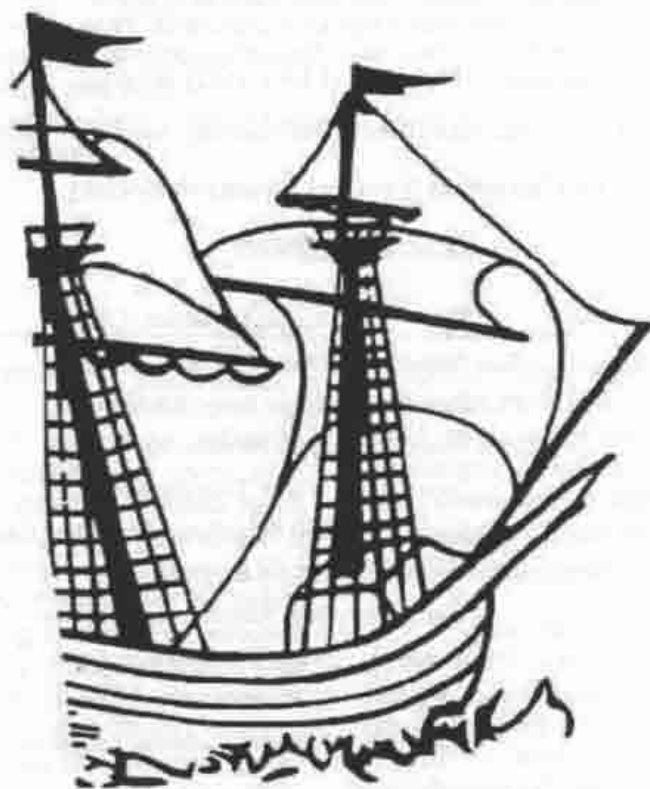


ARGONAUTA

The Newsletter of



**The Canadian Nautical
Research Society**

Volume XXII Number Three
July 2005

ARGONAUTA

Founded 1984 by Kenneth MacKenzie
ISSN No. 0843-8544

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ARGONAUTA is published four times a year—January, April, July and October

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Annual Membership including four issues of *ARGONAUTA*
and four issues of *THE NORTHERN MARINER/LE MARINDUNORD*:
Within Canada: Individuals, \$55.00; Institutions, \$80.00; Students, \$35.00
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Editorial

Not much of a soap box editorial commentary this time around but more of a ramble to promote the idea that Canada has a very rich maritime history. Who gets to see it and promote it is very much up to people like us. So get in your cars, mount your bicycles, and put on your walking shoes to experience the geography of history and to discover our industrial monuments. A drink of your choice to the first person who sends a report to Argo on this topic. We, meaning the co-editors, will be the judges.

It is a hot summer's day in July, but the sky is a watery blue and from the *Argonauta* co-editor's house I can overlook the old steamship and raft route through the Cascades Rapids. Not much is left of the 'flume' in this part of the St. Lawrence River after the Hydro Quebec improvements but still enough to make it one of the most canal-intensive places in Canada. Further up the road you can visit an interpreted Parks Canada canal site at Coteau du Lac but here, at Pointe des Cascades, is the raw stuff of marine history that is yours for the looking – and walking. You can pick up a

pamphlet at the Parc Maritime Museum; small, volunteer run, full of fine models of canals, solid information and interesting artefacts. The Soulanges Canal starts just a few feet from the local convenience store that sensibly sells beer and wine while across the road is Le Parc Des Anchors.

This canal, opened in 1899 and closed down in 1959 is the youngster on this side of the river, with many features intact and a good road and bicycle path that follows its entire length. It was a replacement for the first Beauharnois Canal in operation from 1845 to 1899. The canal engineers did not like the old Beauharnois route but local politics and patronage was too strong, but triumph they did half a century later with the opening of the Soulanges. Their victory was short lived. A new Beauharnois Canal was built after World War Two, as part of the St. Lawrence Seaway.

At Pointe des Cascades you can see the location and often the remnants and routes of the Rigolet canal, 1749 - 1779; Canal La Faucille, 1779 - 1805; Canal Le Trou, 1779 - 1805; and the Canal du Rocher-Fendu, 1779 - 1845. These are the canals that the first settlers from across the Atlantic had to endure in their

movement west. By going toward Montreal or up towards Coteau you can cross the river to have a look at the old and new Beauharnois Canals. The Coteau route is easier on the nerves than Montreal traffic. At Valleyfield follow the old canal route and then at the most easterly point swing south to be overwhelmed by the Seaway Beauharnois.

At Levis, across the river from Quebec City is the site of the Little Davie shipyard. Eileen Marcil, author of the *Charleyman, A History of Shipbuilding in Quebec* was the perfect host. She reminded me that it was seventeen years ago we scrambled through ruins of the Little Davie shipyard and buildings. We had a good look, on that cold and wet day at the marine railway, the cross-hauls and in the water, a floating drydock. After many letters from Eileen to politicians and civil servants who were not always civil, the idea of preservation was implanted. Today the site is preserved, proof positive that an historian, Eileen Marcil, visiting the geography of history can make a difference, as you can to preserve our maritime history.
MDS

President's Corner

[Editors' Note: This was Professor Pritchard's address to the Society at the 2005 AGM]

The Annual General Meeting represents a time both of endings and new beginnings. In members it is a time to take pride in the recent accomplishments, reflect on our present condition and anticipate the promise of the future.

We can reflect proudly, too, that we have just concluded another successful conference, the twenty-first I think. This past year the Society played a leading role in promoting the study of maritime history in our universities. Following initiatives begun in 2003 and formalized at last year's AGM, and brought to fruition this weekend the first Jacques Cartier MA Prize was awarded. Credit for that must go to many members of the Society, including Barry Gough, Serge

Derflinger, and Alec Douglas. This year also saw the smooth transfer of activities from one Treasurer to a new one. The Society owes a great debt to Commander Gregg Hannah who with the assistance of Muriel Gimblett picked up the pieces of our financial relations with MUN (Memorial University) and after bringing CNRS into the present independent mode, handed over his duties to Walter Tedman who assures me we are solvent.

When I became President three years ago we faced two challenges in the areas of finance and publications. I had hoped that both of these challenges would be met before I handed over the office of President to my successor. Although the financial situation appears to be in good hands, our publication programme remains a challenge. Getting *The Northern Mariner* back on schedule remains a daunting challenge, but one to which the Editor remains committed. The Executive of the Society continues to support him in his endeavour. This is very important because, in my view, we cannot go to our members to seek their support to fully endow the MA Prize and to undertake other activities the Society may wish to undertake until the *Mariner* is back on schedule. Our members have been a remarkably understanding and loyal group. To them we owe our continued existence.

What my three years in office have shown me above all is the remarkable resilience of the CNRS. Its importance to maritime history studies has been confirmed by its capacity to respond to significant and difficult challenges, including publication.

I end my time in office with mixed feelings: sad, that not all of the challenges with which I began my term have been overcome, but with a sense of confidence in our Society's future. The major challenge remaining will be met in the future, I believe, sooner rather than later, and the new initiative of the MA Prize leaves me thinking that the Society's future is full of promise. I am confident that the next three years will be even better than the last three. Thank you.

James Pritchard, Past President, CNRS

Request for Information

Jonas: A Maritime Mystery Solved?

[from Robin H. Wyllie, of East LaHave, Nova Scotia]

While following a trail of bad luck and disaster might appear to be a somewhat unconventional, if not eerie, approach to solving a maritime mystery, in the case of the Jonas, it does enable one to tie up a few loose ends. The author would, however, be very much obliged to anyone who can provide him with contemporary 17th Century documentation which either supports or negates his contention that she was the vessel used for de Monts' 1604 expedition and/or de Champdoré's voyage to Port Royal in 1608.

The recent celebration of *Congres Mondiale 2004* and other celebrations have resulted in an unprecedented revival of interest in the settlement of Acadia. As a result, many arguments as to who was who, where they landed and the proper spelling names, have found their way into the local press. Most have been satisfactorily resolved, however, there remains one major unanswered question – what was the name of the vessel which transported de Monts, Champlain and de Champdoré to St Croix Island in 1604? The following is a brief synopsis of what has been recorded and surmised to date.

Charles and Paul Breard (*Documents Relatifs a la Marine Normandie*, Rouen, 1899) record thirty-seven ships, by name, as having sailed from Normandy ports to Acadia during the early part of the 17th Century. Of these a number, including *La Bonne Renommé*, upon which Champlain made his 1603 visit to the Saguenay, belonged to Aymar de Chastes of St Malo.

Guy Murchie (*Saint Croix: The Sentinel River*, New York, 1947) suggests that control of de Chaste's vessels passed to the Sieur du Pont, known as Pontgravé, when that gentleman removed to Honfleur in 1604. Other vessels he owned, or had an interest in, at that

time were the *Don de Dieu*, *La Françoise*, *Jonas*, *La Catherine*, *L'Esperance*, *St Pierre* and *St Jehan*, all of which were generally employed in the North Atlantic banks and coastal fisheries.

In 1604, Pontgravé took part in de Monts' expedition to Acadia on board *La Bonne Renommé* under the command of Captain Morel of Honfleur. The name of the vessel upon which the de Monts sailed, commanded by Captain Timothy of Newhaven, remains a mystery. It has however been surmised that, having been used for Champlain's 1607 and later voyages to Quebec, the ship was the *Don de Dieu*.

To date, nothing has been found to support this contention. However, when one takes into account the atrocious bad luck which befell the St Croix expedition and virtually every other Acadian settlement voyage until 1613, one cannot but suspect that another ship, the *Jonas*, might have been the vessel concerned.

That anyone would commit such a rash act, as to name a ship after Jonah is unthinkable, but such was the case and, as might have been expected, bad luck followed the vessel and all who sailed in her all the length of her days.

If *Jonas* was indeed the de Monts' hitherto nameless second vessel, her recorded history begins in 1604, when under the command of Captain Timothy, of Newhaven. Her voyage, delayed by fog, ice and unfavourable winds, took a long sixty days from Newhaven to Liverpool Bay, where de Monts arrested the luckless Captain Rossignol and confiscated his vessel. Further delayed, while awaiting the arrival of *La Bonne Renommé*, it was late in the season by the time the expedition landed on St Croix Island.

Jonas had a very rough return voyage. At one point, on her beam ends in a severe gale, only the wind ripping her mainsail to pieces saved her from capsizing and, in another storm, she narrowly missed running upon the Casquets in the English Channel.

It is recorded that *Jonas* returned to St Croix Island with supplies the following spring, only to find that no fewer than thirty-six men had died of scurvy over the winter and another forty were ill. The survivors were transferred to Port Royal.

In 1606, alongside at La Rochelle, and fully loaded for de Poutrincourt's expedition to Port Royal, *Jonas* rolled over on her side and flooded with the incoming tide. Lescarbot suspected that the accident was an act of sabotage instigated by local merchants, who opposed de Monts' monopoly of the lucrative fur trade.

After delivering the expedition to Port Royal, *Jonas* returned to France where de Monts found that, in his absence, certain influential courtiers with business interests in Normandy, had conspired to have the King revoke all of his rights and privileges.

In 1607, *Jonas*, under the command of Captain Foulques, was dispatched to evacuate the colony and, believing that, like de Monts' men, de Poutrincourt's people would have been decimated by scurvy and other ailments, the vessel remained at Canso, to take part in the fishery, while a young man called Chevalier was dispatched to Port Royal to bring off any survivors. One can imagine his consternation when he found that only a handful of men had taken ill and that everyone else had spent a very comfortable winter.

The departure from Port Royal in a number of small vessels was not a happy one. However, the homeward voyage from Canso appears to have been undertaken without incident, but also without any wine or other luxuries, Captain Foulques and his crew having helped themselves to those specially loaded for de Poutrincourt's comfort on the return voyage. There again, *Jonas* now had a full cargo of green fish, so no-one starved.

In 1608, de Champdoré, who had been with the St Croix expedition, returned to Port Royal bringing with him the first French families to settle in Acadia. There appears to have been more than one vessel involved in this

venture, but, given the subsequent fate of the colony, there can be little doubt that one of them was the *Jonas*.

In 1610, de Poutrincourt, his land grant confirmed by the King, returned to Port Royal, but this time, in order to thwart a scheme to have Jesuits accompany him, he left from Bordeaux. As a result, it is unlikely that *Jonas* was used on this voyage, but she might well have carried de Poutrincourt's son Biencourt to Port Royal in 1611.

We next read of the vessel in 1613, when the redoubtable Madame de Guercheville, with a view to establishing a Jesuit Mission at Penobscot, sent *Jonas* to Acadia with Father Quentin and Brother Gilbert du Thet on board. After an uncomfortable voyage in rough seas and dense fog and somewhat off course, they eventually landed on Mount Desert Island.

In gratitude for their deliverance, they offered thanks and named the place St Saveur, before proceeding to establish themselves at Penobscot. Their joy was to be short-lived. Territorial disputes between Norman-Breton fishermen and those from Jamestown had reached a point where the Governor of Virginia had decided to do something about the situation.

While *Jonas* was still anchored offshore, Captain Argall with his fourteen gun warship and a fleet of fishing vessels attacked Penobscot, killing du Thet and capturing *Jonas*. The mission was then looted and burned. Upon his return, the Governor was so pleased with Argall's work that he authorised him to attack the remaining settlements and drive the French out of Acadia. This Argall did with remarkable efficiency and *Jonas* is last recorded as being one of the three ships he used in the capture and destruction of Port Royal and the deportation of its inhabitants.

Perhaps it is all superstition, but there again, mariners are superstitious people and, as every marine historian knows, ships with a reputation for bad luck have been recorded all through history. *Jonas*, whether or not she was

actually associated with de Monts' expedition, was most certainly one of them.

John (Jack) Arrowsmith December 21, 1927 - April 21, 2005

Surrounded by his loving family, Jack Arrowsmith of Fort Saskatchewan, formerly of St Albert, passed away peacefully after a brief illness.

He will be lovingly remembered by Cecile, his wife of 53 years; daughter Kim, her husband Miles and their children Matthew and Heather of Fort Saskatchewan; son Ross, his wife Jennifer and their children Samantha and Georgia of Calgary; sister-in-law Lil Johnson of Lethbridge; and sister-in-law Gabrielle Gregory of Red Deer.

Jack served 31 years in the Royal Canadian Navy attaining the rank of Captain before retiring in 1977. He then began his second career with the Department of Justice and eventually retired in 1992. He has dedicated his retirement years to restoring the Naval records of fellow sailors and the ships of Canada's Naval Forces - any subscriber to MARHST-L or other e-mail lists devoted to Canadian maritime affairs will remember his daily historical briefs.

News and Views

USS *Arizona* Deterioration Unavoidable

[posted on MARHST-L 16 June 2005, from the Associated Press]

A team of divers is collecting information that will help experts determine how fast the sunken USS *Arizona* is deteriorating.

The battleship sank on Dec. 7, 1941, during the Japanese attack on Pearl Harbor, which drew the United States into World War II. The remains of more than 1,100 crewmen remain entombed in the sunken wreckage, which is spanned by the USS *Arizona* Memorial. "Collapse is inevitable but by all indications, it is not imminent. It could be

decades," said Matthew Russell, an underwater archaeologist who is heading the six-member team.

Preliminary data indicates the ship suffered more damage when it was bombed than was previously thought. But despite the damage, the wreckage is holding up well and corrosion is slower than expected, he said. The team's findings will give officials of the National Park Service, which operates the memorial, the information they need "to make decisions about when and if to intervene in the *Arizona*'s natural deterioration," Russell said.

Russell said the fact the battleship is a war grave is never far from the divers' minds. "The galley area is in the midship. There are bowls, a cooking pot. The leather sole of someone's boot. It isn't easy to look at those things," Russell said. "It's not like any other place on earth. It's sacred."

Were They One of Nelson's Men?

[from the BBC website, 21 June:
news.bbc.co.uk/2/hi/uk_news/magazine/4110478.stm]

There's a running joke in family history circles, says Bruno Pappalardo, naval expert at the National Archives. "If every man said to have served in the Battle of Trafalgar actually did," he says, "the ships would have sunk." Pappalardo is the man who is opening up the records for genealogy fans to check just that.

The Battle of Trafalgar, in 1805, was the most famous naval battle in history, involving 18,000 men - and, the records now show, one woman. One of the Royal Navy's most important victories, it was the final act of naval hero Horatio Nelson.

From June 28, national celebrations will mark 200 years since he defeated Napoleon's French and Spanish forces. But there is also a more personal approach - the Trafalgar Ancestors database shows whose forbears were the "hands on deck."

One in six of the 110,000 men in the Navy served in the battle. The 1811 census

recorded 6.3m men in the UK and the Royal Navy was one of the biggest employers.

"It was a very cosmopolitan navy, says Pappalardo. "Many men came from different nationalities - Turkish, Chinese, French, Italian, Irish, American and African. The navy recruited near and far." On board Nelson's 828-crew HMS *Victory*, they came from the UK, West Indies, America, Holland, Italy, France, Malta and Ireland. Of the 18,000 at Trafalgar, 4,000 - almost a quarter - were Irish.

The information has been gathered from ships' muster books and paylists, certificates of Navy service and hospital applications made by men who later applied to become in-pensioners at Greenwich Hospital.

Records show the youngest recruit as "third class boy" Thomas Wilcott, eight, on HMS *Neptune*. The eldest, 68-year-old John Adams, was onboard the *Royal Sovereign*. Sir John Franklin, later the arctic explorer, also served.

The archive has just one woman of the fleet, a Jane Townshend, carrying out "useful services" onboard the *Defiance*. "She may have been tending the wounded, cooking, washing clothes," says Pappalardo. "The muster books recorded no women, because officially they weren't supposed to be on board. But some masqueraded as men to go to sea with their husbands, boyfriends, lovers, or to escape mundane life. There were boys and men who gave their birth place as 'at sea', so women must have been there."

Users can search, for free, by name, birth place, age, ship name, rank or rating - the "ordinary seaman" and "able seaman" terms that endure to today. Military service and ship records, and details of the men's families, will go online as the project develops. But the archive, and accompanying exhibition, already reveals much about life amid the "crack force" fleet. "We've found there were 4,000 landsmen, very inexperienced men," says Pappalardo. "The ships were the sophisticated weapons of mass destruction of the time. Sailing a ship in weather conditions, knowing currents, when to strike. Any false move could've been fatal. But they'd trained them up to be that crack force - that's where victory comes from at Trafalgar."

To access the database, part of The National Archives' website:

www.nationalarchives.gov.uk/trafalgarancestors/

Museum Devoted to the AC Davie Shipyard

The City of Levis, across the river from Quebec, has recently opened a museum devoted to the AC Davie Shipyard and the Davie family. Distinguished CNRS Member Eileen Reid Marciel was there. Diane Verret of the City of Levis deserves much credit for the opening (the Mayor of Levis has taken much interest) and has also put up a website for Davie and three other projects (so far entirely in French):

www.ville.levis.qc.ca/arts_culture/ateliers/

(English information):

www.tourismelevi.com/php/info_consulter_en.php?action=consulter&listeid=00088

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Levis honours Davie family's contribution

By MICHAEL DERY

The Davie shipyard historical site in Levis has finally opened its doors as a museum and interpretation centre (thanks to Eileen Marcell and Davie descendant Fleur Garneau Whitworth).

"I fought like mad in the early days," said Marcell, author of the *Charley-Man*, a chronicle of wooden shipbuilding in Quebec. "I have always felt that this was very important for the people of Levis."

Before it shut down in 1988, the original Davie shipyard in Levis, next to the family homestead, was the oldest in North America. "They were real experts at ship repair," Marcell explained. The old shipyard had gone from being the site where the old sailing ships were built to the more modern war ships. There is still a Davie shipyard in

operation in Levis.

Eileen began asking that the original Davie shipyard be turned into a national historic site 17 years ago.

"From the first time I met [Fleur Garneau Whitworth] she told me she wanted to turn the (family homestead) into a museum," said Marcell.

Although the shipyard had been made a historical site 13 years ago there was still much work to be done.

The city of Levis purchased the site in 1990 and renovated and restored it.

Garneau Whitworth donated a portrait of her

ancestor George Taylor Davie as well as some furniture to the museum at the plaque unveiling on Tuesday. Marcell passed on a scrapbook

she had been holding on to for Brenda Davie-Wilson to the Mayor of Levis with its owner's blessing.

The Davie family has given much to the people of Levis. "People took for granted that they could just get a job at Davie's," said Marcell. "It was the bread and butter of the local people."

Free bilingual tours begin this month at the site, 6220 Rue St-Laurent, Levis. For information call 838-8202.

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An eighth generation direct descendant of George Taylor Davie, Susanna Davie Hamford Beaulin of Montreal, stands proudly in front of a Davie genealogy display, flanked to left by Fleur Garneau Whitworth and to the right by ship historian Eileen Reid Marcell. Whitworth is holding a precious scrapbook photo album donated to the City of Levis by her son Tony, who lived in Silery until the age of 13. Marcell is holding a scrapbook that she also presented to Mayor Jean Gagnon and the city on behalf of Brenda Wilson. Ironically, the first mention of a Davie related to this family dates back to the 1750s in England - her first name also was Susanna. During the ceremony, numerous young descendants of George Taylor Davie added their names to the genealogy display. - M. R.

US Vet Wants Warships "Returned"

[Monday, July 11, 2005 *The Halifax Herald*]

In the tiny community of Sackets Harbor, NY, an American war veteran is aching to repatriate two sunken War of 1812 ships he says the City of Hamilton can't handle.

Former marine Gary O'Dell, who has worked on the issue for decades, said the coming 1812 bicentennial is the right deadline to "bring home" the USS *Hamilton* and USS *Scourge*.

The ships sank in 1813 in a violent storm and have lain upright since then in 90 metres of cold Lake Ontario water not far from Hamilton, Ont. Fifty-three American

sailors are entombed within them. The Ontario city took title to the ships in 1979.

"Unfortunately too many people who have too many letters after their names can't make a decision," said O'Dell, a Sackets Harbor senior who has followed the tale of the ships since he was a boy. "This is a question of national honour and it's unprecedented in maritime history that a warship was given away with its war dead still on (board)."

Southampton's General Hunter Wreck

You may recall the note in the January 2003 issue of *Argonauta*, describing the work done on the wreck excavated from the sands of Southampton Beach (Ontario). At last month's conference, we were treated to a presentation by Ken Cassavoy. The wreck has been tentatively identified as the *General Hunter*.



Measuring the wreck of the *General Hunter*, 8 July 2004
(courtesy Ken Cassavoy)

Maritime Provinces Steam Passenger Vessels

by Robin H. Wyllie

S. S. Linda / Dominion

Specifications:

Official Number:	61813
Builder:	unidentified, Mystic, Connecticut, USA
Date Built:	1865
Gross Tonnage:	497
Overall Length:	150.0 feet
Breadth:	26.5 feet
Draught:	15.7 feet
Engines:	22 h.p.
Propulsion:	single screw

In Argonauta Vol. XXI No. 3, published in July 2004, the SS Yarmouth was the chosen subject of this column and some of the early history of Yarmouth-based steamship operations was featured. Since then, upon going through some of this writer's dusty old research material, additional details have come to light and it was felt that the history of the little single screw steamer Linda would serve as an ideal focal point for their dissemination. RHW

History:

In 1855, having purchased the screw steamer *Eastern State* for the sum of \$24,500, the Yarmouth Steam Navigation Company, organized by a group of Yarmouth merchants, established the first regular steamship service between Yarmouth and Boston. This service was maintained until the outbreak of the American Civil War in 1861, when the vessel was sold to the United States Government.

Given the success of the Confederate Navy's commerce raiders, the risk involved in re-establishing the Yarmouth-Boston connection was such that there was little interest in doing so until after the war ended in 1865.

On July 18th, 1866, an American steamer, the *Palmyra* (Watson master) arrived in Yarmouth having made the passage from Boston in 23 hours. She then proceeded to Saint John, before returning to the US. A second voyage met with misfortune when she struck hard on Brier Island and became partially flooded. She was floated and towed to Yarmouth for repairs, after which the vessel returned to Boston and never returned. *Palmyra* was followed by another US-registered vessel the *Prometheus*, under the command of Captain Holt, which again made only two runs.

By this time Yarmouth merchants had begun to show renewed interest in the service and a group, headed by Captain Nehemiah K. Clements, formed the Yarmouth and Boston Steamship Company. Captain Clements' first task was to find a suitable vessel and, given the vast amount of surplus tonnage on the market after the war, it must have been a relatively easy task. He decided upon the virtually brand new 497 ton wooden steamer *Linda*, at that time lying in New York Harbour, and purchased her for \$65,000.

By all accounts, going as far back as Lawson's *History of Yarmouth Shipping*, the vessel was believed to have been a former blockade runner. However, having been built in 1865 in Connecticut, a Union state,

someone must have confused her with another ship.

Linda was first commanded by Captain Oliver Haley and the purser was David Richards. She was scheduled to make two trips per week, one round trip to Boston and another to Saint John. Captain Haley was succeeded by Captain James M Davis and a coloured promotional lithograph of the period, illustrated with a rather nice side view of the steamer, is headed "Yarmouth Boston Line." It advertised a "Regular line of First Class Ocean Steamers between Boston, Mass, Yarmouth, NS and St John, NB carrying the US and Royal Mails."

In 1871, on a passage from Saint John to Yarmouth, the vessel "went ashore" at Checoggin, just outside Yarmouth Harbour. Apparently declared a total loss, she lay there for a number of months. During this period, an American vessel, the *Commerce*, managed to make two round trips before running ashore in Ipswich Bay, Massachusetts. She was refloated and made her way to Boston, after which she made two more round trips.

There is no record of any further attempts to restore the service until 1873, when *Linda* was purchased from her insurers by Captain Clements. Salvaged and repaired, with increased passenger accommodation and a new 24 hp engine built by Burrill Johnston & Co of Yarmouth, the vessel reappeared in service under the name *Dominion*. The removal of her figurehead and the addition of a clutter of new deck houses did nothing, however, to restore her original sleek appearance.

When Captain Clements died in 1880, his son E Franklin Clements took over the operation of the vessel and she continued on the Boston and Saint John runs for the next two years.

In 1882, the younger Clements, who does not appear to have been as astute a businessman as his late father, became involved in the newly incorporated Nova Scotia Steamship Co. Among that company's

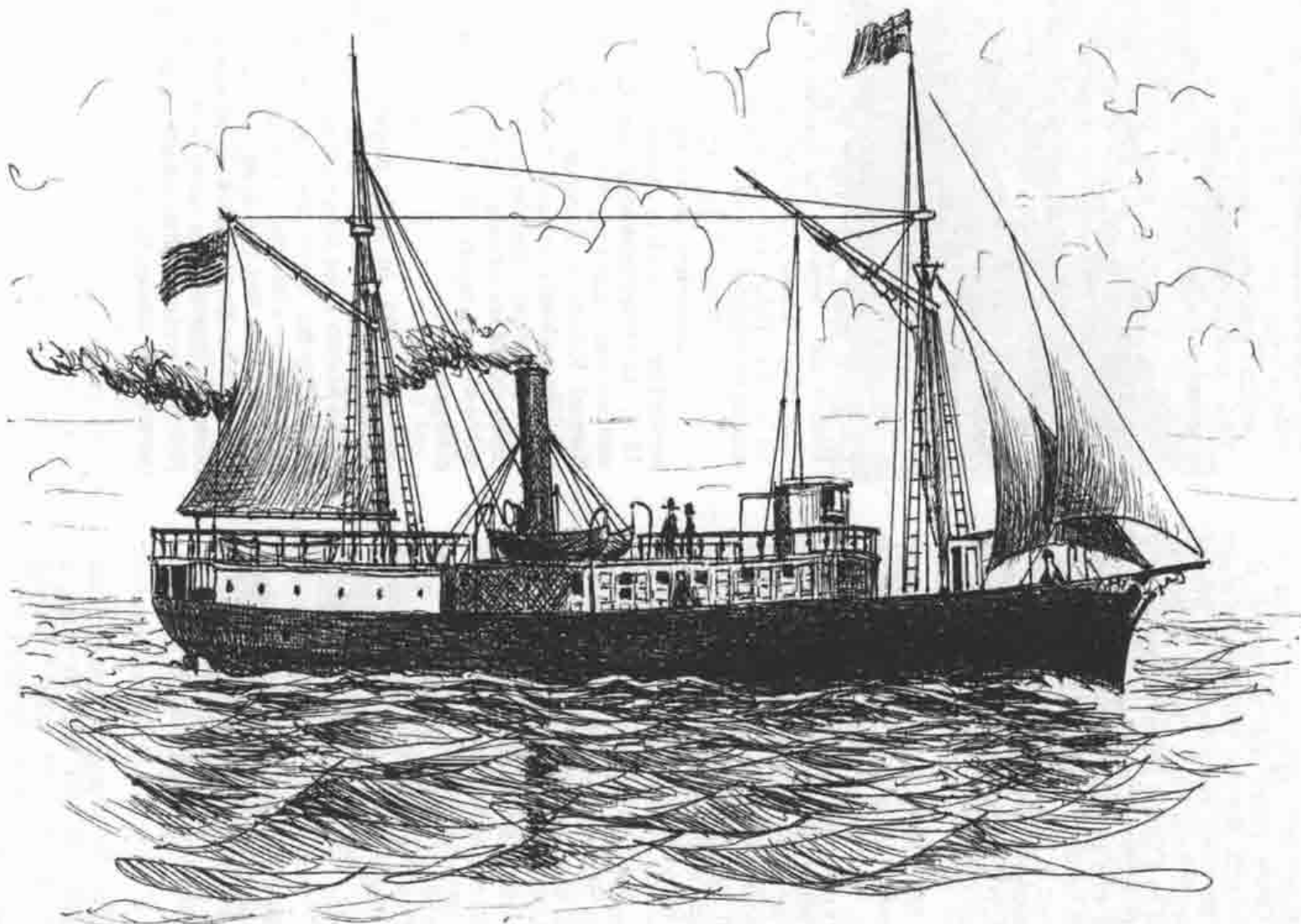
organizers were a number of gentleman on the board of the Windsor and Annapolis Railway, and with the guarantee of getting all of that railway's through Halifax-Boston traffic, the company purchased the old paddle steamer *New Brunswick* from the International Steamship Co.

With almost twice the passenger and cargo capacity of the little *Dominion*, the "new" vessel took over the Halifax-Boston run, while *Dominion* was placed on the weekly Grand Manan mail run, between Yarmouth and Saint John, and a new weekly South Shore feeder run, which took her from Yarmouth to Halifax, calling at Shelburne, Liverpool and Lunenburg.

The following year, the steamer *Cleopatra* made two round trips between Boston and Yarmouth but the Nova Scotia Steamship Company (NSSCo) having secured all of the W&A railroad traffic, she was unable to compete.

Competition with the *Alpha* was another matter. Built in Summerside, PEI, in 1873, this unpretentious wooden cargo steamer was placed on the run in 1884, by Samuel Killam, a Yarmouth entrepreneur, who, immediately engaged the NSSCo in a major price war. This he could well afford, but the NSSCo could not and, according to an old newspaper report, "the company became disorganized."

In 1885, in fairly desperate straits, leaving *Dominion* to handle the Yarmouth-Grand Manan-Saint John mail run, they tried combining the South Shore run, as far as Lunenburg, with the Yarmouth-Boston service. This did not work, so they tried running *New Brunswick* from Annapolis to Boston. That did not work either and, in 1886, they were forced to sell the vessel to the International Steamship Co.



S.S. LINDA

ROBIN H. WYLLIE 2005

SS Linda. From a c1870 promotional lithograph.

This was apparently just what the Hon. L. E. Baker, the Member of Parliament for Yarmouth, and his associates had been waiting for. Aware, through the former's Ottawa contacts, that the government was soon to spend almost a million dollars on completing the rail link between Halifax and Yarmouth, they proceeded to organize the Yarmouth Steamship Company (YSSCo) and bought out what was left of the NSSCo. They also purchased, perhaps by prior arrangements, Samuel Killam's *Alpha*, which had played such a major part in that company's downfall.

The Yarmouth Steamship Co then placed *Alpha* on the South Shore route, while *Dominion* took over the weekly Boston and Saint John runs. This lasted until 1887, when *Yarmouth* (I), specially built in Scotland for the Boston service, was delivered.

Dominion was then relegated to her old Yarmouth-Halifax feeder run and picked her way among the rocks and islands of Nova Scotia's South Shore without incident, for the next six years. Her end came on April 24th, 1893, off the entrance to Lunenburg Bay. It is described in DesBrisay's *History of the County of Lunenburg* as follows:

1883. April 24th. – About midnight the steamer *Dominion*, Captain Nickerson, bound for Halifax, went ashore in a thick fog on the south-western end of Big Duck Island. Among the passengers were Mrs Thos Campbell of Liverpool, Rev D Currie of Shelburne and C E Kaulback, MP. There was a rough sea on, and the passengers were lowered to the boats by ropes. it was impossible to land on the Island, but the whole party arrived at Lunenburg a few hours later. The vessel became a total wreck.

As superstition has it, bad luck always comes in threes and so it was for the YSSCo vessels on the South Shore run. The first was *Dominion*; wrecked on Big Duck Island in 1891. Second was the brand new steel paddler *Express*, which was wrecked on Bon Portage Island in 1898. Number three, was her replacement, the elderly *City of*

Monticello, which was lost in a severe storm off Cape Forchu in 1900.

Sources:

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

Bruce, Harry. *Lifeline: The Story of the Atlantic Ferries and Coastal Boats*. MacMillan of Canada, Toronto, Ont, 1977.

Clarke, William W. *Clarke's History of the Earliest Railways in Nova Scotia*. Published by the author, Windsor, NS, c1925.

Desbrisay, Mather Byles. *History of the County of Lunenburg* (second edition). Published by the author, Bridgewater, NS, 1895.

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

Woodworth, Marguerite. *History of the Dominion Atlantic Railway*. Dominion Atlantic Railway, Kentville, NS, 1936.

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

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

Newspaper clippings and other records in the Collection of the Yarmouth County Museum and Archives.

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

[Editors' Note: a listing of the vessels discussed by Robin Wyllie and the relevant issue of *Argonauta* may be found on the Society's website, on the "Argonauta" page.]

Heart of Oak

by John Guard

All with any interest in the subject know that the official march of the Royal Navy is the familiar *Heart of Oak*. How and when it came to be adopted is an interesting story and a demonstration of the ways of Whitehall in other (and not so distant) days.

In March 1920 Captain A Dutton in his capacity as a member of the Admiralty Volunteer Committee (who they?) and officer commanding Naval Forces at Olympia (i.e. naval participants at the Royal Tournament) wrote to the Admiralty asking for a ruling on what was the 'official' march past of the Royal Navy. He observed that in the previous year *A Life on the Ocean Wave* had been used but that was the march of the Royal Marines. He continued:

In various ceremonial parades in which I have taken part in the past the Royal Navy has marched past to various tunes, including Hearts of Oak, They All Love Jack, Nancy Lee and Red White and Blue¹.

The letter arrived at the Admiralty Secretariat, a docket (file) was opened and sent on its round. First to the Admiralty Library (in this case equivalent to the later Historical Branch) for a bit of devilling. There LG Carr-Laughton was clearly interested. He wrote on the origins of the proposed tunes and made comments and suggestions of his own:

Heart of Oak (not Hearts of Oak) is a song from Garrick's [play] Invasion of 1759 and was written in commemoration of the victories of that year - Quebec, Lagos and Quiberon and was a favourite of the Navy².

They All Love Jack is a music hall song of 1885. Nancy Lee is a music hall song

of 1887. Red White and Blue was very popular in the fleet in 1854-56.

Carr-Laughton went on to give his opinion that only the first and last of these could claim to be naval and;

... there have been naval songs much more intimately associated with the service but difficult to make into marches, such as:

Spanish Ladies.³

The Bay of Biscay⁴

Rule Britannia is fine and historic but it savours of bad taste to use it before foreigners of friendly nations, for example at the Royal Tournament.

'Life on the Ocean Wave' was written in New York in 1838, words by Henry Epes Sargent, an American, tune by Henry Russell the well known English song writer and singer. It immediately became a popular success in America and England.

The docket resumed its rounds and comments were added. Surprisingly, the objection to *Rule Britannia* on the grounds of political correctness had much support. Someone very senior remembered that when Charlie (Lord Charles) Beresford was a Commander-in-Chief he introduced it as a musical salute for admirals but even he had acquiesced when told to cease the practice on the very same grounds. It was later restored as a musical salute but for naval commanders-in-chief only. Another objection was that it was already the regimental march of the Norfolk Regiment to whom Queen Anne had granted a Britannia cap badge. It would seem that they were less concerned about political correctness!

Someone made a decision - *Heart of Oak* it would be, the approval of King George V was obtained and a Fleet Order issued.

¹ Probably that with the refrain "Three Cheers for the Red, White and Blue."

² The British army were also victorious at Minden in the same year.

³ "Farewell and Adieu to you fair Spanish Ladies...."

⁴ "In the Bay of Biscay-o" from John Davey's 1805 opera *Spanish Dollars*. He is reputed to have used the tune of a shanty he heard sung by black seamen.

Their Lordships were no doubt surprised when there were immediate protests from two widely differing sources. Some very senior admirals wrote asking why can we not use 'Life On The Ocean Wave as we always have done? The other source of objections was the Royal Marine Bands. Probably rather miffed at not having been consulted, the senior Director of Music gave his opinion that *Heart of Oak* was not good for marching to and was too short and thus repetitive if used on parade. More junior band officers set about composing marches hoping for fame, if not fortune,⁵ if theirs was adopted.

First, an investigation was conducted to establish when and how *Life on the Ocean Wave* had been adopted as the Royal Marines' official march. In other words, on what grounds did they 'own' it. After extensive searches it transpired that the first known official mention of it as such was in an army band book of 1882 but it was believed to have been in use well before that. Obviously it dated from the days when the choice of regimental marches depended on the whim of colonels rather than Admiralty dockets.

Lieutenant Fairfield RM was first to submit a proposal. His score was a medley of *Heart of Oak*, *The Englishman*⁶ and *Rule Britannia*. To improve his chances he showed it to Sir Henry Wood (of the Promenade Concerts), who thought it very good and wrote a recommendation to that effect. It went into the docket, which went round once more. However, as one minute pointed out, distinguished musician that he was, Sir Henry was not an expert on marching and parades. A parade ground trial was required and where

else than at HMS *Excellent*, gunnery school and the home of the Navy's ceremonial?

Excellent did not like it at all – they thought it lacked swing and the changes of tune were off-putting. Back to the drawing board (music sheet).

This time round there were more experts available. The *Naval Song Book* (?) was being revised and, this being Whitehall, a committee had been formed for the task. They came up with two suggestions: *Britannia, the Pride of the Ocean* and *The first part of the quick march of the song "Nancy Lee."*

Excellent tried them, preferred the latter but did not like either much.

Round again went the docket, with another runner added. Another RM band officer had submitted his own arrangement of *Heart of Oak*, *Bay of Biscay* and *Rule Britannia*. This time the Royal Marine Artillery were ordered to carry out the trial at Eastney. They reported that the officers thought it bad, on the other hand the NCO's and marines disagreed and thought it good but the band and drums were of the same opinion as the officers.

When the docket went round again with this inconclusive result, almost a year after it had first been raised, a note of exasperation entered the minutes. Busy staff officers had other things to worry about. They decided to leave it to *Excellent* to conduct another trial and come up with a definite recommendation.

In February 1921 the trial was held on the *Excellent* parade ground and the captain made his decision: *The latest selection was not very good and the best on offer was the straightforward Heart Of Oak, which was quite satisfactory for marching and at 68 bars was longer than many regimental marches so repetition was not a problem.*

At last an unequivocal decision! And it was *the status quo ante*, already published in Admiralty Fleet Orders! With great relief

⁵ The copyright would be retained by the Crown.

⁶ This may have been from Gilbert and Sullivan's *HMS Pinafore* – "He might have been a Rooshan ... But he is an Englishman". If so, it was much more politically incorrect than *Rule Britannia* and there would have been problems of copyright unless the holders could be persuaded to waive it.

the docket, now rather tattered, was closed with **No Further Action** and disappeared to sink lower and lower in the archives, perhaps undisturbed until placed into the author's hands at the Public Record Office in August 2000.

*Come cheer up my lads, 'tis to glory
we steer*

*To add something more to this
wonderful year!*

*'Tis to honour I bid you, not to bind
you like slaves!*

*For who are so free as the sons of the
waves?*

Heart of oak are our ships,

Heart of oak are our men,

We always are ready!

STEADY, BOYS, STEADY!

*We'll fight and we'll conquer again
and again.!*

West Coast Letter

by John Crosse

Although Juan de Fuca's claim to have discovered the strait that now bears his name is dismissed by modern historians as apocryphal, yet a doubt still lingers. How was it that the old pilot accurately described its latitude, the pillar of rock at the entrance, *and the inner sea beyond* as long ago as 1596.

Be that as it may my subject this month is that inner sea and its environs, for around its shores the majority of British Columbians make their homes today.

It was different 15,000 years ago. Then a great sheet of ice covered the whole area, leaving only the mountaintops exposed. As the ice receded, the meltwaters brought down by the rivers formed the alluvial plain of the Fraser Valley and the delta at its mouth.

Modern evidence tends to indicate that our first people came not by the land bridge from Asia but in canoes, following the edge of the ice, which in places left bare headlands exposed. They would have had to have travelled further south than British Columbia

before moving inland, and it would have been another several thousands years later that, following the slowly retreating icecap, they would have been able to move north to occupy the land they do today. The whole area of the Pacific Northwest, blessed with a ducet climate and an abundance of food sources, was the home to one of the largest congregation of First Nations on this continent.

As befits their ancestry they were a littoral people, drawing up their canoes on a suitable beach and building their village on the foreshore, some groups settling further up local rivers. Fearless hunters, they treated this inland sea as their own duckpond. They were the *Salish*, and today there has been a move afoot, originating from Saltspring Island, to rename the whole Georgia Strait the *Salish Sea*. After all they were the first who found it.

After the publicity Capt. Cook gave British Columbia in 1778, the fur traders who soon followed, quickly found the Strait of Juan de Fuca, but its prevailing winds blow in from the Pacific Ocean, making beating out again difficult, so it was left to a naval expedition, under the Spaniard, Manuel Quimper, to first chart its waters. The Eliza expedition of the following year penetrated the barrier of islands at its head, and found the inland sea beyond. They called it *el Gran Canal de Nuestra Señora del Rosario de Marinera*, but the name did not stick, and Captain George Vancouver, coming a year later, christened it the Gulf of Georgia in honour of King George III of England.

The next visitor arrived by land in 1808. Simon Fraser, after crossing the Rockies, believed he was following the Columbia River, but got within two miles of the Gulf before being turned back by hostile Musqueam. It was not until nearly twenty years later that a white man again set foot in these parts. The governor of the Hudson's Bay Company dispatched his nephew, Amaelius Simpson, in the schooner *Cadboro*, to set up a trading post at a suitable location on the Fraser River, and after a careful survey of the

main channel, he was able to work his way upstream to establish Fort Langley.

The journals left by these traders reveal that beyond the confines of the fort, the natives were in an almost constant state of war with their neighbours, and the sale of muskets by the fur traders on the outer coast naturally intensified this. There is a spot on Orcas Island called Massacre Bay, where the Kwakiutl, coming down from the north end of the Gulf, slaughtered the men and took captive their women and children. A few years ago a North Vancouver chief, freely admitted that, far more than the white settlers, his Salish people feared the Haida, the fierce some warriors from the Queen Charlottes. A Musqueam leader pointed out to me recently several sites of lookout posts along the cliffs of the North Arm of the Fraser where their forebears had kept watch against the depredation of raiders from the north.

At about the same time the Gulf of Georgia was presenting serious problems to large trading vessels seeking to enter. The best route is in from the south, through Juan de Fuca, but tides are strong around the island barriers of the San Juans and Gulf Islands, and once through, the prevailing winds in the summer trading season tend to be from the North West. The Gulf is 140 miles long but only 20 miles at its widest point, making a long beat to windward necessary. But because it is surrounded by mountains on all sides, the winds, blowing in from the ocean, seldom reach sea level, diurnal, they can be frustratingly fickle. One local sailor, expert in single-handed dinghies, avers that the most dangerous risk in crossing the Gulf in summer is dying of boredom. The strongest wind ever recorded in Vancouver is only 68 knots. Thus it was that it was not until almost half a century after the fur traders had reached the outer coast, that the first commercial sailing vessels, the *Convoy* and the *Owhyhee*, both American, reached the inner Gulf.

But working these restricted waters under square-sail was too difficult, and it was until the arrival of the Hudson's Bay steam-

paddler, the *Beaver* in 1835, that the Gulf really started to be seriously explored.

The Treaty of Oregon of 1846 drew the international boundary at the 49th parallel, with the exception of the southern tip of Vancouver Island, where the Hudson's Bay Company had built Fort Victoria, having been evicted from Fort Vancouver on the Columbia River further south.

Thus things proceeded until in 1857, when gold was discovered on a bar of the Fraser at Hope, 80 miles upriver. A flood of American prospectors ensued. Wearying of slim pickings at the end of the Californian gold rush, they arrived in Victoria. Governor Douglas hastily petitioned the British Crown, and in 1858 the Crown Colony of British Columbia was declared on the mainland, balancing that already established on Vancouver Island.

There was therefore an urgent need to establish a British naval presence. Thus it was that Capt. George Richards of the Royal Navy was sent out from England in HMS *Plumper*. An experienced surveyor, he soon charted the Fraser River all the way up to the goldfields, but for some inexplicable reason, changed the name of the Gulf of Georgia into a *Strait*. And so it has continued ever since.

But Capt. Richards was wrong. This 'Inside of Fuca', that the old Spanish pilot had referred to, is even more of an inland sea than its better known counterpart in Japan, on the other side of the Pacific. A strait normally leads from one body of water to another, this is not the case with Richards' Georgia Strait. Our Gulf has four openings. To the south it is accessed through the Rosario and Haro Straits, and to the north by Discovery Passage and the Sutil Channel.

It is very far from being a strait. Our tides are unique, the bulk of the water flooding from the south from Juan de Fuca, but at the other end there is a small volume that comes in round the north end of Vancouver Island, through Queen Charlotte

Strait and the many restricted passages north of Quadra Island.

The bottom left hand corner of the Gulf is in United States waters, with Point Roberts and Blaine on the mainland, and Lummi, and the northern fringe of the San Juans, forming the southern extremity.

The San Juans played a significant part in our history. The flood of Americans to the gold fields naturally produced repercussions. Failing to make their fortunes there, many found alternate endeavours. Some settled in these islands, which were a sort of no-man's-land, ill defined by the Treaty of Oregon. But our Hudson's Bay Company also saw opportunity there, a useful place to graze sheep. A flock and shepherd were soon followed by a small trading post.

Inevitably, before too long a confrontation took place. American settlers were sufficient in number for their government to start parcelling off land. An American farmer objected to Hudson Bay pigs rooting in his crops. Infuriated, he shot one. Thus ensued 'The Pig War,' the closest the United States and Britain came to open hostilities on the West Coast. Although the only casualty was the pig, both nations established armed camps. But the American Civil War intervened. There were no hostilities out here, but the long wait for a British attack which never came, gave perhaps two of the American participants time to dream up more useful enterprises. Daniel Webster went on to produce his famous *Dictionary*, and Lieutenant Robert the useful *Robert's Rules of Order*.

Even after the Civil War was over, neither side was prepared to budge and the dispute was finally turned over Kaiser Wilhelm I. He in turn passed the problem over to a trio of German professors, who with consummate logic, proposed that the boundary be the Haro Strait, through which flowed the largest volume of water. And so it was, the strait providing the separating line between the American San Juan Islands, and our Canadian Gulf Islands. The peaceful

confrontation had lasted more than twelve years, from 1859 to 1872. But in the meantime the two British colonies, by then combined into one, had agreed to join Canadian confederation.

For those who are interested, the two camps can be still visited today, and the Union Jack is still raised each morning over the old British blockhouse.

However on our northern border a more protracted dispute still lingers, but that can be the subject for another time.

Where Did the Fairmiles Go?

by Fraser McKee

During the Second War Canada built 80 Type B Fairmile motor launches for the RCN in eleven yards (and at least one sub-contracted yard) on the Great Lakes and East and West coasts. Their wartime histories were not spectacular but their duties pretty vital to security at the time, as well as providing an initial training ground for the young 'VR skippers, Sub-Lieutenants and crews who went on to greater things.

It is not difficult to track their wartime use through DND records. But a project to find out what happened to these vessels post-war has proven much more challenging. All 80 were sold out by War Assets and its successors in the 1945-1947 period. For Canadian purchasers, in most instances it has been possible to track the Fairmiles' Q-number to the new owners, Transport Canada registration number and new careers, although there are quite a few blanks and not a little confusion between old numbers and new names.

But for the 17 sold to U.S. buyers it has proven almost impossible from this Canadian end to track their subsequent histories except in a couple of cases. The most famous of the latter is Q-120, after several owners sold in February, 2005 on E-Bay for \$275,000, being the Governor of Maryland's *Maryland Independence* at the

time, although she had been owned in Canada when first bought by Mr. Gordon Leitch of Upper Lakes Shipping for 11 years.

As a research project, it would help considerably if any of our American readers can provide any detail for the following boats as to their owners and fates in U.S. hands. Each was of wood construction, 107' bp, 112' oa, originally with gasoline (petrol) engines, and of about 33.5 registered tons, 75 to 103 net tons, although this was very variable, as were later engines. The boats' lengths and builders usually provide the easiest way to search early records. The listings give what detail has been uncovered so far.

Any detail would be appreciated:
F.M.McKee, Ste. 2104, 1320 Islington Ave.,
Toronto, ON, M9A 5C6 or
fmmck22@rogers.com on e-mail.

Q-053: built by J.J. Taylor, Toronto. Bought: Consolidated Shipbuilding Corp., Morris Heights, N.Y. in 1946.

Q-055: built by Greavette Boats Ltd., Gravenhurst, ON. Same purchaser: Consolidated.

Q-056: built by Greavette Boats Ltd., Gravenhurst. Bought: Creole Petroleum (Esso Petroleum subsidiary). Used on Lac Maracaibo, Venezuela, as *Esso Ayachuco*. Scrapped when?

Q-057: built by Minette-Shields Ltd., Bracebridge, On. Bought: Consolidated Shipbuilding, Morris Heights, N.Y. in 1946.

Q-059: built by Minette-Shields Ltd., Bracebridge. Bought: Consolidated Shipbuilding Morris Heights, N.Y. in 1946.

Q-061: built by Hunter Boats, Orillia, ON. Bought: Creole Petroleum, for Lac Maracaibo, Venezuela as *Esso Concordia*. Fate?

Q-072: built by Grew Boats Ltd., Penetanguishene, ON. Bought: Acme Boat & Salvage Co., New York, N.Y. in 1945.

Q-073: built by Grew Boats Ltd. Bought: Acme Boat & Salvage Co., N.Y., in 1945.

Q-074: built by Minette-Shields Ltd., Bracebridge. Became Canadian *Aloma II*, then sold U.S. as *Terra Mar* in 1960, owned by Charles Blickle, Hamden, Conn. by 1961. Fate or later owners?

Q-075: built by Minette-Shields Ltd., Bracebridge. Bought: Acme Boat & Salvage Co. in 1945.

Q-076: built by Minette-Shields Ltd., Bracebridge. Bought: Acme Boat & Salvage Co New York, N.Y. in 1945.

Q-078: built by Greavette Boats Ltd., Gravenhurst, ON. Bought originally by Transit Tankers & Terminals, Montreal; then by Creole Petroleum for Lac Maracaibo as *Esso Cardonnal* in 1948.

Q-081: built by Midland Boat Works, Midland, ON (sometimes noted as Honey Harbour Navigation Co.) Bought: probably initially by Louis Levin, Montreal. Then became *Esso Taparita* of Creole Petroleum on Lac Maracaibo. Lost by fire 1948? (Some confusion here with Q-094, not a Creole Pet. boat).

Q-099: built by Grew Boats Ltd., Penetanguishene, ON. Bought initially in 1945 as *Dipedon* by Joe Dunkleman, Toronto. Then as *Donarvie II* by Nipigon Lake Timber Co., Port Arthur, ON. Then sold U.S. to Gilbert O. Weidman, St. Petersburg, FL. in 1954-'58. Fate or later owners?

Q-115: built by Mac-Craft Boats, Sarnia, ON. Bought initially by Upper Lakes & St Lawrence Navigation Co. as *Nelvana*. Sold (to U.S.?) 1952. Owned in 1961 by John T. Benjamin, New York & Miami as *Outre Mer*. Fate, previous or later owners?

Q-117: built by Grew Boats Ltd., Penetanguishene. Initially transferred in 1945 to RCMP, but returned and resold to L A Shackleton, Montreal. By Feb. 1948 "sold to U.S. buyer" in New York. Date of 1957 also appears in records.

**John Lyman Book Awards
North American Society
for Oceanic History 2004**

At its annual meeting held in Savannah, Georgia, the North American Society for Oceanic History announced the recipients of its John Lyman Book Awards which recognize outstanding books dealing with the maritime and naval history of North America. The following books published during 2004 received prizes.

Canadian Naval and Maritime History

Pope, Peter E. *Fish into Wine: The Newfoundland Plantation in the Seventeenth Century* (University of North Carolina Press)

Honourable Mention

McKee, Fraser M. *'Sink all the shipping there': The Wartime Loss of Canada's Merchant Ships and Fishing Schooners* (Vanwell Publishing)

US Naval History

Bennett, Michael J. *Union Jacks: Yankee Sailors in the Civil War* (University of North Carolina Press)

Honourable Mention

R. Blake Dunnivant, *Brown Water Warfare: The U.S. Navy in Riverine Warfare and the Emergence of Tactical Doctrine, 1775-1970* (University Press of Florida)

John Darrell Sherwood, *Afterburner: Naval Aviation and the Vietnam War* (New York University Press)

US Maritime History

Paul A. Gilje, *Liberty on the Waterfront: American Maritime Culture in the Age of Revolution*. (University of Pennsylvania Press)

Honourable Mention:

James A. McMillan, *The Final Victims: Foreign Slave Trade to North America, 1783-1810*. (University of South Carolina Press)

Biography and Autobiography

Kathleen Broome Williams, *Grace Hopper: Admiral of the Cyber Sea* (Naval Institute Press)

Primary Source Materials

W.H. Bunting, *Sea Struck* (Martha's Vineyard Historical Society)

Conferences and Symposia

The World of Michael of Rhodes

1-3 December, 2005

A conference sponsored by the Dibner Institute for the History of Science and Technology, MIT, Cambridge, Massachusetts December 1-3, 2005.

In 1401, a young man named Michael of Rhodes entered Venetian service as a humble galley oarsman. Over the next four decades, he rose to the highest positions a non-noble could hold in the Venetian navy. He fought in several major sea battles. He sailed on numerous commercial voyages to such fabled destinations as Alexandria and Constantinople. He commanded ships and even the movement of galley fleets.

In 1434, this remarkable man sat down to write a manuscript representing the essential knowledge he possessed as a master mariner. Among the jewels it contains are 180 pages of mathematics, numerous calendars, wonderful astrological illustrations, some of the earliest extant navigational portolans, and the earliest known European treatise on shipbuilding.

On December 1-3, 2005, the Dibner Institute for the History of Science Technology will host the first public conference about Michael of Rhodes. The contents of Michael's long-lost manuscript will be presented to the world for the first time. Leading scholars of Venice and the Mediterranean will place Michael's manuscript in its essential historical context.

The conference is organized in preparation for the publication of a full edition with commentary on the manuscript, under the direction of Pamela O. Long, David McGee, and Alan M. Stahl.

Registration is free but, as space is limited, please RSVP to Dawn Davis Loring at dloring@mit.edu or 617-253-8721. For updated conference information, please visit <http://dibinst.mit.edu/mor-conference>.

Conference Schedule:

Thursday, December 1, 2005

Reception

Keynote Address, Pamela O. Long, Getty Scholar, Getty Research Institute

Friday, December 2, 2005

Morning: Michael and his Manuscript
Chair, Paolo Galluzzi, Istituto e Museo di Storia della Scienza

Franco Rossi, Archivio di Stato di Venezia

Alan M. Stahl, Princeton University

Dennis Romano, Syracuse University

Pamela H. Smith, Columbia University

Plenary Lecture

David Jacoby, The Hebrew University of Jerusalem

Afternoon: Mathematics and Navigation

Chair: Glen Van Brummelen, Bennington College

Raffaella Franci, Università di Siena

Piero Falchetta, Biblioteca Nazionale Marciana

Warren Van Egmond, Arizona State University

John Dotson, Southern Illinois University Carbondale

Saturday, Dec 3, 2005

Morning: Shipbuilding and Shipboard Life

Chair, Filipe Vieira de Castro, Texas A&M

David McGee, Burndy Library

Mauro Bondioli, Independent Scholar

Brad Loewen, Université de Montréal

John Pryor, University of Sydney

Afternoon: Cosmos and Society

Chair, Diana Gilliland Wright, New School University

Faith Wallis, McGill University

Dieter Blume, Friedrich-Schiller-Universität Jena

Patricia Fortini Brown, Princeton University

John Martin, Trinity University

Closing Plenary Lecture

Peter Spufford, Queens' College, Cambridge

This conference is organized by the Michael of Rhodes Project, which has been generously supported by grants from the National Endowment for the Humanities, the National Science Foundation, the Dibner Institute for the History of Science and Technology, and The Gladys Krieble Delmas Foundation.

**Minutes of the Annual General Meeting
Hamilton, Ontario
18 June, 2005**

Present:

Paul Adamthwaite, Betty Anne Anderson-Adamthwaite, Owen Cooke, Richard Gimblett, Bill Glover, Richard Goette, Barry Gough, Gregg Hannah, Patricia Hartle, Brian Keefe, Faye Kert, Chris Madsen, Christopher McKee, Jim Pritchard, Suzanne Pritchard, Julie Redstone-Lewis, Roger Sarty, Bill Schleihau, Maurice Smith, Paul Webb

1. Call to Order and Approval of the Minutes of the Last AGM

The meeting was called to order by the President at 10:11 in a conference room of the Admiral Inn hotel.

AGREED (Goette/Hannah) to approve the minutes of the last Annual General Meeting of the Society, held in Ottawa 29 May 2004.

2. President's Report

[The President's Report has been included as the "President's Corner" column in this issue, and has not been repeated here.]

The outgoing President added that the 2006 Annual General Meeting will be held in Manitowoc Wisconsin, not Toronto: this is the first time the Society has held a joint meeting with NASOH in the United States. Barry Gough asked about the dates – first weekend in June (31 May – 4 June). Richard Goette noted that immediately following is the annual Air Force Conference in Winnipeg.

3. Treasurer's Report

The Treasurer was unavoidably detained and unable to attend the meeting; and thus his report could not be delivered. It will be distributed to the Membership in the July *Argonauta*, and brought forward for approval at next year's AGM.

[the report was delivered electronically, and for completeness has been included in these minutes as Attachment 2]

4. Nominating Committee

Bill Glover presented the report of the Nominating Committee, submitting the following nominations:

President:	Richard Gimblett
1 st Vice President:	Roger Sarty
2 nd Vice President:	Peter Haydon
Secretary:	Bill Schleihau
Treasurer:	Walter Tedman
Membership Secretary:	Faye Kert
Councillors:	Paul Adamthwaite
	Serge Durlinger
	Chris Madsen
	Maurice Smith

It was **AGREED** (Glover/McKee) to accept the list of nominations.

Nominations from the floor: nil.

Therefore, the nominations were declared to be closed; the new Council taking effect immediately.

The new President, Richard Gimblett, asked for a motion (Owen/Gough) to thank outgoing President Jim Pritchard for his service during a very difficult three years; the new President hoping he can continue to follow in his footsteps. It was **APPROVED** by the membership.

5. New Business

2005 Conference Report

Chris Madsen summarised the Hamilton conference. It went very well; reflecting the diverse interests of the Society, including academic papers and personal experiences. DND supplied much audio-visual support; as well as HMCS *Star* and Friends of HMCS *Haida* sponsoring the event in *Star*. It helped our bottom line: \$5,000 in revenue; \$3,200 in expenses = approximately \$1,800 surplus. All thanks to the institutional support. We had several people pay the single day fee for our "free afternoon" concerning the wrecks of the *Hamilton* and *Scourge*. It was agreed by Council that \$1,000 of the surplus go towards the Panting and Jacques Cartier Awards to make them self supporting. The remainder should go towards general revenue for future conferences.

McKee asked how many attendees we had? Madsen answered: 44 for banquet; 30-35 for the conference; almost 50 for the Friday afternoon. The City of Hamilton co-sponsored the public session – SOS (Save Our Shipwrecks) was to be involved as well, but pulled out at the last minute (this had nothing to do with CNRS). Vanwell Publishing provided \$150 towards banquet refreshments and deserve our thanks. This surplus is unusual... were we meeting in Toronto next year the costs would be double and attendees probably spread out all over the city – the closest hotel 3miles from the Staff College. There are many reasons why 2005 Conference Committee recommended Manitowoc for next year vice Toronto.

Richard Goette noted that audio-visual costs are very expensive and thanks Chris Madsen for providing the audio-visual support gratis. Madsen pointed out that it would have been about \$1,000 for a 2-day conference had we not been able to supply our own (through DND). Adamthwaite noted that his organization bought their own – and perhaps the Society could think of buying its own set. Madsen appreciates that this can be depreciated cost-wise, but technology changes so quickly that it will quickly become obsolete. Adamthwaite added that perhaps a central laptop for presentations would help; but Madsen replied that presenters have their own laptops and software preferences. Nevertheless, the trend is definitely towards Microsoft Powerpoint (and other presentation software). Gregg Hannah added that we are a nomadic society with, no fixed address: any hardware that we acquire needs to be looked after and brought to conferences, and moreover, costs too much for usage once a year.

2006 Conference

It has been decided that we will accept the invitation to join NASOH for their 2006 Conference in Manitowoc Wisconsin, Wednesday 31 May – Sunday 4 June. More information will be in the July *Argonauta*. This year's Treasurer's Report will be brought to next year's AGM for approval.

Maurice Smith noted that he has been to Manitowoc several times in past few years: there are excellent research facilities, etc. Faye Kert added that there are various tours etc available. Gimblett noted this is a joint conference with NASOH ("Charting the Inland Seas" is the theme). Madsen suggested that the 2005 committee be re-appointed for next year.

Gimblett thanked Smith, Madsen and Goette for this year's conference, and for volunteering for next year.

2007 Conference

Bill Glover summarized the proposal of Churchill, Manitoba as the venue for this conference. Out of Winnipeg you can get to Churchill for a conference from about \$1,600, including airfare, hotel, ground

transfers in Churchill, some meals, town and area tour, tundra buggy tour, three-hour boat tour to Prince of Wales fort. The date is roughly the 1st weekend in August – in the middle of the beluga season. The “expensive” way to get there: fly one-way, take the train the other. An aircraft can be chartered to fly to York Factory for about \$2,400. Barry Gough and Bill Glover have about twelve papers proposed already, from Australia, the UK and Canada. Therefore, if the Society agrees to Churchill at this meeting, Glover will work up a formal Call for Papers and more detailed costs. Glover will be in Winnipeg in the fall and will get more solid details ready for the Society’s 2006 AGM.

A motion (Madsen/Kert) was made to hold the Society’s 2007 Conference in Churchill. Madsen asked about travelling both ways by train. The answer is “yes,” however the traveller wishes to do it. Madsen suggests that when working with the travel agent that family-type options for activities be included in programme. Adamthwaite asked about total travel time from Ontario. Glover replied that by train, Churchill is 48 hours from Winnipeg. The drive to Winnipeg from Kingston entails two nights on road. Glover is thinking five days in Churchill to allow for the tours. Also, his cost figures are based on 35 people; Faye adding that a number of NASOH people very interested. Gimblett asked about the maximum number of attendees that can be accommodated, and if there is a deadline for commitments. Glover replied that this will likely be a “book early” conference- similar to Galiano Island and Cornerbrook. The motion was **APPROVED**.

2008 Conference

Richard Gimblett and Serge Durflinger are the Programme Chairs. There are no major developments since last year: we are going to Quebec City in the summer of 2008. It will be popular because of that city’s quadricentenary. IMEHA have been asked if they wanted to hold a joint conference with us, but they declined for unknown reasons. We suspect NASHO and the Europeans will be quite interested. The Auberge St Antoine is recommended as the venue – very close to waterfront. No dates have been decided yet, because we need to get a feel for other conference schedules.

The Membership was asked if anyone was opposed to Quebec City for 2008; and none were. Pritchard suggested that June might be a good time for us to be there, 1st-3rd weeks of June (avoiding the 24th). Smith suggested the Conference Committee look into Levis for accommodation: nice view, and possibly less expensive. Madsen suggested discounted rates for students, and that we look into student accommodation. Smith suggested that Grosse Isle might be interested in sponsoring us; especially if we presented papers there.

We have not looked beyond 2008 for conferences.

Gough notes that some West Coast members want to do a “Voyaging the Pacific”-themed conference, and asked if the Society would like to meet near Victoria after Quebec City. Gimblett suggests 2009 (Madsen 2010) for this. Gimblett reminded the Membership that 2010 is the centennial of the Navy– which means Halifax the likely venue; therefore 2009 might be open for Victoria. Gough suggests we leave this open for the moment.

Other Business

Gimblett noted that in addition to the conferences, the other media of communication are our publications: *Argonauta* is dependant upon members’ contributions. Conferences are the primary source of articles for *The Northern Mariner/le Marin du Nord*, and reminded the members to consider presenting at future conferences, with the idea of getting published in *TNM*. Biggest challenge for Bill Glover is the number of papers in the queue for *TNM*.

Roger Sarty, Chair of Editorial Board replied commending Smith, Schleihau and Glover for their work. The Oct 2004 issue of *TNM* is to go out in July; in Sept- Number 1 2005. We are still soft on follow-on issues, needing more contributions. Sarty commended the high quality we’ve achieved; and the journal been has built up to a healthy size once again, also thanks to Faye Kert for work on Book Reviews. Gimblett reminded people to support the Book Reviews Editor (and get those reviews done!).

Faye Kert, in her capacity as Membership Secretary, reported 60 institutional and 187 individual members. We are very healthy despite the apparently small size – quite good in comparison to other societies. Fully half the institutional members are foreign, and we have great potential for growth. We have the least expensive membership fees for any maritime-based historical organisation in the world: exceptionally good value for money.

Madsen observed that we are small society and that some people have criticised that we seem in some ways to be a closed society, catering to a small group. The answer is that we continue to recruit others. Goette suggests that students need more encouragement from professors: the CNRS is a mostly unknown quantity; we need to reach out to professors. Smith pointed out that there are 29 maritime museums on US side: 2 or 3 on CDN side: if you total all these people, it’s quite substantial- and a good market we can tap. Goette added that the Marine Discovery Centre had never heard of us– we should have pamphlets. Gimblett replied that we already have some pamphlets under development.

Gimblett added that we have extra copies of *TNM/Argonauta* that need to be sent out– which means we have extras that can be sent out as samples. If anyone knows of people (especially institutions) that can be tempted, please let the various Editors know.

Goette said that "what's great about *Argonauta* are the nice little articles; perfect for students." Gimblett hopes to establish close contact with teachers of maritime history to get the word out to their students: telling them about the Panting and Jacques Cartier Awards.

Pritchard spoke to say that he hopes that the Chairman of the Awards Committee will send out a notice to a number of institutions. Also, professors find it difficult to get their institutional libraries to buy a subscription.

Madsen thinks it's all connected. Getting submissions; getting the journals out on time; fostering students' interests, etc. *TNM* is a good place to get initial publication – but it's important we keep our quality up. Julie Redstone-Lewis added that some professors are doing a good job of encouraging students with maritime history.

Goette observed that the maritime historical community does much better than Air Force history, particularly because of the academic strength behind it. Madsen adds that we have representation from a mix of different generations and the benefit of professors emeritus as role models.

Goette also noted that the Society's website is not updated. Schleihaufl replied noting the difficulty in getting material updated on the web server quickly. Pat Hartle had found it timely when necessary.

McKee wondered if we could get a deal with membership in both NASOH and CNRS for one price, recognizing the huge administrative difficulties. Also it might be able to get material from former *Neptune* authors. Madsen noted difficulty with NASOH because they only take US cheques. Gough reminded the membership that the CNRS was founded for specific reasons, in particular to establish a Canadian organization with strong national ties, but not to be closely tied to NASOH. McKee replied that he was not suggesting fusing them, just a way of discounting memberships. Gimblett said that he will take it under consideration, keeping the organisational history in mind.

Glover noted that in 2001 we had a joint conference with NASOH; but some NASOH members felt that we were poaching papers. However, in 2006 we might be able to get, with NASOH approval, quite a good collection of papers.

Glover raised a new item: one reason for CNRS is to be national representative of ICMH. At the moment, no-one is going to Sydney in 2005. The IMEHA in Corfu was subsidised for \$2,000 and we got three very solid papers as a result. Therefore, it was moved (Glover/Hannah) that subject to confirmation of funds by the Treasurer, that \$5,000 be made available to assist a CNRS representative, to be chosen by the Executive, to go to the ICMH in Sydney Australia.

Gimblett explained that this had been discussed by Council this morning, but that it was unable to come to an agreement. We recognize the importance of being there (1st week of July 2005) – "late" notice, but this is where all the major maritime historians gather once every five years. A unique opportunity to recruit papers and new members. No-one on Council with institutional support is able to go: Faye Kert might be able to attend, but is unable to manage it without some support. Discussion from floor before vote:

Madsen was part of discussion for Corfu, where it was agreed that it was not to be a precedent. Council agrees that we should go, but he is not prepared to agree to \$5,000, but perhaps \$2,000 – again, as a non-precedent setting measure.

Pritchard had to remain neutral as Chair, but now as Past President does not agree. We have representation through Bill Glover as Vice-President; but he is not convinced that our presence at the meeting is necessary, nor that a sufficient number of papers can be recruited to make it worthwhile. Moreover, if \$5,000 is available, he would like to see it endow the MA and/or Panting awards. Therefore, doesn't think the Society should spend \$5,000 in that way.

Paul Webb said that it is difficult to get a responsible vote, not having the Treasurer's Report – so difficult to make an informed decision with regards to spending the money.

Sarty explained that this has come up late because many months were spent canvassing potential attendees, to no avail.

There being no further discussion, the vote was called. Three members in favour; the remainder against; therefore the motion was **DEFEATED**.

Goette suggested there be an e-mail listing available to the Society. Gimblett spoke with regards to this: it would be very difficult to keep up to date, already it is an enormous challenge to keep the membership postal addresses up to date. Issues of privacy as well. Schleihaufl added that he runs several small mailing lists with a couple of dozen subscribers each: bouncing e-mail; changes of address, etc, make them very laborious to manage. Because *Argonauta* is the primary method of communication to the membership, he does not think that the effort will be outweighed by the benefits.

Goette also suggested that we publish *Argonauta* electronically and distribute it via e-mail. Schleihaufl, head in hands, explained that this would be a very undesirable way to proceed. To begin with, *Argonauta* is already sent to the printer as a PDF: the last issue was roughly nine megabytes in size. Much too large for most people's in-boxes. Moreover, not only are there numerous members without easy access to e-mail, there is the difficulty with the "pushing" of information

to the membership vice "pulling" it. The *International Journal of Naval History* is an excellent publication, but people need to remember to go to their website to see if a new issue has appeared. It is important for the Society that *Argonauta* be "pushed" to the membership. Pritchard added that he dislikes the idea, if only because of the abuse of e-mail addresses, etc. Goette replied that perhaps *Argonauta* could be hosted on the web. Schleihau replied that this is a possibility – recent issues are already in PDF format – but there remain issues with regards to space on the server and more importantly, copyright issues. At present, the editors of *Argonauta* do not arrange for author's releases, etc, in keeping with the more informal nature of the publication. Nevertheless, some contributors will be adamantly opposed to having their work appear on the internet without their express permission.

Owen Cooke suggested a free one year subscription to people, not members, who have a paper published in *TNM*.

Brian Keefe spoke to say that he appreciates support given by the Society in Vancouver for the engine from the former HMCS *Bras D'or*, now in store in the Cummings Diesel depot in Montreal (thanks to the generosity of Cummings Diesel). There is now a possibility to get it to a new marine museum, in Charlesvoix. It is a 5 ton engine- a substantial artifact! – and it should be retained. Gimblett replied that Keefe has the continued support of the membership and the Society.

6. Adjournment

There being no further business, it was **AGREED** to adjourn the Annual General Meeting at 12:04.

Attachment 1 – Agenda

1. Call to order and approval of the minutes of the AGM, Ottawa, 29 May, 2004
2. President's report
3. Treasurer's report
4. Nominating Committee report
5. Election of Officers
6. New business
7. Adjournment

Attachment 2 – Treasurer's Report

1. 2005 annual statements.

These have been finalised; are attached and, as required by the Society, have been reviewed by a qualified authority.

"REVIEW ENGAGEMENT REPORT"

"I have reviewed the statement of financial position of the Canadian Nautical Research Society as at December 31, 2004 and the statements of operations, net assets and cash flows for the year then ended. My review was made in accordance with generally-accepted standards for review engagements and accordingly consisted primarily of enquiry, analytical procedures and discussion related to information supplied to be my the directors.

"Based on my review, nothing has come to my attention that causes me to believe that these financial statement are not, in all material aspects, in accordance with generally-accepted accounting principles."

Tim Doyle, CA
Chartered Accountant
(signed).

Comments:

2004 total membership dues' revenue fell to \$11.5K (vs \$14.8K in 2003 and \$13.0K in 2002). Performance to date in 2005 is encouraging (\$5.5K to end-May) and 2005 budget (see below) calls for total membership dues revenue for 2005 to recover to \$13.5K; Cash on hand and available, as well as members' equity have steadily increased since 2002, while publishing costs have remained more or less constant and our annual operating results continue in a negligible profit or loss position:

	\$K publishing costs:
2002	15.5
2003	12.3
2004	14.5
	\$K cash on hand and available:
2002	5.6
2003	8.2
2004	10.4
	\$K members' equity:
2002	27.2
2003	31.4
2004	33.3
	\$K operating profit (loss):
2002	(2.1)
2003	3.9
2004	(2.6)

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2. Budget 2005.

Block budget for 2005 is below (and assumes the Hamilton Conference self-funds):

Revenue:

Membership dues	\$13.5
Investment income	1.4
Publication sales and advertising	.5
Donations	1.4
Total	\$16.8

Expenses:

Bank and credit card charges	\$ 1.2
Administrative expenses	1.2
Publication costs	15.0

Total **\$17.4**

Net profit (loss) **(\$.6)**

3. Comments on Minutes of January, 2005 Executive Council meeting:

Prizes and awards have not been removed from our operating expenses. They are and will remain a routine operating expense; ICMH. No invoice for 2005 dues has reached me as yet for payment; we should proceed with a pamphlet (including a membership application form) ASAP and distribute as widely as possible to promote knowledge and understanding of CNRS as well as to extend our membership reach. Kindest personal regards to all.

Walter Tedman

Canadian Nautical Research Society

Balance Sheet As At 12/31/2004

ASSETS

Assets	
Bank Accounts	0.0
BOM -1055-715	5381.6
BMO cash reserves	0.0
Bank Total	5381.6
Investments	0.0
GIC	15000.0
Savings Bonds	4732.7
Mutual Funds	5213.8
Total Investments	24946.5
Accounts Receivable	0.0
Cash	0.0
Total Assets	30328.2

TOTAL ASSETS **30328.2**

LIABILITIES

Liabilities

Future Years Dues	110.0
Accounts Payable	0.0
Appropriate Retained Earnings	-5000.0
Journal	1042.7
New Scholar	-820.8
Mathews	-6.7
Jacques Cartier Prize	400.0
Total Appropriated Retained Earning	615.1
President's Appeal	500.0
Publishing	2160.0
Awards	1870.0
General	1260.0
President's Appeal Total	5290.0
Total Liabilities	1515.1

TOTAL LIABILITIES **1515.1**

EQUITY

Equity	
Equity	31384.5
Current Earnings	-2571.4
Total Equity	28813.0

TOTAL EQUITY **28813.0**

LIABILITIES AND EQUITY **30328.2**

Generated On: 4/6/2005

Canadian Nautical Research Society

Income Statement 1/1/2004 to 12/31/200

REVENUE

Revenue	
Dues	305.0
Individual Dues	8026.3
Institutional Dues	2947.9
Old Year Dues	495.0
Total Dues	11469.3
Interest	872.0
NM Sales	45.0
Argo Advertising	415.0
Conference Revenue	4760.0
CHS Conference Revenue	9125.0
Donations	0.0
General Operating Expenses	9 6 5 . 0
 President's Appeal	 0.0
Conference Donations	3 0 0 . 0
 MA Prize_	 100.0

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Total Donations	1365.0
Misc Revenue	60.0
Total Revenue	28416.3
TOTAL REVENUE	28416.3
EXPENSE	
Expenses	
Bank Charges	847.1
Credit Card Fees	295.7
Administrative Expenses	648.8
President's Expenses	0.0
Administrative Expenses	1202.0
Total Admin Expenses	1202.0
Publication Costs	0.0
Argo Printing	1194.4
Argo Postage	402.6
Argo Misc	0.0
NM Printing	5609.1
NM Mailing	386.5
NM Misc	0.0
Translation	232.8
NM Editor's Expenses	4212.7
Book Review Editor's Expenses	2440.9
Total Publication Costs	14479.0
Conference Expenses	4515.0
CHS Conference Disbursements	9000.0
Total Expenses	30987.8
TOTAL EXPENSE	30987.8
NET INCOME	-2571.4



Barry Gough (l) and Richard Goette (r) on board HMCS *Haida* at the CNRS 2005 Conference (photo courtesy of Maurice D Smith)

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CNRS members enjoying the view from the after superstructure of HMCS *Haida* (photo courtesy Maurice D Smith)



Jim Brewer conducting his part of the tour of HMCS *Haida* (photo courtesy of William Schleihauf)



Alec Douglas (r), Walter Lewis (l) and Owen Cooke (c) on the bridge (photo courtesy of W Schleihauf)



CNRS on the forecastle of HMCS *Haida* (photo courtesy of William Schleihauf)

Unusual pieces of history may be found if you keep your eyes open: this is the bell of the battleship HMS *Ramilles*, now preserved in Hamilton by the Naval Reserve Division, HMCS *Star* (photo courtesy William Schleihauf).



Argonauta Advertisements

Rates: \$20 per issue for a business card sized advertisement

The Gordon C. Shaw Study Centre

The full resources of the Museum are available for study or consultation in the Study Centre. These resources when combined with those of Queen's University and the Royal Military College make Kingston an ideal location in which to base research.

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(follow the research links)

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Winter months: berthed at HMC Dockyard – visitors welcome, by appointment (winter phone: 902-427-0550, ext. 2837)

e-mail: secretary@hmcssackville-cnmt.ns.ca
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