

ARGONAUTA

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Editorial

I'm looking out the window on a very rainy afternoon as I'm doing this column – not exactly ideal vacation weather, but perfect for staying indoors and getting some writing done. I'm pleased to say that this issue is being sent out on a more timely basis than the last couple; held up a few days so as to include it with the latest issue of *The Northern Mariner*. We have an interesting and informative mix of topics. It goes without saying that we can only print what we are given – and we are always on the lookout for unusual items, and in particular would like to reproduce more primary source material.

Contributions from our readers are vital: the new "Books by Members" section is successful, but sad to say we've had negligible results for the "Directory of Canadian Archival Sources." I know perfectly well that most of you are aware of some great little repositories – take a few minutes and put the pertinent details into an e-mail and send it to **CNRSArgo@cnsr-scrn.org**. The end result will be to *your* benefit: this online directory

can point you to sources that will be valuable for your own researches.

Argonauta readers will be well aware of the fire that swept through the clipper *Cutty Sark* this past May: it could well have meant the complete loss of the ship. However, the *Cutty Sark* Trust reports that less than 5% of the original fabric was destroyed, and much popular support has been gathered (as of mid-July, their website reports over £500,000 has been raised through private donations). The prospects are good for *Cutty Sark's* survival, and it is intended that she reopen in 2010.

Here in Canada, more good news for the Canadian Naval Memorial, HMCS *Sackville* – you'll see Rear-Admiral Miller's piece in this issue. Her long-term existence seems certain. HMCS *Haida* was rescued a few years back; drydocked and now has a secure home in Hamilton Ontario.

These three historic vessels remind me that ships have a life-span not dissimilar to our own, and as they gain in years, like us, they require more maintenance and become more fragile. Also like us, they can't depend on government largess to keep them "in the

manner to which they've become accustomed." They rely on their own resources, and the good will of others to keep them afloat.

www.cuttysark.org.uk
www.hmcshaida.ca
www.hmcssackville-cnmt.ns.ca

WS

President's Corner

Greetings all,

I hope this finds you progressing your summer activities at a leisurely but productive and enjoyable pace. My quiet summer was not to be, as the time I had planned to dedicate to accomplishing some overdue writing looks instead like it will be spent largely in airports. I am not exactly complaining, but let me bore you a little with my itinerary, because it is illustrative as to just how widespread our members are and the type of activities to which they contribute. My own travels so far have taken me to the US Naval War College in Newport, Rhode Island, for their Current Strategy Forum where I found myself participating in a seminar group led by John Hattendorf (President of our sister organization NASOH) and joined by Geoffrey Till (from our other sister organization in the UK, the Society for Nautical Research). Then it was on to Halifax, Nova Scotia, for the Maritime Security Conference at Dalhousie University, organized this year by CNRS member Commander Ken Hansen, the new Naval Fellow at the Centre for Foreign Policy Studies (and, you may recall, winner last year of the inaugural Cartier Prize for best Masters Thesis). On returning home, last week's mail brought my package from the Great Canadian Tour Company for our upcoming Churchill conference. But before heading north, I will be going south – way south, as in Down Under, for the Royal Australian Navy's King-Hall History conference, where I will be joined on the programme by at least one other of our members – Peter Hore, from the United Kingdom, where he is associate editor of the admirable *Warships International Fleet Review*. Quite the round up of travelling companions –

or rogue's gallery, depending upon your perspective....

Beyond that, at this mid-point of the summer, I have only a few housekeeping items to bring to your attention. The first is that, with Churchill effectively behind us, it is time to start fixing our gaze on 2008 – I have mentioned it before, but our gathering in Québec for the 400th anniversary of that city's founding promises to be our biggest conference since the pre-millennial event Olaf Janzen treated us to in 1999 in Corner Brook, Newfoundland. Programme Chair Serge Durflinger already is receiving quite a number of very promising paper proposals, and he and I travelled to Québec City recently to undertake some of the physical preparations for the conference. Fuller details will be provided in the October newsletter, but the broad plan will go something like this: on the official date of arrival, Wednesday the 6th August, an optional late-afternoon walking tour of the maritime aspects of the Lower City, which will deliver us to the welcoming reception that evening in the Musée navale at the riverside Naval Reserve Complex (curator André Kirouac is one of our members); on Thursday the 7th there will be sessions all day, with an optional evening dinner boat cruise on the St Lawrence River; sessions all day again on Friday the 8th, with the conference banquet that evening in the dining hall of the Naval Reserve Quarters overlooking the river; and finally, the morning of Saturday the 9th, the Annual General Meeting. We have a block of rooms reserved at the conference site, the Auberge Ste-Antoine, one of the top-rated venues in the country, which we have arranged at relatively reasonable rates, considering it is high-season in a major tourist destination, but I will provide a list of recommendations for alternate accommodations. And I shall also provide suggestions for optional pre- and post-conference activities for those who want an extended stay.

The second item is an important consequence of our new arrangement with NASOH. This was brought into effect partly in recognition of the fact that many NASOH members have belonged to CNRS for many

years, primarily to receive *The Northern Mariner / Le Marin du nord*; the great camaraderie and receipt of this fine newsletter being collateral benefits. Naturally, those members should not now need to pay full dues to both organizations just to receive a second copy of the journal – no matter how good we all know it is! So Council has brought into effect a reduced associate membership category specifically for members in good standing of NASOH, at the rate of Cdn\$30, by which they will enjoy all the benefits of full CNRS membership save for receipt of the journal. (Membership Secretary Faye Kert will coordinate getting in touch with all applicable members, but if you think you have been overlooked, please contact her or me direct.) The corollary, of course, is that NASOH offers a reciprocal newsletter-only membership to CNRS members, which I urge you all to take advantage of.

The third item is a follow-on to the subject of subscriptions. You will have noticed that we only sent out the 2007 renewals with the previous newsletter, because I wanted to be able to demonstrate to you that we were back on a regular publishing cycle by which you could expect joint quarterly mailings of the newsletter and journal (there will be an additional separate mailing of the journal in each of this year and the next to catch up with the “missing” past numbers). The consequence, however, is that the cost of printing the two journal numbers to date this year has eaten up most of our available cash, and the next will force us into our reserves if we do not get cash-in-hand very quickly – so *please* get your renewals mailed off to Faye Kert post-haste!

(As an aside on that item, you shouldn't feel shy about considering the Society as part of your charitable giving. It has never been my desire that donations subsidize our normal operations, but they do assist greatly in allowing us to expand our good works, such as increasing the monetary value and hence prestige of our book and thesis prizes, and stepping up the pace of making back issues available on-line. In a truly remarkable demonstration of leadership by example, I am delighted to point to the full participation of

Council in this respect, with many donating at the “Sponsoring” level or above.)

Finally, I want to express my deep appreciation on your behalf to the editorial teams of both the journal (Roger Sarty and Paul Adamthwaite) and the newsletter (Bill Schleihauf and Maurice Smith) for getting this wonderful package to you, in time to grace the remainder of your summer pleasure.

All the best,
Rich

Rich Gimblett
President, CNRS

Correspondence

John Crosse

Talk about having the last word! You can imagine my surprise upon opening the latest issue of *The Northern Mariner* and finding a review of my book, *A Race for Real Sailors* [see “Recent Books by Members”, in the April *Argonauta*], by John Crosse. Under normal circumstances I would have picked up the phone, called him up and said – “John, you are so full of shite your eyes are brown” – and a very lively, wonderful discussion would have followed. But then the bugger goes and dies on me – like I said – talk about having the last word. And John would have loved the irony of it.

John also loved the story of the *Bluenose* and we had some fine discussions on the subject. He was overjoyed that I was doing the story the way he would have liked to have seen it told – from both sides of the border, with all the dissent, acrimony and bitterness illuminated. He had done his own research on the subject back in the seventies and it was intriguing to run across his own notes at the Nova Scotia Archives. He was fully conversant with this iconic part of our history and it meant a lot to him and as he eloquently put it in an email to me late last summer “It was Dominion made us a country, and Vimy Ridge made us a nation, **and** it was the *Bluenose*, that little

schooner from Lunenburg, that taught us for the first time that we could take on our neighbours to the south, at their own game, and win. And that, my friend, put some very special blood in Canadian veins.” But when he toyed with doing the story himself, he thought that it was still too fresh and Nova Scotians weren’t ready to be told the full story. And like many other things in life – he moved on to other topics and the *Bluenose* story was shelved.

When I met him a few years ago and told him of my research, he was sceptical at first thinking that I was going to regurgitate the same old story. But the more we talked, the more he understood where I was going with the subject and he was very happy with my direction. So I was decidedly tickled when I found his review in the latest *Northern Mariner*. John did make some pretty glaring errors in his criticism, but the idea of forming a rebuttal gave me little pleasure now that he is gone and there would be no fun without some lively debate now that he is no longer around to spar with. In the end he gave the book a rave and I am humbled by that. I very much enjoyed our encounters and expected that there would have been many more years of yarns and bantering. He brought a lot of joy and curiosity to this world and he will be sadly missed.

Capt. Keith McLaren

News and Views

Online Petition to Restore the “Royal” Designation to the Canadian Navy and Air Force

An online petition has been launched to call upon the Canadian Parliament to restore the names Royal Canadian Navy and Royal Canadian Air Force to the Naval and Air Elements of the Canadian Armed Forces, in time for the 2010 Centennial of the Canadian Navy:

www.gopetition.com/petitions/restore-the-royal-designation-to-the-canadian-navy-and-canadian-air-force.html

Unseen Footage from Gallipoli Campaign Found by War Museum

[21 April 2007 2007 Independent News and Media Limited] The Australian War Memorial has unearthed what it believes is only the footage of Anzac Cove during the Gallipoli battle of World War One, an iconic event in Australian history that is commemorated each year on Anzac Day.

Australian and New Zealand Army Corps (ANZAC) forces landed at Gallipoli in April 1915, part of a British-led campaign to confront Turkey and open up a sea route for Russia. Although the campaign was a disaster, with the two sides suffering more than 300,000 casualties, it has become central to the national identity in Australia and New Zealand.

The two countries remember their war dead on April 25th, the anniversary of the landings. And as they prepare to mark Anzac Day next Wednesday, the military museum in Canberra has announced the chance find of grainy black and white film showing the shoreline at Anzac Cove, and British troops massing down the coast at Suvla Bay.

The 45 seconds of footage are believed to have been shot by the British war correspondent, Ellis Ashmead-Bartlett. He made a 20-minute documentary, called *With the Dardanelles Expedition: Heroes of Gallipoli*, which showed troops in action in the trenches and helped to create the Anzac legend. But the newly discovered pictures did not feature in the documentary.

The footage was found buried in a compilation reel of 35mm film from World War One, which the museum bought from a private citizen in 1938 but never properly examined. It was sandwiched between newsreel material, patriotic recruiting films and excerpts from Ashmead-Bartlett’s documentary.

The War Memorial’s film and sound curator, Stephanie Boyle, said it was remarkable that anything had survived from that pioneering era of film. “It’s quite exciting, because we have so little footage of Gallipoli

that any addition is welcome,” she said. “To be able to add even a short bit of film to what we have is significant, because it offers a bit more insight, a bit more possibility for research. It’s another way for us to connect to the Gallipoli experience.”

The footage pans slowly across Anzac Cove from a position on the southern headland. It shows a clutter of jetties, and stores being unloaded. “You have got the trials and the dug-outs,” said Ms Boyle. “You can see soldiers walking around.”

The segment of Suvla Bay shows British soldiers on the shore, chatting, shaving, and leaning on their guns, or staring into the camera with their arms folded.

After sending the first reports of the Anzac landings to Australia, Ashmead-Bartlett was aboard a British ship sunk by a German submarine on May 27. He survived, and when he returned to England to replace his lost possessions, his literary agent suggested that he take a new-fangled movie camera back to Gallipoli.

After it was purchased in 1938, the compilation reel was archived and then forgotten for decades. Last year curators decided to inspect the material, and found the previously unknown footage.

Although it is not certain that Ashmead-Bartlett shot it, he is believed to have been the only person with a movie camera at Anzac Cove.

Although Ashmead-Bartlett was critical of the campaign itself, his colourful and stirring accounts of the bravery of Australia soldiers helped to forge the Anzac legend. To some Australians, their country, a former British penal colony, came of age during the battle for control of the Gallipoli peninsula.

Ms Boyle said: “Because we have so little authentic footage, everything we can add to this counts as a major discovery, a possibility for new study.”

Mardi Gras Shipwreck Project

The Minerals Management Service, Florida Public Archaeology Network, and Texas A&M University are pleased to announce the beginning of the Mardi Gras Shipwreck Project. Please follow the link below to the Mardi Gras Shipwreck Project website to learn more about this fascinating shipwreck and to follow the progress of the project through daily log updates and video. Welcome aboard!

www.flpublicarchaeology.org/mardigras/

Opening of the New CSMA/ACS Premises

The Archives and Collections Society and the Canadian Society of Marine Artists are pleased to announce the opening of their new premises, "The Victory", at 205 Main Street, Picton, Ontario on Friday July 27th at 11:00 am.

This project has been many years in its planning and realization stages, and the Societies are proud to be able to open the ground floor to the public at this time. Five thousand square feet (440 sq.m.) of renovated Victorian building have been dedicated to gallery space and a major part of the reference library. Smaller areas allow for a comfortable reading environment, cafeteria and retail space for paintings, prints and collectible books. Further developments on site will include the extensive holdings of rare books, photographic, magazine and serials, chart, manuscript, microfilm collections as well as a youth centre and small auditorium.

The ceremonies on 27 July will celebrate a major milestone in the establishment of a long overdue, but necessary, venue for the general public, Canadian marine artists, researchers and scholars in an establishment dedicated to our cultural heritage and its promotion in the future well being of our communities. The building is open to the public seven days a week from 10 a.m. to 5 p.m. and provides barrier free access and facilities.

Background on the Societies:

The Canadian Society of Marine Artists (CSMA) was founded in 1983 and is dedicated to those talented Canadian artists who are inspired by our oceans and lakes, our ships and those who sail in them. The art, while celebrating maritime environments, traditions, and heritage in Canada, also displays the highest level of technical mastery and creativity, and is diverse in both style and subject matter. At the Society's new location, the works are accessible to everyone, and, as a direct result, can be enjoyed by members of the community, in addition to providing a dynamic tourism attraction. The vision of the Society stretches far beyond the realm of marine affairs and artistic excellence: the art represents a distinct facet of local and national identity that deserves admiration and support.

The Archives and Collections Society (ACS), founded in 1998, is a charitable organization dedicated to maritime history and conservation, marine research and nautical education.. The Society has an extensive collection of books, periodicals, and other resources dedicated to the local, historical, environmental, commercial, naval, and recreational aspects of maritime scholarship. The ACS reference library, containing nearly a quarter of a million documents, is open to the public, and, because of its quality and scope, has become a valuable academic resource for students, scholars, and writers at the local, national, and international levels. The Society's aim is to preserve knowledge that is vital to the community's understanding of their heritage and identity as Canadians, maritime inhabitants, and residents of the Quinte Area. In addition, the ACS promotes education, spreading awareness of local history and nautical subjects and maintains a relationship with community schools, museums, and libraries. Membership allows not only the support of the Society's aims, but also a subscription to the Society's newsletter *The Masthead*, invitations to ACS events and exclusive access to rare collections.

The ACS is a member of the Prince Edward County Chamber of Tourism and Commerce, the Quinte Arts Council, the

Ontario Historical Society, the Canadian Nautical Research Society, the Canadian Museum Association, the Canadian Heritage Information Network and the Society for Nautical Research.

**The American President Proclaims 22 May
“National Maritime Day 2007”**

“America has a proud maritime history, and the United States Merchant Marine has played a vital role in helping meet our country's economic and national security needs. On National Maritime Day, we honour merchant mariners for their dedication to promoting commerce and protecting our freedom.

“During times of peace, the US Merchant Marine helps ensure our economic security by keeping the oceans open to trade. Ships operated by merchant mariners transport goods across our Nation's waterways and on the high seas around the world to connect American businesses and consumers with valuable foreign markets and commodities. The skill and expertise of merchant mariners facilitates trade and helps to strengthen our economy.

“In times of war, the Merchant Marine is the lifeline of our troops overseas. By carrying critical supplies, equipment, and personnel, merchant mariners provide essential support to our Armed Forces and help advance the cause of freedom. Today, merchant mariners are supporting operations in Afghanistan and Iraq, and their devotion to duty is a tribute to the generations of men and women who have served our nation with courage and determination in every conflict in America's history. On this day, and throughout the year, America is grateful for their service.

“In recognition of the importance of the US Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the president issue an annual proclamation calling for its appropriate observance.

“NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2007, as National Maritime Day. I call upon the people of the United States to mark this observance by honouring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

“IN WITNESS WHEREOF, I have hereunto set my hand this eighteenth day of May, in the year of our Lord two thousand seven, and of the Independence of the United States of America the two hundred and thirty-first.”

GEORGE W. BUSH

**Royal Australian Navy “knew of Sinking”
of HMAS *Sydney***

[Post Newspapers Pty Ltd, via MARHST-L 25 May 2007] The first Royal Australian Air Force pilot to search for the doomed ship HMAS *Sydney* said he has confirmed that the Navy knew of the sinking within hours but did nothing for four days. In that time many of the 645 crewmen from the ship may have perished in the sea in their life jackets awaiting rescue. They would survive 24 hours at the most in the waters between Geraldton and Shark Bay.

Rick Bourne has called for a Royal Commission into the loss of the ship, the subsequent search and the “flawed” parliamentary inquiry in the late 1990s. Mr Bourne (86) was a pilot at RAAF Pearce during the war and remained in the Air Force for 30 years, rising to the high rank of group captain.

He said he had tracked the path of SOS signals received by the RAAF from the *Sydney* on the night she sank. They were passed on to the navy commander in Western Australia, he said. But no action was taken until the ship was four days overdue in Fremantle.

The official Navy version, supported by the 1999 inquiry finding, was that no signals

were received from *Sydney* after she left the Sunda Strait in Indonesia.

But an army signaller based in Fremantle at the time, Julius Ingvarson, has told the *Post* that he heard a voice distress message at the time of the sinking around 5pm on Wednesday, November 19, 1941. Mr Bourne has supported Mr Ingvarson's contention, against Navy claims, that the ship had a voice radio.

Mr Bourne said he was very familiar with HMAS *Sydney*'s Walrus spotter aircraft, which often landed at the Pearce base for servicing. “I knew that plane well. It definitely had a voice radio,” he said. He said the *Sydney* would clearly need a voice radio to communicate with its spotter plane. It also had an “internal” radio.

Mr Bourne said the series of messages detailing a battle was picked up by two RAAF signalmen in Geraldton.

They copied the morse code message and relayed it to the RAAF base in Geraldton where it was transmitted to Perth. “At 1am on the 20th the Geraldton operator said, ‘*Sydney*'s gone’,” Mr Bourne said.

The message was relayed to Western Command headquarters at ANA House in St George's Terrace, then to HMAS *Leeuwin*, the navy shore base in Fremantle. The district naval officer for WA, Captain C Farquhar-Smith was then phoned at his home in Cottesloe.

“He said the *Sydney* was not overdue, and turned down the offer of the Air Force to mount an immediate search,” Mr Bourne said. “We had nine Hudson bombers and crews standing by at Pearce. They could have been at the search area by first light.” He said he contacted all people who passed the message along the chain, and they confirmed that it had been sent on the night. He has named them to the *Post*. “I was called a liar by the Navy, but I told the truth,” he said.

HMAS *Sydney* researcher John Doohan said that most of the records for that night had later been altered to indicate that the call was made two weeks later. But some originals survived. He said he has a statutory declaration left in the will of a Navy employee, Gordon Laffer, who had seen the original *Sydney* file before it was sent to Canberra.

He said it contained transcripts of the original messages from the ship, including its position. This information would be invaluable to two groups now looking for the wreck of the *Sydney*.

Mr Bourne said the navy also disbelieved that his plane had been sent south of Busselton to search for the ship on November 23rd. German survivors picked up by the troopship *Aquitania* had given a bogus location for the battle. Mr Bourne's aircraft was scrambled from Pearce 45 minutes after the shipwrecked Germans were interrogated.

The Navy later accepted that Mr Bourne had been sent on the southerly search on that day.

Reinhold von Malapert

Kapitän-Leutnant Reinhold von Malapert, who has died aged 93, witnessed the last hours of the Australian light cruiser *Sydney*, which vanished off the coast of Western Australia in 1941; the fate of the ship has remained a source of fascination to the Australian public for more than six decades.

On November 19 that year von Malapert was signals officer of the heavily-armed German auxiliary cruiser *Kormoran* when, three hours before sunset, she was surprised by *Sydney*. According to von Malapert's testimony, given only last year, *Kormoran* was disguised as a Dutch freighter, *Straat Malakka*, and she steamed away towards the setting sun at maximum speed with *Sydney* in pursuit.

Fregattenkapitän Theodor Detmers, the German captain, tried to behave like a "frightened, fat Dutchman", fumbling his flag signals in response to *Sydney*'s light signals, and

broadcasting a false radio report of being chased by an enemy raider.

After 90 minutes *Sydney* drew up on a parallel course and speed about 1,000 yards away, pointing her four twin 6-inch guns at *Kormoran*. Nevertheless von Malapert, who was watching from the door of *Kormoran*'s radio room, thought his captain's bluff had worked until *Sydney* asked *Kormoran* for her secret call sign.

Detmers asked von Malapert: "Do we have this?" When von Malapert answered "No" he saw Detmers' face harden and knew that his superior had decided to fight.

Within seconds the German had hauled down her Dutch flag, dropped the doors concealing her guns, and opened fire on the Australian ship. Von Malapert recalled that *Kormoran*'s shooting, especially at *Sydney*'s bridge, was murderous, and he admired the bravery of the Australians who ran across the deck to attempt to man *Sydney*'s unshielded 4-inch guns.

Von Malapert saw two torpedoes from *Kormoran*'s upperdeck tubes leap into the air before they hit the water; when he next looked at *Sydney* he saw that the roof of one of the main turrets was missing and that her catapult aircraft was ablaze. For the next half hour the two ships duelled to the death.

Von Malapert's last impression of *Sydney* was of a ship in flames and shrouded in billowing smoke. She was about six miles away on a south-easterly course; the next time he looked she had disappeared, and he thought she must have sunk quickly.

None of her 654 crew survived, and the wreck has yet to be found. *Kormoran* was scuttled in the early hours of the next morning more than 100 miles from land.

Reinhold Kurt Adolf Max Karl von Malapert was born at Darmstadt on January 8 1914, the third son of a general in the Kaiser's army: his eldest brother was a lieutenant-colonel who fought the Australian

army in Italy in 1944, and the other a German air ace who was shot down over Russia in May 1942 (he escaped, and had almost made the German lines when he was shot by mistake by his own side).

Reinhold joined the Kriegsmarine in 1933, and his first ship was the cruiser *Karlsruhe*. Next he visited the Americas in the cruiser *Dresden*, and by the outbreak of war he was a communications specialist in the elderly battleship *Schlesien* during the invasion of Poland.

In 1940 he took part in the invasion of Norway, and returning from there as a passenger in a damaged U-boat he was machine-gunned by the RAF. After a period ashore he was appointed to *Kormoran*.

In the aftermath of the battle with *Sydney* von Malapert helped to fight fires which threatened to reach *Kormoran's* 400 mines. The first wave of lifeboats left the ship at about 9 pm, and von Malapert assisted in hauling two boats out of a hold; taking command of one of these, he left *Kormoran* at around midnight.

At first light a headcount revealed that there were 57 men packed into a 30-ft boat, which - apart from a compass and sea anchor - was poorly equipped. It had a large sail, but no mast or rudder, and only a few oars.

Von Malapert jury-rigged a mast from the yard of the sail and improvised a rudder from an oar. For the next five days he sailed with the oar under his left arm, taking the sheets in his right hand.

Whenever he nodded off he was woken by his chin falling against his chest; the only rest he got was when the wind died away. In rough weather he made one third of the crew link arms with their backs to the breaking seas, while the others baled or rested.

After five days von Malapert spotted cliffs, some 50 metres high, behind a reef on which the waves were breaking heavily. There was no way through, so he drifted north in the

current, fearing that he would be carried into the Timor Sea.

Then, at dawn, he saw a brilliant white beach on the far side of a wide lagoon. There were huge turtles swimming around the boat and, seeing the tracks of the turtles up the beach, he reckoned that where these huge beasts could land, so could he. He decided to risk the outlying rocks.

As the boat grounded in shallow water at Red Bluff, Western Australia, his crew jumped over the side and dragged the boat so far up the beach that von Malapert feared it would never go to sea again.

He urged his crew to thank God for their deliverance and to pray for their comrades who might still be at sea. If interrogated, they were obliged to give only their names and addresses; in his case, he said, he would offer: "Malapert, and my parents live in Darmstadt in Germany."

A little later an aeroplane flew overhead, and von Malapert ordered his men to form a circle and to hold ropes across its diameter. The aircraft flew along the beach, wagging its wings, and before it departed dropped a carton of Lucky Strikes - this was his favourite brand, and von Malapert recalled that the pleasure of the first draw was better than being awarded an Iron Cross.

He and his men were soon taken prisoner by the Australian army. His proudest achievement was bringing the survivors in their lifeboat safely to land.

Reinhold von Malapert's first wife was Gertrud Brunst. They had met before the war at Viña del Mar, Chile, and she travelled to Germany to marry him in 1940. When von Malapert sailed from Germany later that year she was pregnant with their child, and he did not see her or his young son until 1947, the year he was released from a PoW camp in Australia.

The family home in Germany had been destroyed, and he and his wife emigrated to Chile, where he established a successful

import-export business in Santiago. He never discussed the fate of *Sydney*.

In 1952 he was divorced from Gertrud, and he married, secondly, Sibylle Barends.

Von Malapert died on April 22, and is survived by his son.

Unexploded Explosive Ordnance (UXO) and Legacy Sites Programme

Background

[Canadian Department of National Defence, 25 May 2007] Over the years, many locations across Canada have been used for military operations, training and weapons testing. Wartime action along Canada's coasts and incidents involving ships, planes or vehicles carrying ammunition and explosives have also created "legacy sites" at which unexploded explosive ordnance (UXO) may still remain today.

Legacy sites are those no longer in the Department's inventory, which were transferred or disposed of in a manner consistent with environmental and other laws and regulations of the day. These lands are not limited to former bases and stations, but also include ranges and training areas, which may have been used as air weapons ranges and naval weapons ranges, or sites used by troops from foreign allied nations. They were not necessarily owned, but may have been leased by DND, or acquired by another department for DND/CF purposes.

Most ordnance that was fired exploded immediately and poses no danger to the public. However, a small percentage of munitions typically do not explode on impact and, therefore, may pose an on-going risk.

The DND UXO and Legacy Sites Programme, created in 2005, works to reduce safety risks posed by unexploded explosive ordnance (UXO) at all "legacy sites" across Canada. A legacy site is any property not owned by DND that contains UXO.

DND's principal priority in creating the UXO and Legacy Sites Programme is protecting the public. UXO creates varying levels of safety risk depending on the quantity, condition and type of UXO, local demographics, site characteristics, and the attractiveness of the property to the public.

DND UXO and Legacy Sites Program activities include: the ongoing development of a UXO legacy sites database; development and implementation of a process to assess the level of risk at each legacy site; the programmed and prioritized reduction of UXO risk at legacy sites through education, property controls, UXO assessment surveys, and UXO clearance operations; and the development and implementation of a Canada-wide UXO risk awareness communications and education strategy.

For the next several years mitigation measures will be implemented at priority sites, accompanied by education and communication activities. Thereafter, ongoing review and reassessment of sites, implementation of mitigation measures, and communication and education activities will continue.

It is important to understand that the limitations of existing UXO detection technologies mean that no UXO legacy site can ever be declared completely hazard-free. Caution is always required when entering a UXO legacy site.

Determining Risk

To aid in the crucially important work of establishing the explosive safety risk at each legacy site, an Explosive Risk Rating Sub-Committee has been formed. The Sub-Committee is made up of individuals with the UXO technical knowledge and experience with military munitions-use required to make highly informed decisions.

The level of risk is determined by assessing the probability of human interaction with the UXO, combined with the probability that such interaction will result in the detonation of the explosive. Risk varies

considerably from site to site depending upon the interplay of these two probabilities. Sites where it is determined that there is little risk of users encountering UXO will be considered as low priority for action, allowing attention to be directed towards sites where risk is greater.

The programme carries out two types of risk assessment:

- Programmatic prioritization risk assessment is the initial screening process used to designate UXO sites as a High, Medium or Low Risk, based upon the combination of human interaction and explosive probabilities. High Risk sites are the first to be programmed for risk mitigation action.
- Site-specific risk assessment determines the level of clearance and the clearance methodology required to reduce UXO risk to a level that will allow pre-designated property use to take place following clearance.

Identifying Legacy Sites

Several hundred UXO legacy sites are known to exist at locations spread across Canada's land mass. In addition, research has identified a total of 620 potential and known offshore UXO sites in the Atlantic Ocean and 88 in the Pacific for a total of 708 sites. The great majority of these sites pose little if any risk to the public.

A comprehensive programme of historical research currently underway may identify additional sites. As information on each site becomes available, it will become part of a publicly accessible database on the Program's Website:

www.UXOCanada.forces.gc.ca

This research consists of: research of property records that detail DND ownership, lease or usage of the property. If such records exist, researchers try to determine if any UXO might have been left on the site. Historical research to identify property uses that may not have been captured in property records. This type of

research determines if there is evidence of a military accident, incident or other activity that could have resulted in UXO on the property.

The Museum of Underwater Archaeology

The Museum of Underwater Archaeology (MUA) recently celebrated its third birthday and the week's posts reflect both our goals and hopes for the future preservation of underwater archaeological sites.

This introduces the Cleveland Underwater Explorers. This avocational group of ethical divers has blended their love of discovery with the concept of preservation and public education. We will feature more their work in the Great Lakes in the future. Visit their first entry by clicking on the "IN THE FIELD" link on the MUA home page:

www.uri.edu/mua

In addition, the 4th of June marked the half way point for the ongoing East Carolina University Summer Field School. The students have posted thoughtful discussions on what they're learning in the murky, occasionally unpleasant, waters of eastern North Carolina. This season's crew includes a mix of students relatively new to the field working alongside last year's "seasoned" veterans. You can catch up on their experiences here:

www.uri.edu/artsci/his/mua/project_journals/ecu07/ecu07_intro.shtml

The future of submerged cultural resource preservation will no doubt require archaeologists who are trained in public outreach. By sharing their discoveries with the public and including them in their research efforts archaeologists can engage the public and recruit them as partners not adversaries. These two posts highlight steps in that direction: students reaching out to the public through the Internet and avocational groups contributing to the field.

Manco Cápac Wreck Found in Chile

The wreck of the Peruvian monitor *Manco Capac* (ex USS *Oneota*, *Canonicus* class) was found by a group of Chilean

archeologists with the help of the Chilean Navy in the Bay of Arica in mid April. The wreck was found some 1800m from the coast near the San Jose river mouth.

USS *Oneota* was built at Cincinnati, Ohio, by Alex Swift & Co., and by the Niles Works, was launched 21 May 1864. Completed shortly after the end of the American Civil War, on 10 June 1865, *Oneota* was laid up until sold to her builder, Alex Swift and Co., 13 April 1868, and illegally resold to Peru. The selling of the *Oneota* and her sister *Catawba* violated a treaty the United States had signed with Spain. Though the sale was allowed to proceed Alex Swift and Co. had to pay fines the equalled nearly 1/3 of the total sale amount.

The monitor served the Peruvian Navy as *Manco Cápac*, named after *Manco Cápac*, the first king of the Kingdom of Cuzco which would grow into the Inca Empire. During the Pacific War fought between Chile with Bolivia and Peru *Manco Cápac* fought against the former Peruvian monitor *Huascar* previously captured by the Chilean navy at Arica, fighting an inconclusive duel. The Chilean fleet continued to bombard Arica until the army closed in on the city from the rear; the city fell in July and the *Manco Cápac* was scuttled by her crew to prevent capture 7 July 1880.

No Treasure, but 1850 Ship Is Historical Gold

[*Chicago Tribune*, June 22, 2007] After resting at the bottom of Lake Erie for more than 150 years, one of the most historically significant Great Lakes shipwrecks has been found.

Thirty-eight people died when the side-wheel steamship *Gen. Anthony Wayne* went down April 27, 1850, north of Vermilion, Ohio. The ship, which according to legend was also carrying millions of dollars in gold coins, was discovered last September, but the find was announced this week by amateur shipwreck-hunter Tom Kowalczyk.

He said "it was an exciting day to find" what he called "one of the most sought-after shipwrecks on the lakes." Kowalczyk, 57, of Lakeside, Ohio, an auto-parts supplier executive who has hunted shipwrecks for 42 years, noted that when the *Gen. Wayne* sank, "it was treated like an airline crash." But he and The Great Lakes Historical Society, which is documenting the wreck, don't believe there is any truth to the rumours of coins on the ship. "Even though it probably isn't carrying \$40 million in gold, we still consider it gold in terms of history," said Christopher Gillcrust, Executive Director of the historical society.

Gillcrust and Kowalczyk said the wreckage of the steamship, named after a Revolutionary War general, could provide insight into the now-archaic technology behind the side-wheel, what exactly led to the ship's demise and cultural history from personal effects still on the ship. The ship's sinking is already a significant part of maritime history, Gillcrust said.

Carrying domestic wine, cattle and 93 passengers and crew, the ship set out from Sandusky, Ohio, on its way to Cleveland and eventually Buffalo. The 156-foot-long ship was 8 miles into the lake north of Vermilion when the high-pressure boiler exploded, causing a rupture in the hull that preceded the sinking. Many people, including the captain, were able to escape.

Within a five-year period, four other ships with high-pressure boilers – which shipbuilders liked because they were smaller and cheaper to make – had fires or explosions that caused them to sink, taking lives with them. The federal government as a result created the Steamship Inspection Service to monitor steamship design and operation. In 1915, the service was melded into the newly formed U.S. Coast Guard.

Later this summer or next year, the historical society will survey the site for the State of Ohio, which owns the wreck, as is the case with other Great Lakes states when it comes to historic sunken vessels.

Once the survey is registered with the state, the exact location will be revealed to the public so people can dive to see it for themselves. During the survey, the society will also decide if any easily obtained artifacts from the ship will be brought up by its team of divers for display at its museum in Vermilion.

Kowalczk has been thinking about hunting for the *Gen. Wayne* since he first got interested in shipwrecks as a teen. Last Sept. 10, he picked a point where he thought the steamship had gone down, and by himself drove his powerboat an hour into the lake.

He began a lonely, tedious 12-hour day of grid-searching the bottom of the lake using an advanced side-scan sonar system. Just after he began his last pass and was about to head in for the day, he spotted an image on the sonar viewer that experience taught him might be worth a closer look. "On that second pass, I spotted the paddle wheel [in the sonar image] and I knew I had it," he said.

Convinced that the legend of the gold coins is bunk, Kowalczk won't make any money from his find, or recover the thousands of dollars he has spent, even if they do recover artifacts from the ship. "That's not why I go out there," he said. "It's just that anticipation of finding that shipwreck that keeps you going -- until you start after the next one."

Missing in the lakes

Ships and subs missing after sinking on the Great Lakes include:

- *Griffon*: lost in 1679 on Lake Michigan or Lake Huron, the boat was built by French explorer Rene-Robert Cavalier Sieur de La Salle.
- Lodner Phillips' submarine: lost in 1853 on Lake Erie, this was one of the earliest working submarines.
- *Bannockburn*: Lost in 1902 on Lake Superior, the Canadian steamer went down with 20 crew members in a storm. It spurred "ghost ship" sightings over the years by other sailors.

- *Marquette & Bessemer No. 2*: lost in 1909 on Lake Erie, the railcar transport sunk in a storm with 36 men and 32 hopper cars full of coal.
- *Pere Marquette 18*: lost in 1910 on Lake Michigan, the car ferry went down in a storm with 29 people.

Rideau Canal Becomes Canada's Newest World Heritage Site

[Ottawa, Ontario June 28, 2007] The Honourable John Baird, Minister of the Environment and Minister responsible for Parks Canada, today announced that the Rideau Canal has been inscribed on the World Heritage List by UNESCO's World Heritage Committee, at its annual meeting being held in New Zealand.

"I am proud that the Rideau Canal joins a select group of exceptional cultural and natural icons from Canada and across the world," said Minister Baird. "As a lifelong resident of Ottawa, I am especially pleased that this is Ontario's first site to achieve such a distinction."

The Rideau Canal World Heritage Site includes the Rideau Canal, Fort Henry and the Kingston Fortifications. The Canal extends 202 kilometres from Ottawa in the north to Kingston Harbour on Lake Ontario in the south. The early 19th century Rideau Canal was built primarily for strategic military purposes at a time when Great Britain and the United States of America vied for control of the region, to provide a safe supply line for the British colony of Upper Canada.

Built between 1826 and 1832, the Rideau Canal was originally designated as a Canadian National Historic Site in 1924. It has a high degree of authenticity and integrity, as it is the only canal dating from the great North American canal-building era of the early 19th century that remains operational along its original line and with most of its original structures intact. It is also one of the first canals designed specifically for steam-powered vessels. It is an outstanding technological achievement in terms of its ingenious design and its high-quality construction. The

Government of Canada is the owner of the property, but Parks Canada relies heavily on partners and stakeholders to provide ongoing stewardship of the canal and its shoreline.

A property that is nominated for inclusion to the World Heritage List is considered to be of outstanding universal value when the World Heritage Committee finds that it meets one or more of ten criteria. The Rideau Canal has been inscribed under two criteria.

The World Heritage List currently has 830 sites, including the Galapagos Islands in Ecuador, the Acropolis in Greece, Stonehenge in the United Kingdom, the Great Barrier Reef in Australia and the Canadian Rocky Mountain Parks. Canada has 13 existing World Heritage Sites. The Rideau Canal is Canada's fourteenth.

**Give HMCS *Sackville*
a national profile...**
by Vice Admiral DE Miller

[reprinted with permission from the May/June 2007 issue of *Action Stations*, the newsletter of the CNMT]

The following presentation was made to the Canadian Naval Centennial Working Group meeting in HMCS *Bytown*, Ottawa April 25 by Vice Admiral DE Miller, chair of the Canadian Naval Memorial Trust. It covers the history, present and future of HMCS *Sackville* and her intended involvement nationally during the Naval Centennial in 2010.

- Canada became a nation on land at Vimy Ridge.
- Canada became a nation at sea during the Battle of the Atlantic.
- HMCS *Sackville* was recognized officially in 1985 by the Minister of Veterans Affairs on behalf of the Canadian Government as Canada's National Naval Memorial.

Why is *Sackville* so important?

- *Sackville* is the nation's equivalent to the Vimy Memorial.

- *Sackville* is a national treasure, berthed in Halifax.
- *Sackville* is the last surviving Flower Class corvette of 269 built worldwide, 123 of which were built in Canada. She is named after Sackville, New Brunswick.
- *Sackville* was a hero of the Battle of Atlantic fighting off three U-Boats in a 36-hour period in summer 1942.
- *Sackville* is Canada's Naval Memorial and is a symbol of the courage and determination of all those who have lost their lives at sea in the course of their naval service since 1910 to the present.
- *Sackville* was the Legacy project for the Navy's 75th Anniversary; the ship was restored to a 1944 configuration and "re-commissioned" into the Navy.
- *Sackville* reminds all Canadians that Europe was freed because the troops and supplies were successfully provided through convoys protected by these small ships that could and did win the Battle of the Atlantic; the loss in tonnage and personnel at sea was enormous.
- *Sackville* is designated a "Living History Museum" as well as a Memorial.
- *Sackville's* Patron is the Governor General of Canada.

How is *Sackville* looked after today?

In 1985 the Canadian Naval Corvette Trust became the Canadian Naval Memorial Trust given the government's announcement. The Canadian Naval Memorial Trust (CNMT) is a private group of Trustees who maintain and operate *Sackville* with tremendous assistance from the Navy with whom there is an official memorandum of understanding for support.

The Naval Reserves support the ship with personnel during the summer months when the ship is open to the public.

The Dockyard in Halifax executes the MOU for the Navy in terms of maintenance and

safety issues as well as berthing the ship in winter.

Will *Sackville* last?

Sackville's hull is thinning in places and will have to be addressed with estimates to replace the entire hull at approximately \$10 million.

Engineering advice has been that the ship will not last in perpetuity in the water. However, the ship would last forever if placed in a covered complex; the initial capital outlay being more economical than retaining the ship in the water

The Queen's Landing Project

In 2002 a Canadian Naval Heritage Foundation was formed to conduct a feasibility study into a proposal to provide a Naval/ Maritime Heritage Centre in Halifax to replace the Maritime Museum of the Atlantic. The \$300,000 study concluded that there was nation-wide support for such a project.

The Waterfront Development Corporation held a competition for the design concept and development for the complex; Armour Group won the contract and formally proposed the design and concept in November 2005.

The complex required a "star attraction." WDC and Armour Group approached the CNMT to have *Sackville* as the attraction housed inside the complex.

The complex is scheduled to be a public / private enterprise at a total cost of approx \$200 million (approx \$100 million from governments; the remainder is business and hotel construction which already has the funding secured)

The WDC and collaborators have briefed key provincial and federal ministers and members as well as Halifax Regional Municipality councillors.

The complex was presented to the public in 2006 and received unanimous support.

CNMT Board and membership supports the Queen's Landing Project as the best option for the long term preservation of *Sackville*.

What's the association with the Canadian Naval Centennial?

Just as the restoration of *Sackville* to her 1944 configuration in 1985 was the Trust and the Navy's legacy project it is the Trust's "preservation in perpetuity" of *Sackville* which will be the 2010 naval legacy project.

CNMT has hired a full time director of development for a national capital campaign to raise the funding to prepare the ship for placement in the Queen's Landing Project; to provide proper presentation of the ship and surrounding area as Canada's National Naval Memorial, and to secure long term operational viability for the portion of the complex dedicated to the Navy – past, present, future and Memorial. The Maritime Command Museum is part of the complex.

Former Lieutenant Governor and Hon Captain Myra Freeman is the chair of the CNMT National Council whose task it is to bring awareness of the project to all Provinces and to assist in identifying business and private donors to the campaign. The campaign is planned to commence this year with major announcements planned for 2008.

The Future and Activities intended for 2010

2010 may be *Sackville*'s last year in the water so special significance will be made for each and every event *Sackville* conducts annually. For example, this year during BoA services there will be 25 urns for burial at sea conducted from *Sackville* in a ceremony attended by the families of the naval veterans so honoured. The Centennial ceremony will be very special.

Sackville has several programmes, which increase public awareness of the ship. These include a reenactment programme of four hired actors who provide animated tours during

the summer, and six ex senior sea cadets who are hired to “crew” the ship for the summer.

CNMT is working with MARLANT [Maritime Forces Atlantic] to ensure the ship is prominently placed during the Centennial Fleet Review. A saluting gun will be fitted and the Royal Personage will be invited aboard to meet the naval veterans at an appropriate event.

CNMT financially supported “Corvette Crossing”, an original theatre performance in 2006 and wishes to see the play performed at various theatres across Canada including the National Arts Centre.

CNMT has contracted a national film director to produce a 90-minute docudrama as an educational DVD presentation to high schools in 2010.

Public service/advertising segments for the capital campaign are being produced, including five minute, three minute, one minute and 30 second TV clips.

CNMT is working closely with Pier 21 for a special WW2 gallery exhibition in 2010. Other activities are also planned.

What can the Working Group do for Canada’s Naval Memorial?

Support your Memorial. Give *Sackville* a place of prominence in your activities and in promoting our proud heritage. Give *Sackville* a national profile deserving of the status as Canada’s Naval Memorial and make that recognition as important to all Canadians as has been given to our proud Vimy Memorial. Canada indeed became a nation at sea during the Battle of the Atlantic aboard ships symbolized by HMCS *Sackville*.

www.hmcssackville-cnmt.ns.ca

Ship Portrait Project

by Eric J. Ruff

Just as a ‘portrait’ of a person is an image of a man, woman or child which reflects

his or her physical characteristics so a ‘ship portrait’ is a formal image of a vessel showing its characteristics. While a seascape or a marine scene may contain ships in a ‘ship portrait’ the vessel is the primary subject of the painting.

The Yarmouth County Museum (YCM) in Yarmouth, Nova Scotia contains the third largest ship portrait collection in Canada (after the provincial collections of the New Brunswick Museum and the Maritime Museum of the Atlantic). The YCM’s collection consists of some 140 paintings which, with the exception of two portraits, are of vessels formerly registered in Yarmouth or vessels commanded by Yarmouth captains. The collection includes paintings of such ships as the famous clipper ship *Thermopylae*, the well-known Australian emigrant ship *Marco Polo* and the steel ship *Balclutha* which is presently the main feature of the San Francisco Maritime Museum.

Yarmouth, between 1874 and 1885, was the second largest port of registry in Canada (behind Saint John, New Brunswick) in terms of total tonnage of its vessels. Ships from Yarmouth travelled the world carrying goods between the ports of North and South America (both East and West coasts), Europe, the Far East, Australia and New Zealand, and Africa.

The portraits were treasured by the owners and masters of these vessels and were painted by ship portrait artists in many of the ports visited. The collection includes paintings from several North American ports (including Halifax and Yarmouth), Sydney (Australia), Cape Town, Shanghai, Hong Kong and Calcutta with the majority being from various British and European ports. The paintings date from 1851 to 1909 with several steamers, mainly Yarmouth to New England passenger vessels, which date up to the 1920’s.

This collection is the subject of my research which will, in due course, yield a book.

The book will feature an article on each painting. A section will provide basic details of

a) the painting (signature, caption, date, size, etc.), and b) the vessel (name, rig, dimensions, tonnage, date and location of building, masters and owners, date and location of loss, etc.) Discussions will consist of a description of the painting itself and will focus on at least one significant item as it pertains to the artist's style, the ship's riggings or fittings, the background, etc. Finally, the history of the vessel will be told giving particular incidents of interest, ports, cargoes, etc., etc.

Illustrations will consist of the full painting and a close-up detail with photographs of the vessel, life on board, the master, etc. as appropriate or relevant.

Appendices will provide information on the artists as well as a glossary of nautical terms and quotations from Yarmouth newspapers and from J. Murray Lawson's *Record of the Shipping of Yarmouth*, its *Appendix* and *Yarmouth Reminiscences* (Yarmouth 1876, 1884 and 1902) as they pertain to the vessels portrayed in the paintings.

While this book will be of significant importance to the marine and economic history of Yarmouth, Nova Scotia and Nova Scotia in general it is also intended to become a 'text book' for the study of ship portraiture.

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**Maritime Security Conference
Draws International Audience to
Dalhousie**
by Ken Hansen

The 2007 Maritime Security Conference took place between 14 and 16 June, drawing 120 delegates from around the world. Participants from Chile, India, Pakistan, the United Kingdom, and the United States examined four illustrative case studies. Keynote speakers from the United States Coast Guard – Dr. Joseph DiRenzo III, the Canadian Navy - Vice-Admiral Drew Robertson, and the

Royal Canadian Mounted Police – Superintendent Blair McKnight, provided a contextual framework for each day's discussions. Conference participation from India's National Maritime Foundation and delegates from Pakistan's National Centre for Maritime Policy Research, both of which are new organizations, added a valuable Asian perspective to the proceedings. This year, the conference was organized and conducted in partnership between the Centre for Foreign Policy Studies at Dalhousie University and the International Centre for Emergency Management Studies at Cape Breton University.

The conference theme, "The Maritime Role in National Response to Emergencies: Concepts of Operation, Case Studies, and Capabilities", was centred on three key questions: What have maritime professionals and emergency response agencies learned from the experience of maritime organizations in recent emergencies; what concepts are being (or should be) developed to enable maritime capabilities to be employed effectively in responding to future emergencies; and what maritime capabilities are essential to Canada if it is to respond effectively to emergencies at home or abroad? Naval and civilian subject matter experts with first hand-knowledge of the roles played by maritime organizations in recent emergencies highlighted the maritime perspective, while experts in emergency management addressed the perspective of those who receive such support. Discussions focused on the unique character of maritime capabilities and their utility in emergency response.

The four case studies – **Hurricane Katrina**, the **Indonesian-Indian Ocean Tsunami**, the **Evacuation Operations from Lebanon**, and the **Integrated Tactical Effects Experiment** – brought several important common lessons to the attention of the delegates. Response to disasters, whether caused by natural or human forces, requires flexibility and readiness. Maritime forces have the inherent volumetric capacity and mobility to bring resources that can achieve strategically significant effects. Most importantly, their

ability to self-sustain and use the sea itself for the base of their operations reduces or eliminates the need for a 'footprint' ashore, avoiding diplomatic complications.

However, all reports were not uniformly optimistic. While warships can be useful in disaster response, their capacity is limited and their on-station endurance is finite. Worse, the logistical capacity of the Canadian Navy is also limited. While other government fleets, such as the Coast Guard, can be employed they are also not an inexhaustible resource. The Canadian merchant fleet does have a few appropriate ships that could be made available, but they are also limited in many important ways. Chartering of international shipping is possible but short notice in an emergency situation will result in a very high premium being paid for their services. In legal terms, the Government's authority to requisition ships in response to an emergency is unclear. These issues showed that, while the citizens of the country have a clear expectation that assistance will be rendered at home and abroad, the national capacity to do so is very limited. A lively debate over whether or not Canadian national maritime capabilities need to be restructured to satisfy this requirement ended without resolution. Clearly, the issue of strategic choices and force structures is motivated by deeply held values. These questions of choice will be explored in future conferences.

The proceedings closed with the announcement of the theme for the 2008 conference: "Breaking the Box: Balancing Maritime Capabilities for 21st Century Canadian Security Needs." It will be held 12-14 June on the campus of Dalhousie University. A Discussion Paper for the conference by Peter Haydon, entitled "Why does Canada still need a Navy?", was issued at the conference, and can be obtained from the CFPS website. More details can be obtained from Cdr. Ken Hansen, Defence Fellow, Centre for Foreign Policy Studies, Dalhousie University, ken.hansen@dal.ca, 902-494-6610, or from the centre's website at: www.cfps.dal.ca.

This year's conference presentation materials will be available on the Centre for Foreign

Policy website in July, and the Conference Report will be published in book form later in the fall or early winter.

Reconstructing the 120-mm Guns for the Destroyer *Oquendo*

*By Nicholas W. Mitiuckov
and Kent R. Crawford*

In 1959, the Spanish Government decreed that the main calibre guns for the *Oquendo* class destroyers then under construction, to be 120-mm guns in the new NG-53 mountings. In 1959-61 workshops in San Carlos produced 10 mountings of the specified type (three for each destroyer and one for coast testing), which proved not up to the specifications. So in 1962 they decided on the first great modification, to solve problems of the mounting. As a result, the *Oquendo* was fitted with only two mounting of this type, for reasons of stability. Finally, the mountings were deemed a failure, and not used again in the Spanish Fleet. The other destroyers of the *Oquendo* class received six American mountings, Mk-32, derived from the well proven Mk-12 of WW 2 .

During the research for the monograph about destroyers *Oquendo* Class¹, the author discovered that accurate information on the main calibre guns was extremely limited. For example, J.L. Coello's informative book², the main calibre of *Oquendo* is given as only a modification of the gun applied earlier on *Canarias* and *Méndez Núñez*, the 120-mm guns of system Vickers-Armstrong Mk F. The basic difference made was to increase the length of a barrel from 45 to 50 calibres, which improved ballistic properties a little. In the same source it is stated that the Spaniards managed to obtain a muzzle velocity of 900 m/s with a new charge. Changing to the old propellant and charge as used in the destroyers of the *Churruca* class reduced the muzzle velocity to 875 m/s.

With the use of modern computer software, it is possible to estimate the data for the 50 calibre gun from the information which is given in such a veiled form. For the analysis, the program "Strlets", developed under

direction of Dr. N.M. Rusanov of the Ordnance faculty of Izhevsk State Technical Institute has been chosen. The baseline data on the ballistics of the Vickers-Armstrong Mk F is taken from Campbell³:

Bore Length:	5399.5 mm (45 cal)
Chamber volume:	10.32 dm ³
Projectile Weight:	22.0 kg
Propellant Charge:	6.5 kg (CSP ₂)
Muzzle Velocity:	853 m/s
Working Pressure:	3150 kg/cm ²

From this initial data, it is possible to achieve compatibility with Campbell's data: increasing the length of the barrel by 5 calibres has meant a resulting muzzle velocity of 886 m/s.

On the one hand, the divergence with experimental data is only 1 % (886 or 875 m/s), i.e. normal engineering accuracy, but on the other, an increase of velocity from lengthening the barrel, of 22 or 33 m/s, is essential enough. From here it is possible to draw the conclusion, that apparently the Spaniards were not limited to simple increase in length of a barrel, and have undertaken serious enough modernization of the gun.

This conclusion was confirmed during the preparation of the monograph, owing to support of our Spanish colleague, Capitán de Fragata (Ret) Antonio G. Erce Lizarraga, who provided a detailed enough description of the given guns⁴.

As acknowledgement of our conclusions, the material was extensively redesigned. The most important difference consisted in application, for manufacturing a barrel, steel of higher durability. It has enabled at practically same thickness of the barrel to make replaceable (loose) liner, before the old barrel was subject to full replacement. Also the static part underwent a modernization; primarily concerning a semi-automatic breech mechanism. In a manual mode it functioned completely identical to the Mk F.

The characteristics of the gun were: 36 grooves (the Mk E, roughly contemporary to the Mk F, had 28 grooves), pitched for one

rotation in 30 cal.; length of recoil – 500 mm, weight of liner 922 kg, weight of a shell of 22 kg, weight of complete round 36 kg, including weight of propellant charge – 6.25 kg of a modern type, muzzle velocity of 900 m/s, the maximal pressure of 3150 kg/sm², the maximum range of 21,240 metres.

However, by order off the Ministry on January, 8th, 1953, ammunition of the ships of the Spanish Fleet were standardized. Standard propellant CSP₂ made 6.5 kg, but because of its inferior internal ballistic properties, the muzzle velocity fell to 875 m/s.

1. Mitiuckov N.W. *Spanish destroyers 'Oquendo' Class* (in Russian), Morskaya Kollektzia. – 2005.
2. Coello Lillo J.L. *Buques de la Armada Española. – Los años de la postguerra.* – Madrid, Aguilar Editores, S.L., 2000.
3. Campbell J. *Naval Weapons of World War Two*, Annapolis: Naval Institute Press, 1985.
4. Camon del Valle J. *El Nuevo montaje antiaeron RGM.* 1953, Noviembre, p. 491–502.

Museums and Ships

A Great Lakes Legend Turns 100

[TheStar.com, 24 June 2007] DOUGLAS, MICH.–Hundredth birthdays are a big deal whether they're for people or Great Lakes passenger ships. Just ask Toronto entrepreneur Eric Conroy.

If all goes as planned, on July 6 he and some other prominent Canadians he's persuaded to join him will converge on this quiet Lake Michigan resort town [Saugatuck Mich] to celebrate the centennial of the launch of the former Canadian Pacific Railway steamer *Keewatin*, which for generations transported travellers in Edwardian-era elegance between Port McNicoll on Georgian Bay and Fort William (now part of Thunder Bay) on Lake Superior.

"I just feel a part of it," says Conroy of the trim, white, much-beloved 106-metre ship, which he worked on as a waiter in the 1960s and has been visiting for the past 10 years, sometimes acting as a tour guide.

The vessel, the sole survivor of a once sizable number of classic Great Lakes cruise ships, has been a privately operated floating museum permanently moored here since 1968, three years after its withdrawal from passenger service. To raise consciousness among Canadians about the *Keewatin*, Conroy, who publishes *The Magazine*, a popular monthly for teens, says he's talked a select group of his compatriots into attending the rechristening of the steamer on the 100th anniversary of its launch in Glasgow, Scotland.

They include Ontario Minister of Tourism Jim Bradley, country singer Albert Hall, who'll perform a song he's written about the *Keewatin*, and Toronto developer Gil Blutrigh, who wants to make the ship the centrepiece of his ambitious project to redevelop Port McNicoll. What they will see is a centenarian that has aged gracefully.

"When you go on board, it looks exactly like the day I left it," Conroy said in a phone interview. He wasn't kidding.

Take one of the *Keewatin* Maritime Museum's guided tours and you find a ship that seems ready to depart on yet another day-and-a-half voyage across two Great Lakes. Champagne bottles stand on bedside tables in the deluxe staterooms, period-piece desks await letter writers in the ladies' lounge, and in the 120-seat, walnut-panelled dining room, all the tables are set with Canadian Pacific silverware and china.

The ship's exterior looks just as it did to those who once arrived at Port McNicoll by the special boat train from Toronto. A smart-looking dark green band still encircles the hull, and the steamer's enormous, 78-metre stack still sports the distinctive red and white checkerboard CP insignia.

A nearly identical sister ship, the *Assiniboia*, also carried passengers for 57 years under CP colours, but soon after retirement it was destroyed by fire. The *Keewatin* has escaped demise because of its owner, R.J. Peterson, who, Conroy says, "had a vision that no else did."

Although both Port McNicoll and Fort William are said to have spurned CP's offer to sell them the ship for a dollar in the 1960s, Peterson, the owner of two marinas here, paid about \$42,000 for the vessel itself and another few thousand for the steamship's furnishings, and has used his own funds and revenues from the museum to maintain the ship.

Ironically, officials in Thunder Bay have recently expressed interest to Peterson in bringing the ship back there as a tourist attraction. Meanwhile, Blutrigh says he wants to help establish a charitable foundation that would receive private and public donations to preserve this "fine, fine piece of Canadian history" at Port McNicoll.

For his part, in early June Peterson, now 80, took the first step toward creating his own foundation for the same purpose. "It's just possible," he says, the ship "might be better off where it's at."

Asked his preference for the *Keewatin*'s final resting spot, Conroy answers carefully. "I have an allegiance to R.J. Peterson at this point," he says but then adds, "If it goes anywhere, I'd like to see it go to Port McNicoll."

U-boat to Resurface as Attraction

[BBC News, 27 June 2007] The World War II German U-boat was formerly a star attraction at the Historic Warships Museum at Seacombe docks near Birkenhead. Merseytravel, the local transport consortium, has bought the U-534 and it will sit at the Woodside Ferry Terminal as a tourist attraction. The museum was closed down after nearby warehouses were redeveloped and the land was needed for parking space.

Plans submitted to Wirral Council include the provision of a visitor exhibition centre, which will include artefacts from the submarine along with its history. Neil Scales, chief executive of Merseytravel, said: "We'll make a trip on the Mersey Ferries an even more memorable experience for the ever-increasing number of visitors to Merseyside. "Our scheme will also complement the wider regeneration of the Woodside development."

The boat will be cut into three sections so a floating crane can take it to its new site across the water.

The submarine was sunk during the war when, on her way to Norway, she was attacked by an RAF Liberator aircraft in 1945. The vessel took heavy damage and began to sink by the stern. Forty-nine of the 52 crew members survived, including five who escaped via a torpedo hatch as the submarine lay on the sea bed.

At Woodside huge glass panels installed over the end of each section will allow visitors to see inside the submarine from specially-built viewing platforms.

***Cutty Sark* Renovation Echoes British Naval History**

[Reuters July 11, 2007] The masts and anchor from the *Cutty Sark* lie on the quayside in Chatham's historic dockyard ready for renovation. They got lucky.

For large sections of the iconic tea clipper had already been sent to Chatham for repairs before a fire swept through the *Cutty Sark* in May, leaving the London landmark a charred wreck.

The ship, launched in 1869 on Scotland's River Clyde to make the run to China for the lucrative tea trade, was undergoing a 25 million pound refurbishment when disaster struck. Fortunately Chatham, where skilled shipwrights created Britain's naval might for 400 years, had already embarked on major renovations to the sailing legend.

The remnants of the *Cutty Sark* are a poignant and unexpected addition to Chatham Dockyard, now one of the top tourist attractions in southeast England.

Chatham, saw its naval history brought to a close when the dockyard was shut down in 1984, has since been converted into what is billed as the most complete dockyard of the age of sail to survive anywhere in the world.

The quayside where the *Cutty Sark* sections are being renovated is a microcosm of British naval history with three ships alongside each other in the dry dock recalling the days when Britannia ruled the waves.

Schoolchildren eagerly clamber aboard the sloop HMS *Gannet* which was built on the River Medway in 1878 in the heyday of the Victorian Navy which had a worldwide role policing the waters of the British Empire.

Beside her stands HMS *Cavalier*, one of 96 emergency destroyers built for the Royal Navy during World War Two as escorts for ships like the luxury liners-turned-warships *Queen Mary* and *Queen Elizabeth*.

A favourite for the endless stream of school parties is a chance to clamber through the hatches and peep through the periscope of the submarine *Ocelot*, launched in 1962 at the height of the Cold War. The *Ocelot*, boasting a Mark 8 torpedo similar to the one that sunk the Argentine warship *Belgrano* during the 1982 Falklands War, was the last warship to be built for the Royal Navy at Chatham.

It was all a far cry from Chatham's heyday. From 1700 to the end of the Napoleonic Wars in 1815, the dockyard built and launched 125 ships ranging from small sloops and brigs to HMS *Victory*, Admiral Nelson's flagship at the Battle of Trafalgar.

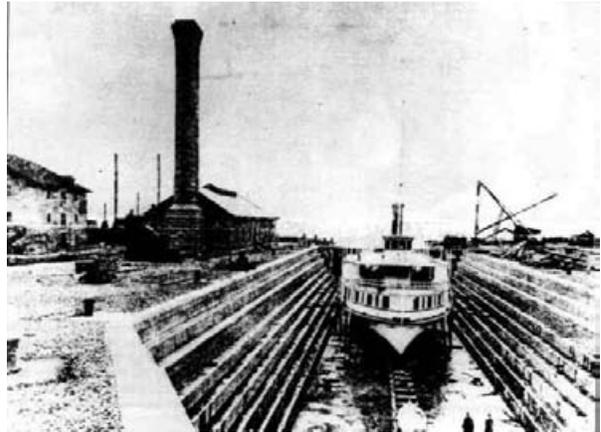
Alexander Henry

[from Maurice D. Smith] With some remarkable support from the City of Kingston (Ontario, Canada) the Marine Museum of the Great Lakes moved the Icebreaker *Alexander*

Henry into our dry dock where she will remain floating for a number of years while engineering studies are completed for eventual dry docking. The dry dock is a National Historic Site built in 1890.

We are looking for examples of floating ships that are connected to the shore with some kind of tethering mechanism other than the usual mooring lines.

All help and leads appreciated.



The keel of the ship has to pass over the sill of the dry dock with only inches to spare. There one chance to do this and that is during a few critical weeks of high water in June each year. The dry dock is an industrial monument and has designated a National Historic Site. This photo shows the drydock as it was in 1891, with the sidewheel steamer *St Lawrence*, the first vessel to use the drydock.



The team assembled at 5:30 A.M. Friday June 15th for a safety talk and assignments to mooring lines. This was done under the direction of Docking Master Terrance Pinnell, who brought with him many years of Canadian Navy experience.



The teams are ready and the *Alexander Henry* is poised and ready to be towed into her wet berth. She was built in 1958 and has served the Marine Museum as a museum ship (1985) and summer B&B (1986).

[The accompanying pictures and captions are all courtesy of MD Smith]



Divers were stationed below the vessel to give notice of a possible flaw in the water height predictions. The possibility of the ship hung up on the sill, and dropping water levels was part of the risk analysis. There were also daily fluctuations caused by wind conditions and the water needs of the Seaway and power generation plants down the St. Lawrence River.



It was the naval architect, Francis MacLachlan whose calculations led to the re-ballasting of the ship. Deep tanks aft had to be pumped out while 140 tons of water were placed in the forward tanks. The divers reported a finger span clear - about 8 inches. Professor MacLachlan taught civil engineering at Queen's University for many years and is the designer of the three brigantines *St. Lawrence II*, *Pathfinder* and *Playfair*.



Boreholes were drilled to determine the character of the soil on each side of the dock. This is being done to ensure the ship in the dock dry for a protracted period of time and visitors will be safe.



It was a "yo ho heave ho" and yes they were singing quietly, as they hauled on the starboard head rope. There were three other teams at quarters of the ship.



Part of the preparation over the previous week was putting gravel filled dumpsters in place to take the ships lines. The strength of the existing dock bollards is yet to be tested.



Once the ship was in, the dock the 'gate' had to be drawn across the entrance to give further protection to the *Alexander Henry*. This was done to minimize strain on the mooring lines keeping the ship in place. An open dock in a heavy fall southerly has the characteristic of a wave chamber.



The *Alexander Henry* is now secure. Over the next few years interior and exterior painting will take place along with exhibit development and programming.



The original 1890 gate is now almost in place. This structure alone is a testament to the engineering skills of Department of Public Works engineer, Mr. Perley.

Conferences and Symposia

“Northern Navigation” Churchill, Manitoba

2-7 August 2007

The Canadian Nautical Research Society will host its annual conference for 2007 in Churchill, Manitoba, on the theme of “Northern navigation.” Topics may include exploration, trade, war, ships, individuals, indigenous peoples, and any other topic related to the practice of navigation in high latitudes. To provide comparisons, papers examining similar subjects in the high latitudes of the Antarctic will be presented.

For more information, or to submit a proposal for a paper or a session, contact either:
Dr William Glover:
williamglover@sympatico.ca or
Professor Barry Gough bgough@wlu.ca

The conference is planned for the period 2-7 August, 2007. Travel arrangements are being made by The Great Canadian Travel Company of Winnipeg, www.greatcanadiantravel.com, or call Samantha Buffie, (800)661-3830. They are northern travel experts of more than twenty-fives years' experience. Packages including return air travel from Winnipeg, hotel in Churchill, select conference activities, tours to the eighteenth century Hudson's Bay Company stone trading post Prince of Wales Fort, and a "tundra buggy tour" will start at approximately C\$1,800 plus taxes. Extra options will include a rail/air travel package, and an air charter (limited space) to visit York Factory.

**Call for Papers / Appel de communication
Quebec / Québec 1608-2008
Four Centuries of North Atlantic Crossings
/ Quatre siècles de voyages transatlantiques
06 – 09 August 2008**

To celebrate the quatercentenary of Samuel de Champlain's founding of Quebec, the Canadian Nautical Research Society will host its annual conference for 2008 in that city.

Papers topics may include exploration, trade, war, ships, individuals and any other topic related to marine activity in and around Quebec and the North Atlantic over the past four centuries. Proposals should be directed to:

Professor Serge Durflinger
CNRS 2008 Conference Programme Chair
History Department
University of Ottawa
Ottawa, Ontario, K1N 6N5
Telephone: 613-562-5800, x1277
e-mail: sdurflin@uottawa.ca

The conference venue is the Auberge Saint-Antoine, very near the site of

Champlain's original *Habitation*. Located on an important archaeological site, in 300 year-old buildings, the Auberge Saint-Antoine offers a unique introduction to New France. Artfully displayed artifacts throughout the hotel provide a fascinating glimpse into the life of Quebec's first inhabitants. The Auberge Saint-Antoine has created a succession of 94 stunning rooms, many offering a view on the Saint-Lawrence River, others of Quebec's renowned fortifications or the Musée de la civilisation. A block of rooms is reserved for "CNRS 2008."

Auberge Saint-Antoine, 8, rue Saint-Antoine,
Québec, QC G1K 4C9
(418) 692-2211 Fax : (418) 692-1177
<http://www.saint-antoine.com>

Other conference activities will include a guided tour of the historic city and a dinner boat cruise on the St Lawrence River to Île d'Orléans.

Administrative enquiries should be directed to:

Dr Richard Gimblett
CNRS 2008 Conference Coordinator
49 South Park Drive, Ottawa, Ontario,
K1B 3B8
Telephone: 613-590-9508
e-mail: richard.gimblett@rogers.com

Call for Papers
"Iceland: Cradle of the Arctic Convoys"

The Historical Institute of the University of Iceland is pleased to announce a call for papers for a conference on the Arctic Convoys in World War II. The conference will be a combination of academic presentations and commemoration events for veterans of the Arctic Convoys. It will be held July 9 – 13 2008 in Reykjavík, Iceland. The patron of the conference is Icelandic President Ólafur Ragnar Grímsson.

Papers are invited on the following areas:

- The political and historical context of the convoys in WWII
- The organisation of the convoys

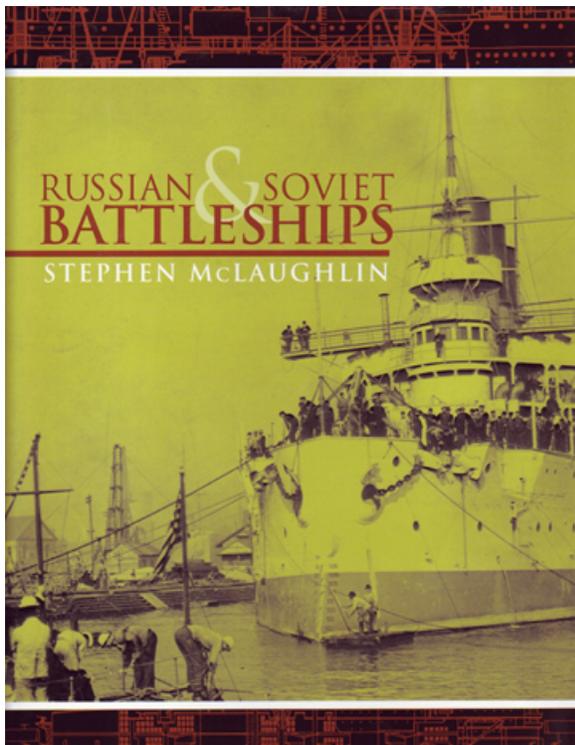
- Their significance to the outcome of WWII
- German U-boat warfare against the convoys
- Iceland's role in the convoys
- The role of various nations' navies in the convoys
- The significance of the convoys to war propaganda

Proposals (max. 300 words) for 30 minute papers and a brief CV should be sent via email attachment by 1 December 2007 to:
Eliza Reid eliza@elizareid.com Tel. +354 893 4173

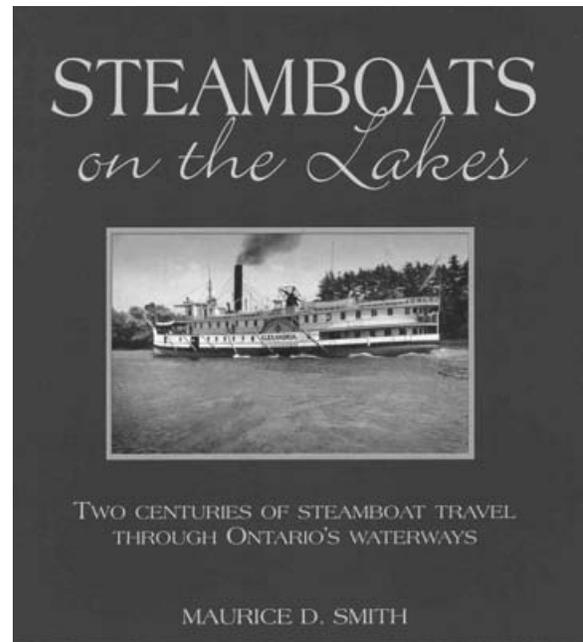
Reminders

- The Society is working on building a **The Directory of Canadian Archival Sources** (as noted in the January *Argonauta*). We need your input! Contact us at **CNRSArgo@cnrs-scrn.org** or through our postal address with the information you have.
- Back issues of *The Northern Mariner / le Marin du Nord* are appearing online, on our website: **www.cnrs-scrn.org**.

Recent Books by Members



Stephen McLaughlin
Russian and Soviet Battleships
Annapolis: Naval Institute Press, 2003
ISBN 1-55750-481-4
(www.usni.org)



Maurice D Smith
Steamboats on the Lakes
Halifax: James Lorimer & Company, 2005
ISBN 10 1-55028-885-7
ISBN 13 978-1-55028-885-8
(www.formac.ca/lorimer/lorimer.html)



Paul Adamthwaite demonstrating the online version of *The Northern Mariner* at the January Executive meeting. Seated (L-R): Jim Pritchard, Paul Adamthwaite, Isabel Campbell. Standing: Faye Kert, Bill Glover, Serge Durlinger, Rich Gimblett, Bill Schleihauf, Alec Douglas. (photo courtesy Maurice D Smith)



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.

Marine Museum of the Great Lakes at Kingston

www.marmuseum.ca
(follow the research links)



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the Maritime Museum of the
Atlantic (902-429-2132)

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

e-mail: secretary@hmcssackville-cnmt.ns.ca
<http://www.hmcssackville-cnmt.ns.ca>

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Argonauta Information Sheet

PLEASE type or print legibly. You can respond by e-mail, mail or fax
Name

Recent publications (monographs, collections, articles, review articles, but not review; please list those that you feel are especially important and include bibliographical details). Use additional paper if necessary.

News (this can be personal, institutional, or regional)

Research or professional activities with a maritime focus (this can be your own, or that of colleagues and associates; in all cases provide details)

Conferences, Seminars and Workshops (if you know about any that are scheduled within the next few years and which may be of interest to other members, please let us know; if possible, provide information about dates, themes, location, who to contact for information etc.)

Other News and Suggestions for Argonauta

Please return as soon as possible to Maurice D. Smith and Bill Schleihauf,
Marine Museum of the Great Lakes at Kingston, 55 Ontario Street, Kingston, Ontario. K7L 2Y2
or by e-mail at CNRSArgo@cnrs-scrn.ca or fax at 613 542 4362.

Thank you.

