

ARGONAUTA



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ARGONAUTA

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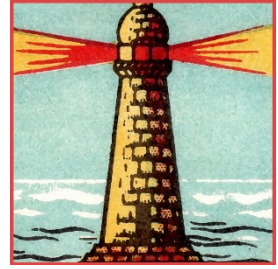
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Editorial & James C. Bradford Dissertation Research Fellowship

by Ambjörn L. Adomeit and Richard Goette



Dear Members,

Welcome to the Winter 2025 issue of *Argonauta*! I am your host, Ambjörn Adomeit, alongside the Canadian Nautical Research Society's 2nd Vice President, Richard Goette. As we announced last issue, Richard will be stepping aboard to help publish the Winter, Spring, and possibly the Summer 2025 issues of *Argonauta*, as I finish my current stage of graduate school and relocate to the Canadian Prairies.

I will be taking *Argo* on my plate full time in August 2025. Please forgive me for the odd formatting error in the interim: I am updating the format template for *Argonauta* as time allows, and I am still working out unfamiliar software tricks and shortcuts! For instance, the CNRS Membership Form is, as always, on the last page. It is just not hyperlinked for the time being. Thank you to both Michael Moir and Mieke de Groot for volunteering their time to help fix as many layout problems in this issue of *Argonauta* as they did!

This quarter, we include H.T. Holman's featured piece, entitled "Flag Fracas on the Fishing Front: A Pennant for the Dominion Steamer *Druid*," which builds upon work by Brian Bertosa in the Summer 2023 issue of *Argonauta* and Robin H. Wyllie's piece in the Summer 2006 issue of *Argonauta*.

This year we are seeking to find ways to engage with our *Argonauta* readership in a far more active manner than we have in the past. Have you been to a maritime museum in the past few months you think would also interest CNRS members? Or have you visited an archive and made an important discovery about maritime history that you think would intrigue *Argonauta* readership? If you answered "yes" to either of these questions, would you be interested in writing up a short account (with photos, of course!) of your discoveries? We would definitely be interested and we therefore encourage you to drop us an e-mail telling us of your adventures for possible inclusion in *Argonauta*!

The CNRS was contacted in late February by Paul Fontenoy, Chair of the North American Society for Oceanic History (NASOH), to inform us of the 1 April, 2025 deadline for applicants to the *James C. Bradford Dissertation Research Fellowship*, a research fellowship worth \$2,000 USD. Please find the link below, as well as the content of the advertisement.

<https://nasoh.org/bradford-fellowship>

James C. Bradford Dissertation Research Fellowship

Amount: \$2,000

Closing Date for Applications: **April 1, 2025**

Send Application Materials To: NASOHBradford@gmail.com

Announcement of Award: NASOH Annual Conference, Natchez, Mississippi, May 15-17, 2025

The North American Society for Oceanic History is offering one dissertation research fellowship in **North American naval and maritime history** for 2025. The fellowship is named in honor of NASOH past-president Dr. James C. Bradford, in recognition of his distinguished contributions to the field of American naval history.

Eligibility: Applicants must have completed all requirements for the Ph.D but for dissertation at the time of application and have an approved dissertation proposal on file at their degree-granting institution.

Students studying any period and aspect of North American naval and maritime history, broadly defined, are encouraged to apply. Questions about eligibility should be directed to: NASOHBradford@gmail.com

Application Documents: Applications should include:

- 1). A completed and signed application cover sheet (the blank application cover sheet is available to download below.
- 2). Curriculum Vitae;
- 3). Copy of approved dissertation proposal;
- 4). Description of the status of the project (not over 1,000 words);
- 5). Brief statement of proposed use of the fellowship funds;
- 6). The names and contact information for the dissertation committee chair and two other individuals asked to submit letters of recommendation.

Submission and Deadline: All application materials and letters of recommendations are due on **April 1, 2025** and should be sent by e-mail with pdf attachments to: NASOHBradford@gmail.com

Selection: Applications will be evaluated by a three-person committee of NASOH members.

Please see the above URL for the *Bradford Fellowship Application Cover Sheet*.

As always, *Argonauta* is looking for contributions, and, for my part, I look forward to a flooded e-mail inbox. Please reach out to CNRS-Argo@cnsr-scrn.org with your ideas and comments!

Best wishes for 2025,

Ambjörn L. Adomeit

Members,

It is my pleasure to assist my long-time friend and colleague, Ambjörn Adomeit, with the first two issues of *Argonauta* this year. I am always amazed with the fascinating stories and interesting tidbits of information that CNRS members provide in the pages of *Argo*, and so I look forward to being more directly involved with this process.

Also in this issue, we feature an intriguing underwater archaeological enigma, courtesy of Thomas Malcomson and Brigid Cumming, about a mysterious wreck close to shore in British Columbia.

Best regards,

Richard Goette

President's Corner

by Tom Malcomson



CNRS is in its 41st year of work in encouraging research and dissemination of maritime history, with a focus on promoting the awareness of Canadian maritime history. With the longest coastline of any country and the largest number of lakes (not just our inland seas, the Great Lakes) the defence, the commerce of the nation and the growth of the population has been and still is deeply intertwined with the seafaring world. Life afloat is not just ships and sailors (warriors and merchants), but touches on an amazing range of subjects, from education of the navigators, officers and common sailors, to the ship building and repair, the system of inter-connecting canals, locks and river systems, through the ties of shipping to the larger economic, social and political oscillations, the families of sailors, the communities that shipping serves, and so on. Somewhere in this list is your interest. It is the reason that pulled you into the society itself; to learn more, to network within the discipline, and/or to contribute to the knowledge base.

Engagement in the society is essential for the society's growth and longevity. To this end I draw your attention to our annual conference and two projects (I will only introduce here) to enhance our effort to provide the platforms for such member involvement.

This year's conference is on the theme of ships, people, ports, canals and trade, and will be held in the town of Port Hope, Ontario on 22-24 May 2025. The call for papers is within this issue and I encourage you to attend if not consider submitting a paper. Our conferences are incredibly good opportunities to network with other maritime historians and supporters of maritime study. For those presenting, attendance in Port Hope is required, while a Zoom link will be made available for those who wish to watch but cannot be there in person. The AGM will occur on the Saturday, 24 May, and will have a separate Zoom Link made available for those who cannot attend in person.

The first project is the re-development of our webpage to engage members and the larger maritime history community on a variety of platforms and in an interactive manner. It will also make membership, conference, and donation payments easier. Our hope is to have this in place by the fall (barring unforeseen difficulties). We are of course deeply grateful to Dr Paul Adamthwaite and Bill Schleihauf who created our current website in 2001, and Paul has managed it ever since. Paul also developed the French language version of the site, a significant contribution to our society. Caps off for Paul and Bill!

The second project concerns *Argonauta*. It has been with us since the beginning, serving the membership in a variety of ways over the years. We are looking to refresh the newsletter, to facilitate the engagement of members in the society and the study of life afloat, as broadly defined above. More will be forthcoming from the newsletter's editors on this development, and several openings for your involvement will be available.*

Tom Malcomson
CNRS - President

* EDITOR'S POSTSCRIPT: Such as providing aid in the creation of a modular *Argonauta* template! /ALA

Flag Fracas on the Fishing Front: A Pennant for the Dominion Steamer *Druid*

H.T. Holman



The recent appearance in *Argonauta* of an article on commissioning pennants in the Royal Canadian Navy (RCN) is a reminder of how complex marine vexillology can be.¹ Brian Bertosa looked at the design of one type of flag following the creation of the RCN in 1910 but in the years before the official creation of a navy, flag matters may have been even more complex. A case in point is the legality, or perhaps more to the point, irregularity, of the adoption of a pennant for Canadian government steamers.

The story is centred around the Canadian Government Steamer *Druid* and its role as a fisheries patrol vessel in the early years of Confederation. The lengthy and fascinating history of the vessel is told by Robin H. Wyllie as part of his series on the Marine Provinces Steam Passenger Vessels which was also published in *Argonauta*.² The *Druid* was a 160-foot, 229-ton paddle steamer built by Todd & McGregor in Scotland in 1856 and was employed as a steam packet until 1864 when the ship was bought as an American Civil War blockade runner. It was subsequently purchased by the pre-Confederation government of Nova Scotia to address its responsibilities for lighthouses and also for the protection of the fishery. With Confederation in 1867 these responsibilities, and the ship itself, were transferred to the Dominion Department of Marine and Fisheries.

In 1866, the United States had repealed the reciprocity treaty which provided for advantageous access by American fisherman to the coastal resources of Atlantic Canada. The situation was then governed by a far more restrictive 1818 Convention which provided fewer rights to the Americans in Canadian waters. Peter Mitchell, the Dominion Minister responsible for fisheries, with the full support of John A. Macdonald, directed the few patrol vessels directly under Canadian control (which included the *Druid*) to aggressively prosecute American infractions of the regulations. The enthusiasm for heightened confrontation with American fishermen was not shared by Great Britain, however, which led to a confused situation regarding enforcement.³ As Great Britain had overall responsibility for naval matters in the area, the operation of Canadian vessels came under the general supervision of the Royal Navy.

In 1868, *Druid*, which had been used by the Department primarily for lighthouse supply and other coastal purposes, had fisheries protection reattached to

¹ Brian Bertosa, "The Curious Canadian Commissioning Pennants of 1967 and 1972," *Argonauta* 40, no. 3 (Summer 2023): 3-12.

² Robin H. Wyllie, "Maritime Provinces Steam Passenger Vessels: P.S. *Druid*," *Argonauta* 23, no. 2 (April 2006): 8-12.

³ For more on the disagreements on fishery enforcement between Canada and Great Britain, see Ronald D. Tallman, "Peter Mitchell and the Genesis of a National Fisheries Policy," *Acadiensis* 4, no. 2 (Spring 1975): 66-78.

its duties.⁴ Minister Mitchell, in a report to the Governor in Council, wrote in May that “it will be necessary to employ her as formerly in carrying out the fishery laws still in force in that province, and the recent Acts of the Dominion Parliament for protecting the fisheries, particularly with collection of license fees imposed on American fishing vessels.”⁵

The more aggressive stance required changes to the steamer, and by June gun ports had been cut, gun carriages made, and small arms and ammunition received from government stores.⁶ There was an impressive list of required armaments, including two guns (six or nine pounders), 100 rounds of ammunition, 20 naval rifles and bayonets, 500 rounds of rifle ammunition, 20 cutlasses, 20 pistols, and 300 rounds of pistol ammunition.⁷ There is no indication that any of this firepower was ever used.

For the rest of the 1868 season, and into 1869, *Druid* combined the roles of marine supply and fishery patrol, a dual responsibility not well understood by the Royal Navy personnel who complained that the vessel was often to be found on lighthouse duty and avoided dealing with the Americans.

[Article continues next page]

⁴ This may not have been universally popular. The editor of the *Halifax Morning Chronicle* was scathing in his comments about the ship, stating it would be “altogether useless” for fishery protection; “The *Druid*,” *Morning Chronicle* (Halifax), 11 March 1870, 2.

⁵ Canada, Parliament, *Sessional Papers, 1869*, vol. 4, Paper No.12, 12. Order in Council 1868-0520, RG2-A-1-a, Privy Council Office fonds, Library and Archives Canada (LAC). Orders in Council cited in this article can be accessed by following LAC’s research guide at: <https://library-archives.canada.ca/eng/collection/research-help/politics-government-law/Pages/orders-in-council.aspx>.

⁶ Canada, Parliament, *Sessional Papers, 1870*, Paper No.11, Appendix No. 16, 115.

⁷ Mitchell to Cartier, 4 May 1869, *Correspondence respecting the North American Fisheries. (Beginning 23rd March, 1869, to October, 1870)* (London: W. Clowes, 1871), 290.

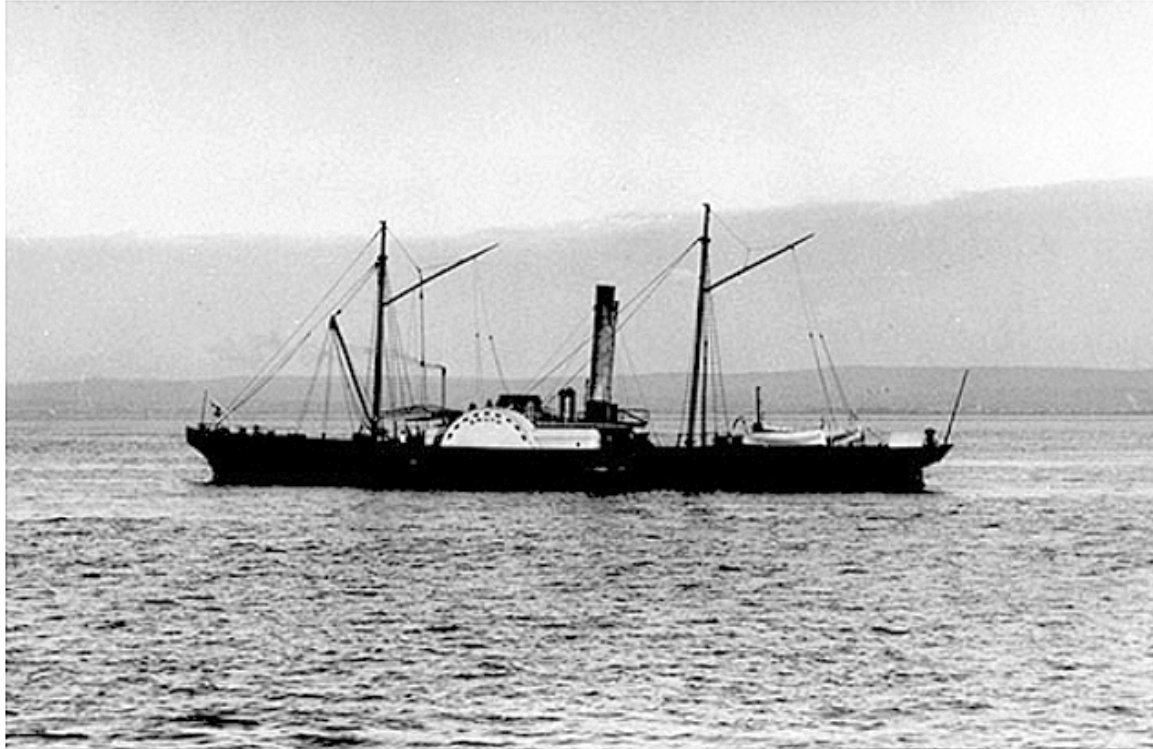


Figure 1. CGS *Druid*, Grosse Ile Quebec, with barely a flag to be seen, during its employment by the Department of Agriculture ca. 1892. (Library and Archives Canada #3223246)

Flagging Interest

In 1869, British Vice-Admiral (VAdm) George Wellesley on board Her Majesty's Ship (HMS) *Royal Alfred* observed that the *Druid* "was in the habit of flying a blue pendant at her masthead and a blue ensign at the peak," and informed the *Druid's* Captain Peter Astle Scott, formerly a Royal Navy officer, that he had no right to fly the pendant. However, on hearing Scott's rationale, according to Wellesley, "I permitted him to continue to wear the pendant for the remainder of the season."⁸ Scott's recollection may have differed slightly as in a later letter to the Governor General, the Minister of Marine and Fisheries, Peter Mitchell, reported that the admiral had "refrained from requiring its discontinuance." Captain Scott, sensing that there might be difficulties in crossing an admiral, "very properly ceased to fly it." VAdm Wellesley's objection was grounded in 1868 regulations under the Colonial Defence Act, 28 Vic., cap.14 which read as follows:

1. Any vessel provided and used under the 3rd Section of the said Act shall wear the Blue Ensign, with the seal or badge of the Colony on the fly thereof, and a Blue Pennant.

⁸ Wellesley to Secretary of the Admiralty, 17 June 1870, *Correspondence respecting the North American Fisheries*, 136.

2. All vessels belonging to, or permanently in the service of the Colonies, but not commissioned as vessels of war under the above referred to shall wear a similar Blue Ensign, but not the Pennant.⁹

As the fisheries patrol vessels were not commissioned as vessels of war, Wellesley maintained that they were not entitled to fly the pennant.

By the following spring the matter had been brought to the attention of Minister Mitchell, and in a letter to the Governor General he suggested that a communication be directed to the Admiralty to ascertain what objections existed to granting permission to fly the pendant.¹⁰ The reason given for seeking this permission was to strengthen the distinctive character of the fishery patrol vessels so as to head off any resistance from ships which needed to be stopped or boarded. The recognized signals to identify public armed vessels were the flying of ensign and pennant. Mitchell cited a number of authorities from legal texts and legislation to support his arguments. In Lees' *Laws of the Customs*, an officer was permitted to fire into a vessel which failed to come to when required, a pre-condition being that this applied to "any vessel or boat in the Royal Navy having the proper pendant and ensign of Her Majesty's ships hoisted, or by any vessels or boats duly employed for the prevention of smuggling, having a proper pendant and ensign hoisted."¹¹

Mitchell also references a similar provision in American law that "the cutters and boats employed in the service of the revenue, shall be distinguished from other vessels, by an ensign and pendant" and that vessels so identified had powers to require other vessels to come to for inspection.¹² Although he acknowledged that these dealt primarily with customs matters and the prevention of smuggling, Mitchell suggested that the situations were analogous. Even though the *Druid* and other Canadian fishery protection vessels were not revenue cutters, their functions still necessitated the bringing-to and searching of foreign vessels, and so the common usage of an authoritative display of distinguishing ensigns and pendants could help prevent confusion and evasion.

The explanatory letter to the Governor General was followed by a Minute of the Privy Council formally requesting that the Admiralty "permit Canadian Government vessels employed in the protection of the fishery to wear pendants while on active service."¹³ Communication followed the usual route through the

⁹ "Circular No. 4.-S. (Colonial Colours)," *The Navy List, Corrected to The 20th December, 1869* (London: Her Majesty's Stationery Office, 1870), 358.

¹⁰ Mitchell to Young, 23 May 1870, *Correspondence respecting the North American Fisheries*, 32.

¹¹ James Lees, *Laws of the Customs, with the Tariff, or Customs Table, and Customs Forms; and an Appendix, containing the Customs Acts, and the Rules and Orders of the Commissioners of Customs* (London: George Philip & Son, 1859), 91.

¹² Richard Peters, ed., *The Public Statutes at Large of the United States of America, from the Organization of the Government in 1789, to March 3, 1845* (Boston: Little, Brown, 1853), vol. 1, 700, Section 102.

¹³ Young to Granville, 9 June 1870, *Correspondence respecting the North American Fisheries*, 31.

Colonial Office to the Admiralty where comment was sought from VAdm Wellesley in Halifax. He stated that, although under legislation the fishery patrol vessels were clearly not entitled to wear a pendant, it would be an advantage that they should do so and he suggested that a certain number of permits or licenses be granted for the current year and that some sort of permanent arrangement be made before the following year. In a clear case of sidestepping the issue he concluded, "I am not justified in permitting these vessels to fly pendants without authority from the Admiralty, I have, however, under the special circumstances, informed His Excellency the Governor General that I shall not interfere with them until the pleasure of the Admiralty has been made known to me." He was subsequently informed that the Admiralty approved of his licencing proposal and that for the 1870 season only, the vessels could fly a blue pendant while employed in the protection of the fishery.¹⁴

The question of continuing the arrangement was rendered moot in 1871 with the negotiation of the Treaty of Washington which, among other terms, gave the Americans additional fishing rights in Canadian waters and considerably reduced the patrol activities of the Canadian Government steamers. However, with the abrogation of the fisheries provisions of that treaty in 1886, Canada once again prepared to use its vessels to enforce the restrictions on American vessels in Canadian waters. And once again the question of ensigns and pendants arose. In early March 1886 the Privy Council reviewed a memo from the Department of Marine and Fisheries noting that under the United Kingdom's Colonial Defence Act, colonial vessels "shall wear the Blue Ensign, with the seal or badge of the Colony on the fly thereof and a Blue Pennant." The requirement that in order to fly the pennant such vessels would have to be commissioned as vessels of war seems to have been overlooked or ignored. As the department asserted that steamers and sailing vessels commissioned by the Government of Canada for fisheries protection fell with the provisions of the Act, an order in council was approved to request the Admiralty to grant the necessary permissions.¹⁵ A warrant was issued by the Admiralty on 14 April 1886 "authorizing vessels employed in The Fisheries Protection Service to fly the long pendant from the main truck." It was subsequently confirmed that this directive also applied to vessels on the inland lakes and Pacific Coast territorial waters.¹⁶

This seems to have been consistent with the practice which was followed by Canadian Government vessels prior to the formal establishment of the Royal Canadian Navy. In a 1906 history of the Department of Marine and Fisheries, Ernest J. Chambers wrote that it was the events of the late 1860s that provided the authority for flying a blue pennant on Canada's government ships:

The armed cruisers of Canada have long flown the long blue pennant ever since taking over the full charge of the fishery protection service from the Royal Navy. Long pennants or pendants (also known as "mast-head

¹⁴ Lushington to Wellesley, 2 July 1870, *Correspondence respecting the North American Fisheries*, 137.

¹⁵ Order in Council 1886-0428, RG2-A-1-a, Privy Council Office fonds, LAC.

¹⁶ Orders in Council 1895-0934, 1895-1097, RG2-A-1-a, Privy Council Office fonds, LAC.

pendants” and “mast-head pennants”), were introduced into the Royal Navy after the historical defeats of the Dutch squadrons to signalize the whipping administered to Britain’s great naval enemy and as a species of retort to the Dutch Admiral Van Tromp, who in the days of temporary success, had boastfully had brooms hoisted at the masthead of ships in token of his determination and supposed ability to sweep the British fleets off the seas. ... The Long Blue Pennant is regarded as so important a distinguishing mark of Canada’s Armed Cruisers that, any seizure of a vessel effected by a Cruiser not flying the Blue Pennant is not considered to be regular.¹⁷

And what of the *Druid*, whose captain had provoked the Admiralty intervention? The vessel proved to be a less than ideal fishery patrol vessel. Therefore, a decision to sell it was approved by the Cabinet in April 1870 with the proviso that pending the sale it was to be transferred to the Quebec agency with lighthouse supply and towing duties on the St. Lawrence.¹⁸ When the only tender received proved to be far below the estimated value, it was decided in October 1870 to retain the vessel and supply it with new boilers.¹⁹ With high quality accommodation on board, it was frequently used for official tours by Governors General and other officials. Early in 1889 Cabinet once more considered the *Druid* and decided to convert the ship from a paddle steamer to one with twin screws.²⁰ By 1891 the Department again recommended that, because of its age, the *Druid* be offered for sale.²¹ No sale took place and for a period in 1891 and 1892, the ship was loaned to the Department of Agriculture for use as a fumigation steamer and the vessel saw reduced use after its return to Marine and Fisheries. However, it was not until 1901 and a particularly damning survey by the naval architect that the *Druid* finally left government service. After service in the Great Lakes as an excursion steamer and later as a barge, the vessel was finally sunk near Thunder Bay in 1936.

¹⁷ Ernest J. Chambers, *The Canadian Marine: A History of the Department of Marine and Fisheries* (Ottawa, 1906), 72.

¹⁸ Order in Council 1870-1349, RG2-A-1-a, Privy Council Office fonds, LAC.

¹⁹ Order in Council 1870-0034, RG2-A-1-a, Privy Council Office fonds, LAC.

²⁰ Order in Council 1889-0948, RG2-A-1-a, Privy Council Office fonds, LAC.

²¹ Order in Council 1891-2812, RG2-A-1-a, Privy Council Office fonds, LAC.

CFP: Canadian Nautical Research Society Conference & AGM

22-24 May 2025

Port Hope, Ontario, Canada

“Ships, People, Ports, Canals and Trade”

Call for Papers

The mid-sized town of Port Hope is strategically placed for this conference, located at the mouth of the Ganaraska River where it flows into Lake Ontario, 50 nautical miles (92.5 km) east of Toronto. Conference sessions will transpire in the Port Hope Public Library overlooking the Ganaraska (the best salmon and trout stream of central Ontario). A variety of accommodation options are available in the immediate area, ranging from nearby bed-and-breakfasts and boutique hotels to mid-range chain motels. Travel is easiest by vehicle along the Highway 401; the VIA Rail passenger train from Toronto-Ottawa-Montreal has limited service in Port Hope but regularly stops in nearby Cobourg (5 miles / 8km farther east).

Papers are invited to address any variety of perspectives on related maritime themes involving ships, people, ports, canals or trade. Presenters must be members of the Society or our American sister society NASOH (it doesn't cost much!), and the Society reserves first right of refusal for publication in our journal *The Northern Mariner / Le Marin du nord* or newsletter *Argonauta* as appropriate. Presentations must be made in-situ and will not be recorded due to privacy and copyright concerns (provision will be made for remote viewing, and separately for remote participation in the AGM).

Depending upon the number of proposals received, it is anticipated that presenters will be allowed 30 minutes for the paper, with additional time following for questions. At some point during the conference a walking tour of the local port area will be conducted. The possibility for an informal awards banquet is being investigated. Students seeking [Gerry Panting Award for New Scholars](#) travel assistance must provide evidence of academic enrolment and Canadian citizenship.

Paper proposals, Panting applications, and administrative enquiries should be submitted by 15 March 2025 to:

Dr Richard Gimblett
CNRS 2025 Conference Coordinator
email: richard.gimblett@me.com
https://www.cnrs-scrn.org/membership/index_e.html

SPECIAL FEATURE: The Unknown Wreck at Shannon Bay, Haida Gwaii, British Columbia

Thomas Malcomson and Brigid Cumming

This article invites you to assist in solving a mystery. In August 2024 a hydrographic survey team from the Federal Government, taking soundings in Masset Inlet, discovered an overturned vessel at the bottom of Shannon Bay, not far from shore, in about 18 metres (60 feet) of water. The ship is 61 metres (200 feet) long. The survey team asked David Unsworth, a longtime board member of the Port Clements Historical Society (PCHS), if anyone knew the name of the wreck. Unsworth is a third generation Masset Inlet resident and sailor, who has operated D & E Towing throughout the Inlet for 45 years. Neither he, nor any of his contacts around the Inlet, were aware of a ship being on the bottom at that location. It was then that Brigid Cumming, Senior Museum Attendant for the PCHS, reached out to the CNRS for help in identifying the ship. A series of emails on the subject has accumulated a very rough picture of the vessel at the bottom of Shannon Bay.²²

The wreck lays out from a rock wall and what may have been a wharf. In one survey image (not shown here) there appears to be several lines of round stumps that may have been the pilings that held up the wharf deck. Two sets of 'stumps' run roughly parallel to the shore, with two others running at right angles, creating an L-shaped wharf. This is a supposition, as no archival evidence has been found to show a wharf was built at this spot.

One early possibility was a scow towed into Shannon Bay in 1930 by the seine boat *Beatrice H* (Captain C. B. Haan) for BC Packers, a fish canning firm.²³ In the late 19th and early 20th centuries, fish packing plants were plentiful and used old vessels in various capacities. At times they served as sleeping quarters for seasonal workers, or as storage units, or even to add extra space for canning. Two aspects work against the scow being the mystery wreck. First, scows usually are flat-bottom vessels, and as you will see below the wreck does not have a flat bottom. Second, BC Packers was closed during the early 1930s due to economic fallout from the Great Depression. If a vessel was left there, it might have broken loose and sank. A fact in support of the idea is that a converted lumber schooner, *Laurel Whalen*, served as a wharf-side cannery for Ferguson Bay Cannery in the early 1930s, located in the bay next to Shannon Bay. The *Laurel Whalen* is now part of the breakwater at Royston on east Vancouver Island. A similar vessel may have been at the BC Packers' wharf, whose sinking was not recorded and simply faded from local memory.

²² Cumming to Malcomson and Moir, private communication, 15 August 2024; Cumming to Malcomson, private communication, 26 August 2024; Cumming to Malcomson, private communication, 18 September 2024; and Cumming to Malcomson, 23 November 2024.

²³ "Skidgate," *Prince Rupert Daily News* (3 May 1930), 2.

Another type of vessel to consider is a log barge. They were brought to the area in the 1910s. While no saw mill existed along Shannon Bay, at that time, logging was a big business. Until the 1970s, logs were sent into the bay via log flumes and then sorted and loaded onto log barges. Shannon Bay is home to a variety of timber-devouring organisms, such as the teredo or shipworm. If logs spent much time in the water they would be ruined. Eventually the log sorting was done on land. The problem with this potential vessel type is that after 1920, they seem to have been steel hulled, converted freighters, or oil tankers.²⁴ Again, the images below would indicate that the wreck is a wooden-hulled vessel with copper plating. There are many logs scattered around the bottom (some laying over the hull), but that is common throughout the inlet. Jacques Marc, Explorations Director, Underwater Archeological Society of BC, suggests it is a log or equipment barge. Marc found no ship listed as sinking in Shannon Bay on the official wrecks list.²⁵

Local resident Tess Hedderich made one dive on the wreck in September 2024.²⁶ The water is very murky with a heavy layer of silt covering the wreck. The wreck being deck-side down, and caution being the operative word for the dive, only about a third of the outer hull area was explored. Hedderich noted no machinery parts could be seen, there were a few small plates on the hull, and the odd spike. The hull was definitely wooden, with a limited number of holes, but the stern and the bow could not be explored in the short time she had at the site. She cautions that the heavy silting of the wreck obscures a thorough observation and may hide more metal plates and spikes. Hedderich intends to dive on the wreck again, adding more details to the vessel's description (see two images from the dive below).

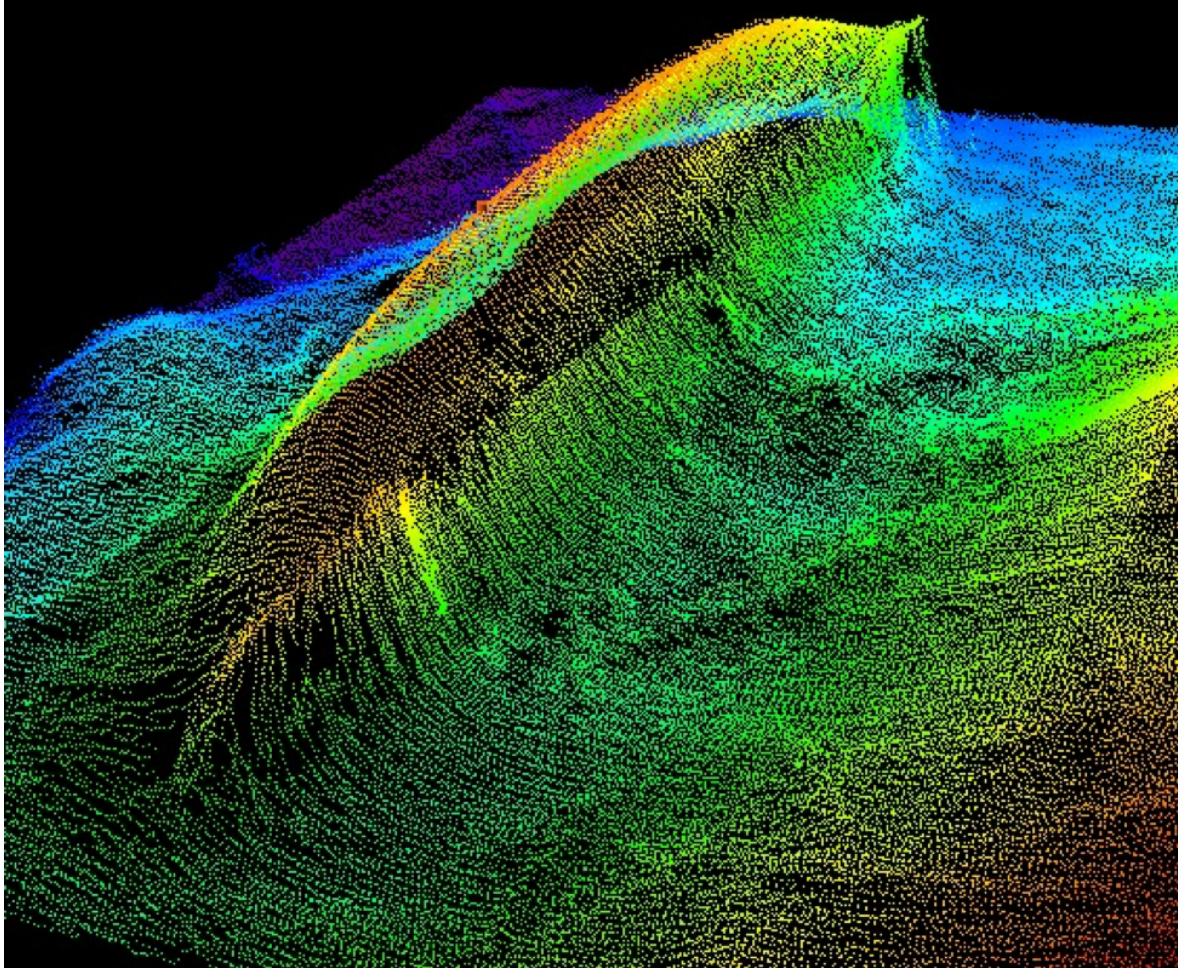
The ship laying at the bottom of Shannon Bay had a history, a name, an owner, a crew. Even if it was converted into an offshore canary or a log barge, and sank in a discarded, dilapidated state, the vessel's name could lead to discovering its earlier career. This would deepen our understanding of the life of ships along the BC coast (and potentially elsewhere), in response to changing economics and ship design. If you have any ideas as to what this vessel may be, or how to find its history, please contact the first author at: CNRSPresident@cncrs-scrn.org.

Note: those of you who search for information about this ship should be aware that British Columbia has another Shannon Bay, located very near Squamish. That bay too has seen its share of wrecks, but they do not relate to the one in Masset Inlet, Haida Gwaii.

²⁴ S. Heal, "The Passing of the log carrier," *BC Shipping News* (Sept 2012), 44-45.

²⁵ Marc to Hedderich, private communication, 13 November 2024.

²⁶ Hedderich to Malcomson, private communication, 29 November 2024.



The image from the Canadian Hydrographic Survey of Shannon Bay, August 2024. The wreck is shown keel up slightly tilted away from the shore (on the right side of the image). The CNRS and the editor of *Argonauta* acknowledge the Canadian Hydrographic Service for providing the image. ©His Majesty the King in right of Canada as represented by the Minister of Fisheries and Oceans.



A screen shot from one of the videos Tess Hedderich made while diving on the wreck. This appears to show the copper plating on the hull and frame within the ship.

©T Hedderich, 2024



A screen shot from one of the videos Tess Hedderich made while diving on the wreck. This peers through a hole in the hull. The silt covered section on the right is the outer hull.

©T Hedderich, 2024

Canadian Nautical Research Society **Société canadienne pour la recherche nautique**

CALL FOR NOMINATIONS FOR COUNCIL

Your Society needs you. Serving on Council is a terrific way to participate in the decisions that ensure we will remain an effective force in preserving maritime history by and about Canadians.

As Chair of the Nominating Committee, I seek your help in suggesting names of members to join the group of dedicated volunteers on Council (see the verso of the front cover of *Argonauta* for a list of those now serving). We continually face the challenge of renewal in the senior leadership positions and need to develop a group of younger people willing to step forward and “take up the torch.” If you are interested in Executive service in the long term, please let me know. Also feel free to contact members of Council to chat about issues or to find out what sort of work is involved.

Sections of the Society’s By-law 1 pertaining to nominating Officers and Councillors at large are shown below. The election will be held during the Annual General Meeting on Saturday, 24 May 2025.

NOMINATING OFFICERS OF THE SOCIETY AND COUNCILLORS AT LARGE

37. There will be a nominating committee. Normally the past president will chair this committee with such other members as may be appointed by council. No officer or councillor or member standing for election or re-election may be a member of this committee. The nominating committee will nominate one candidate for each position to be filled at the next annual general meeting.

38. Members may also propose the names of candidates in writing and with the signatures of three members. All proposals must include a written undertaking by the nominee to accept the position if elected. If such suggestions are not accepted by the nominating committee for incorporation within their report, the nominations not so included must be forwarded by the nominating committee to the annual general meeting in addition to their report, for the purpose of conducting an election for the contested positions. The chair of the nominating committee will close the nominating list, which will include the proposals of the nominating committee and other proposals by members not later than 30 days prior to the annual general meeting.

39. A call for nominations shall be included in the Winter issue of *Argonauta* each year. Such notice must include the date on which nominations will close, to whom the nominations must be forwarded, and the date of the annual general meeting at which the nominating committee report will be received, or, if necessary, and election will be held.

40. Nominations from the floor are permitted at the annual general meeting only if there would otherwise be a vacancy for a position.

41. The council may fill any vacancy not filled by election at the annual general meeting in accordance with section 68, Vacancy in Office.

Please send your nominations to my attention at mmoir@yorku.ca by Monday, 21 April 2025.

Michael Moir
Past President

Argonauta Guidelines for Prospective Authors

Argonauta aims to publish articles of interest to the wider community of maritime research enthusiasts. We are open to considering articles of any length and style, including research articles that fall outside the boundaries of conventional academic publishing (in terms of length or subject matter), memoirs, humour, reviews of exhibits, descriptions of new archival acquisitions, and outstanding student papers. We also publish debates and discussions about changes in maritime history and its future. We encourage submissions in French and assure our authors that all French submissions will be edited for style by a well-qualified Francophone. Articles accepted for publication should be easily understood by interested non-experts.

For those producing specialized, original academic work, we direct your attention to *The Northern Mariner/Le marin du nord*, a peer-reviewed journal appropriate for longer, in-depth analytical works also managed by the Canadian Nautical Research Society.

Except with proper names or in quotations, we follow standard Canadian spelling. Thus, the Canadian Department of Defence and the American Department of Defense may both be correct in context.

For ship names, only the first letter of the names of Royal Canadian Navy ships and submarines is capitalized, and the name appears in italics. For example:

Her/His Majesty's Canadian Ship (HMCS) *Protecteur*

Her/His Majesty's Canadian Ship (HMCS) *Preserver*

Class of ship/submarine: *Victoria*-class submarines (not VICTORIA Class submarines)

Former HMCS *Fraser* rather than Ex-*Fraser*

Foreign ships and submarines:

USS *Enterprise*

HMS *Victory*

HMAS *Canberra 3*

Following current industry standard, ships are considered gender neutral.

Although *Argonauta* is not formally peer-reviewed, the editors carefully review and edit each and every article. Authors must be receptive to working with the editors on any revisions they deem necessary before publication; the editors reserve the right to make small formatting, stylistic, and grammatical changes as they see fit once articles are accepted for publication.

Articles should conform to the following structural guidelines:

All submissions should be in Word format, utilizing Times or Times New Roman 12 pt font. **Please use footnotes and bibliographies (if desired) as derived from *The Chicago Manual of Style*, eighteenth edition or later.** All footnotes should be in Arabic numerals, listed from “1” consecutively to the highest or last number, without any repetition of numbers. We strongly encourage the use of online links to relevant websites and the inclusion of bibliographies to assist the younger generation of emerging scholars. Hyperlinks (e.g., DOI) should not be embedded in the text of the submission, but instead confined to the footnotes and bibliography. We ask that the full text of hyperlinks be visible, as with the RMC link below, for those who may print *Argonauta* or in case some unforeseen technical change occurs.

Any submission that is not cited correctly, and in the proper format, will be sent back to the author for revision before resubmission.

Each image must be accompanied by a caption describing it and crediting the source, indicating where the original is held. Images will not be reproduced without this information. Authors are responsible to ensure that they have copyright permission for any images, artwork, or other protected materials they utilize. We ask that every author submit a written statement to that effect. Please indicate clearly where in the text each image should go for the editors to place it in the layout. We also ask that the reader is made aware of when the image is relevant to the text with an insert of (see: Figure 1).

All authors are also responsible to ensure that they are familiar with plagiarism and that they properly credit all sources they use. *Argonauta* recommends that authors consult the Royal Military College of Canada’s website on academic integrity and ethical standards at this link:

<https://www.rmcc-cmrc.ca/en/registrars-office/academic-regulations#ai>

We encourage our authors to acknowledge all assistance provided to them, including thanking librarians, archivists, and colleagues of relevant sources, advice, or help where provided. Editors are not responsible for monitoring these matters.

With each submission, please include a brief (5-7 sentence maximum) biography.



The Canadian Nautical Research Society

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CNRS membership supports the multi-disciplinary study of maritime, marine and naval subjects in and about Canada.

Members receive:

- **The Northern Mariner/Le Marin du nord**, a quarterly refereed open access journal dedicated to publishing research and writing about all aspects of maritime history of the northern hemisphere. It publishes book reviews, articles and research notes on merchant shipping, navies, maritime labour, marine archaeology, maritime societies, and the like.
- **Argonauta**, an online CNRS membership quarterly that publishes articles, opinions, and news and information about maritime history, fellow members, and the Society.
- An Annual General Meeting and Conference located in maritime-minded locations, where possible with our US colleagues in the North American Society for Oceanic History (NASOH).
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