers, Lakes, Canals and the Sea***

The city of Hamilton, situated on the western end of Lake Ontario, has had a long connection with the waters lapping its shore and the maritime world accessible beyond. As the home of steel and associated manufacturing industries, Hamilton is proud of its industrial past and optimistic about its prospects for the future. With its own major airport, the city is within driving distance from Toronto and other Southwestern Ontario cities. The CNRS is pleased to choose Hamilton to host the 2005 Annual Conference.

The conference will be held at historic Dundurn Castle, run along with the Hamilton Military Museum by the City of Hamilton. A reception at the naval reserve division HMCS *Star* and tours of HMCS *Haida* are in the programme. Walking tours and nearby Welland Canal are also local attractions. The Admiral Inn (905-529-9100), a hotel across the street from Dundurn Castle, is offering a special conference rate with pre-booking. For the budget conscious, rooms are also available in McMaster University's residences at reasonable rates and a short bus ride or drive to Dundurn Castle. Participants should make their arrangements early.

Come join us in Hamilton in June 2005.

For more information or to submit proposals for panels or papers please contact:

Dr. Chris Madsen  
Canadian Forces College  
215 Yonge Blvd.  
Toronto, Ontario M5M 3H9  
Phone: 416 482-6800 ext. 6987  
E-mail: [madsen@cfc.dnd.ca](mailto:madsen@cfc.dnd.ca)

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## **North American Society for Oceanic History (NASOH) Conference in Savannah May 19-21, 2005**

Information for the 2005 North American Society for Oceanic History (NASOH) conference in Savannah, Georgia is now posted at:

[www.ecu.edu/nasoh/index.htm](http://www.ecu.edu/nasoh/index.htm)

To be held: May 19-21, 2005 Savannah, Georgia University of Georgia's Continuing Education Centre located in the historic district next to the Visitors' Centre and the Savannah History Museum

Sponsored by: The Coastal Heritage Society; The Georgia Department of Natural Resources Underwater Archaeology; The Georgia Ports Authority

The Conference Programme will be finalized shortly.  
Information and contacts are at <http://www.ecu.edu/nasoh/index.htm>

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(follow the research links)

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