

Fundy Boats

Ocean-going vessels of Annapolis County 1760 – Present
A work in progress

Submitted to the Annapolis Heritage Society
14 November 2017

along with binders of:

Fundy Boats Images
Annapolis County Wharves & Villages

and with digital copies of all

Annapolis Region's Maritime Culture –Then & Now is a sesquicentennial project of the Annapolis Regional Community Arts Council (ARCAC) in partnership with the Annapolis Heritage Society (AHS). The project celebrates the role of maritime culture in the history of Annapolis County, focusing on the vessels of our area and their creation. The story begins with the Mi'kmaq ocean-going canoes, then follows vessels through the ages of sail and steam and carries through to today's fishing boats active in Annapolis County. Here we have compiled what we have learned about the boats built here since 1760, including information on their builders and careers.

We began this search with two essential texts on the subject: *Age of Sail: in Annapolis County 1760-1925* by Peggy Armstrong and Marguerite Wagner, and *Historic Annapolis Royal: Images of our Past* by Ian Lawrence. We wish to acknowledge the huge contributions made by these authors to the task of preserving the maritime history of Annapolis County. These two books are foundational to our research and this compendium would not be possible without them!

This compendium is being prepared by Alison Rudy, under initial supervision by Ernest J. Dick. It complements the Maritime Culture Project - Then & Now exhibit "Fundy Boatworks." We reference photographs, paintings and models that we have found. Alternative dates, names of vessels, or owners and builders are included, as they may lend clues for further research. The use of capital letters and question marks denotes unknown information to be researched further or verified. For outreach and research purposes this inventory has been given to many interested community members and will be held permanently by the archives of the Annapolis Heritage Society at the O'Dell House Museum.

This "Compendium" evolved over the summer 2017 as we invited people to participate in our investigation, to correct and add to our information. Their suggestions, corrections, questions and additions enhanced and shaped the evolution of the exhibition as well as the compilation of the Compendium. We encourage continuing research and additions to this document through AHS.

It is available for the time being at:

<http://fundyboatworks.weebly.com>

<https://www.facebook.com/Fundy-Boatworks-799046040262220/>

Thank you for sharing in this story and helping to preserve this history!

The Fundy Boatworks Team

Alison Rudy (Project Coordinator) alrudy@hotmail.com

Des Chantiam (Community Liaison) dwchantiam@mta.ca

Sarah Hurley (Artist Intern) sarahhurlet@nscad.ca

Ian Curry (Maritime Historian) nikianearthscapes@gmail.ca

Niki Clark (Project Manager) nikianearthscapes@gmail.ca

Kyria Olshefsky (Project Film-maker) kyriao@gmail.ca

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Province of Nova Scotia – Department of Communities, Culture and Heritage

County of Annapolis

Town of Annapolis Royal

Annapolis Region Community Arts Council

Annapolis Heritage Society

The Historical Association of Annapolis Royal

Compendium Protocol: Explanation of layout

Follow these criteria when inserting new information and or updating existing information:

Legend

Capitalized words = unknown and/or needed information (i.e. TONNAGE or INFO)

? = commonly used to identify missing information and to pose a question (i.e. built in ?)

Vessel = name of the vessel (please insert “/” if there is more than one name suspected)

Tonnage = weight of vessel

Type = schooner, brigantine, two-masted schooner etc.

built in = reserved for the year in which vessel was built (i.e. 1981)

built by = reserved for the builder of the vessel (i.e. Donald Magarvey or Annapolis Ind.)

built at = reserved for location in which the vessel was built

owned by = reserved for owner or multiple owners of the vessel

; = Separates between the vessel’s information

Format (Times New Roman; Font 12):

Vessel (italicize and Bolden) tonnage type (i.e. “52 ton schooner” - capitalize when either tonnage or type of vessel remains unknown); built in (always italicize the “built in”); built at (always italicize the “built by”); built at (always italicize the “built at”); Owned by (always italicize the “owned by”).

INFO (capitalize when information is needed and always indent when filling the “vessel information” section in – Such a section is where additional information can go).

[example]...

Brothers Pride 141 ton two-masted schooner; *built in 1867*; *built by ?*; *built at Hampton*; *owned by Parker Miller, Peter Farnsworth, Benjamin Miller, Holden Farnsworth and William Miller.*

The first captain to command this vessel was Holden Farnsworth and John Fash worked as first mate on this ship. In June of 1873 while sailing loaded with lumber bound for the West Indies the ship had to be abandoned at sea. (Armstrong & Wagner, 2000, 54, 185).

Citations

First source = (Author, year of publication, page number).

= (Armstrong and Wagner, 2000, 54).

Second citation, same author = (p. 55).

Citation from interview/visit = (Person visited, insert the word “visit,” year of visit)
= (Dana Robinson, visit, 2017).

Additional comments

- The compendium is in alphabetical order as by vessel name
- We use this protocol to ensure consistency but also efficiency

Current Contributors

- Admiral Digby Museum and Bear River Heritage Museum Archives: Photographs.
- Annapolis Heritage Society Archives: photograph, artifacts and paintings, information available on-site at the O'Dell House Museum.
- Armstrong, Peggy. Wagner, Marguerite. (2000). *Age of Sail: in Annapolis County 1760-1925*. Nova Scotia, Canada: Midnight Press.
- Family records of the Donald Magarvey Boatshop, 1966 - 1990, Parkers Cove. Courtesy of Julie Magarvey McPhail.
- Lawrence, Ian. (2002). *Historic Annapolis Royal: Images of our Past*. Nova Scotia Canada: Nimbus Publishing Limited.
- Lawrence, Ian. Private Collection of photos taken of boats at the Annapolis Royal Haul-Up, by Hubert MacDowell, 1980's – 1990s.
- Morgan, Wayne. Transcribing and indexing of area newspapers.
- Parker, John P. (1959). *Sails of the Maritimes: The story of the three- and four-masted cargo schooners of Atlantic Canada, 1859-1929*. Aylesbury: Hazell Watson & Viney.
- The Government of Canada. *Ship Registrations; 1787-1966*. Library and Archives of Canada. <http://www.baclac.gc.ca/eng/discover/ship-registration-index-1787-1966/Pages/ship-registration.aspx>
- The Government of Canada. *Transportation Canada, Vessel Registry: Listings for Digby and Annapolis*: <http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/search-results?DataSource=AllRegisteredVessels&ExcludeClosedVessels=True&ExcludeSuspendedVessels=True&Region=1&Province=NS&PortOfRegistry=007>
- The Maritime Museum of the Atlantic's Marine Heritage. "Find a Wreck" Shipwreck Database. Nova Scotia Museum. <http://novascotia.ca/museum/wrecks/wrecks/>
- Nova Scotia Public Archives; online sources and prints of images ordered
- Visits to Admiral Digby Museum; Bear River Heritage Museum; James House Museum, Bridgetown; Bear River First Nation, Hampton Lighthouse Historical Society.
- Visits with community members: Peggy Armstrong, Granville Beach; June Folks, Hillsburn; Larry Hudson, Port Wade; David Morrison, Karsdale; Ian Lawrence, Annapolis Boat Haul-Up; Walter Longmire, Granville Ferry; Murray Longmire, Hillsburn; Rodney McGarvey, Parkers

Cove; Dana Robinson, Parker's Cove; Ken Banks and Dean Sabean, Port Lorne; Sharon and Brian Barteaux, Port George; Martha Ding, Cottage Cove; Michael Longmire, Hillsburn; Armand Lewis, Port Lorne; Kevin Corbett, Port Lorne; Marilynn and Bill Linley, Port Lorne; Bob Benson, Bear River; Frank Marshall, Bear River; Walter Graves, Port Lorne; Laura Lewis, Port Lorne; Roberta White, Bridgetown; Rovert Covert, Steve's Cove/Parker's Cove, Lorna Thibodeau, Steve's Cove/Parker's Cove; Gail and Harold Bent, Young's Cove; Susan and Lynn Burnie formerly of Parker's Cove; Shiela Robinson, Parker's Cove; Brinton Forbes, Hampton; Raymond Weir, Port Lorne; Dianne Rollins, Hampton; Stanley Walker Sr, Wilmot; Stanley Walker Jr. Greenwood; Jill Francis and Donna Morris; Kejimikujik National Park and National Historic Site Interpreters.

- Wallace, Frederick W. (1955). *Roving Fisherman: An Autobiography*. Gardenvale, Quebec: Canadian Fisherman.

Future Research Directions

- Age of Sail Museum, Port Greville; many emails and phone calls back and forth. They are supportive and may have photographs of interest, still waiting on them. Suggested the Stanley Spicer Research.
- Annapolis Heritage Society Archives: Binders and books available on site at the O'Dell House Museum in upstairs library contain further information.
- Banks, Ken and Dean Sabean, *Stories of Marshalls Cove and the Mountain*. Marshall's Cove History Group, 2009.
- Banks, Ken and Dean Sabean, *Stories of Port Lorne, Heroes and Poets*.
- Barteaux, Sharon *My Bay of Fundy Home; Port George Then & Now*.
- Casey, Joe *The Life and Times of Joe Casey: From Fish to Politics*.
- Clements Historical Society. We contacted them three times but did not hear back.
- Community contacts: Lewellyn Robinson (fisherman), Cameron Taylor (Victoria Beach retired fisherman, dulse harvester) Sherman Clayton (on board the *Lipcus* with Walter Longmire when engineroom caught fire. Dangerous mid-winter escape.)
 - Melvin Smith and Joe Potter in the Clementsport area, associated with Goat Island Church history preservation.
 - Paul Wear at the Clementsport Historical Society; we reached out to Mr. Wear twice and received no reply.
 - Colin Sproul, president of the Inshore Fishermans Association; we reached out to Mr. Sproul three times and received no reply.
 - Mack Mackay, recommended by Bill Linley of Port Lorne. Mack is researching ships, tug

boats and ferryboats. Based in Halifax; we reached out to Mr. Mackay twice and received no reply.

- Bill Naftel. Also recommended by Mr. Linley, Mr Naftel is based in Halifax and is researching the Age of Steam; including steamers and ferryboats of Annapolis County. We reached out to Mr. Naftel twice and had no reply.
- Buddy Clayton, Parker's Cove builder and fisherman.
- Dwight Longmire, Hillsburn.
- Frederick Kaye, Hillsburn. Boat builder and fisherman.
- David Longmire, Parker's Cove. Boat builder.
- Jesse Magarvey, Parker's Cove. Boat builder.
- Kevin Little, author based in Middleton. We tried to contact Mr. Little numerous times and failed.
- Michael Hayes, Cottage Cove. We left several messages for Mr. Hayes and had no response.
- June Lewis Clayton; Has a long family history with boat building. We emailed back and forth, played phone tag and never connected.
- Bear River First Nation; we reached out to the First Nation many times and received no response.
 - We also contacted traditional canoe builder Todd Labrador several times and received generalized support. He has been mentoring First Nations youth into this traditional craft this year.
 - We also contacted Sherry Pictou, author and documentary film-maker of the Bear River First Nation and had no response.
- Cousins, Leone B. *Captain John Harris of Clements Nova Scotia: A True Account from his Seafaring Journals 1813-1822.*
- Coward, Elizabeth Ruggles *Bridgetown Nova Scotia: It's History to 1900*
- George Creed Tracings Collection - Mi'kmaq Petroglyphs Nova Scotia Photos and Images:
- James House Museum, Bridgetown; has many archival photographs but is unwilling to share them with the Project or the public.
- Kelland, Otto. *Dories and Dorymen*
- Lawrence, Ian: Personal wealth of memories and knowledge about wooden vessels in our region.
- Margaretville Womens Institute, *Over the Mountain and Down to the Bay: A History of Margaretville, East Margaretville, and Forest Glade, 1992.*
- Maritime Museum of the Atlantic, Halifax.
- Matthews, Keith and Gerald Panting. *Ships and Shipbuilding in the North Atlantic Region: Proceedings of the Conference of the Atlantic Canada Shipping Project, March 31-April 2, 1977*, 1978. (Atlantic Canada Shipping Project; Memorial University of Newfoundland. Maritime History Group)

- Nova Scotia Public Archives, Halifax.
- Nova Scotia Museums: First Peoples and French in the 17th Century:
<https://museum.novascotia.ca/event/first-peoples-first-meetings-french-seventeenth-century-mikmaki>
- Nova Stories *George Creed Tracings Collection - Mi'kmaq Petroglyphs*: hunting and fishing as well as ships and canoes collections:
<http://www.novastory.ca/cdm/ref/collection/nsphotos/id/586>
- Spicer, Stanley T., *Maritimers Ashore & Afloat: Interesting People, Places and Events Related to the Bay of Fundy and its Rivers*. Lancelot Press, 1993.
- Taylor, Frank *The Ghosts of the Fundy & Fatalities of the Sea*, 2011.
- Parker, John P. (1959). *Sails of the Maritimes: The story of the three- and four-masted cargo schooners of Atlantic Canada, 1859-1929*. Aylesbury: Hazell Watson & Viney.
- Parker, Mike. *Frontier Town: Bear River, Nova Scotia: A Snapshot in Time*. Pottersfield Press, April 2015.
- Parker, R. U., *Seaport Memoirs*.
- Yarmouth Museum archives

Abigail 632 ton ? ship ?; *built in* 1840; *built by* ? Deacon James Delap ?; *built at* Delap's Creek, Lower Granville; owned by ?.

Armstrong and Wagner 2000 observed: In order to have this ship launched a 900 foot canal had to be dug by Deacon James Delap (pg 82).

A. B. Stronach 492/493 ton brigantine (Armstrong & Wagner, 2000. Pg 2); *built in* 1874; *built by* Asaph B. Stronach; *built at* Margaretsville (pg 181); *owned by* Asaph B. Stronach (pg 47); *registered in* Annapolis Royal (pg 2).

Abraham Thorne 64 ton schooner; *built in* 1836; *built by* ?; *built in* Granville; *owned by* ? (Armstrong & Wagner pg 181)

Abraham Young/Abram Young 756 ton barque; *built in* 1870; *built by* ?; *built in* Young's Cove (Armstrong & Wagner pg 181); *Owned by* The Troop Fleet (pg 57);

Armstrong and Wagner (2000) observed that the **Abraham Young/Abram Young** was based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the businesses on the North Market Wharf (pg 57). (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Abram Young TONNAGE barque; *built in* 1870; *built by* ? ; *built at* Granville; *Owned by* The Troop Fleet; *Built for* the Troop Fleet of Saint John: *Under the command of* Captain W. Reed Farnsworth in 1873. (Armstrong & Wagner pg 149)

Acadia 763 ton barque; *built in* 1836 (Armstrong & Wagner 181); *built by* David Dill; *built in* ? Wilmot ? *Owned by* Joseph Wheelock, Bridgetown merchant; *Registered at* Annapolis Royal in 1848, Quebec in 1854 and Liverpool, England in 1866. (Armstrong & Wagner, pg 27) (**IMAGE**: Photograph courtesy of the Admiral Museum of Digby)

Acadia 81 ton schooner; *built in* 1848; *built by* ?; *built at* Annapolis Royal (Armstrong & Wagner pg 181); *owned by* ?

Stranded off Pugwash in bad weather, 1873 (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=61>) (**IMAGE**: Photograph courtesy of the Admiral Museum of Digby)

Acadian brigantine, *Built in* ?; *Built by* ?; *Built at* ?; *Owned by* ?; *Captain* ? Longmire. (Armstrong & Wagner pg 41)

Acadian Canoes

Ian Lawrence writes, "The French settlers also realized the admirable qualities of the Mi'kmaw birch bark canoe, ideally suited to navigating small rivers, so much so that Perrot, the French governor of Acadie from 1684 until 1687, noted how adept the Acadian population had become at building and using them. Travel by water linked the tightly-knit Acadian villages that were scattered along the tidal

rivers of the Bay of Fundy. Their success at boat building and shipping is demonstrated by the French commercial records of trade with Louisbourg. In 1740 alone, sixteen Acadian ships carrying agricultural products and livestock, and ranging in size from eight to thirty tons, traded with the fortress.” ... “The census of 1768 lists eleven vessels owned in Annapolis Township, most of them fishing boats. Six were owned by Acadians who had returned to the area after the Treaty of Paris ended the Seven Years War in 1763”. (Lawrence, 2002, pg 64)

Acadian Pal TONNAGE TYPE; *built in 1956?*; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER. Registered in Yarmouth?.

(**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Ada 43 ton two-masted TYPE; *built in 1835* (Armstrong & Wagner 181); *built by* John Askill ?; *built at* Hampton (pg 181); *owned by* Joseph Wheelock. *Operated by* merchant based in Bridgetown, J. Wheelock (pg 54).

Ada C 170 ton Half barque; *built in 1865*; *built by* ?; *built at* Annapolis Royal; *owned by* ? (Armstrong & Wagner, pg 181)

Adah 125 ton schooner; *built in 1865*; *built by* ?; *built at* Clementsport; *owned by* William A. Gilliatt, trader of Clementsport (Armstrong & Wagner, pg 181)

Armstrong and Wagner (2000) reference the **Adah** as the vessel which returned the captain, crew and single female passenger from the schooner *Armada* which had been hit and destroyed by the Norwegian barque *Harmonica* while travelling in the fog near Brier Island (pg 137). (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” document: “A List of vessels on the Registry Book of the Dominion of Canada”)

Adah H. Halls 158 brigantine; *built in 1871*; *built by* ?; *built at* Granville; *owned by* George Murdock, merchant of Bridgetown, NS.

(Armstrong & Wagner 181) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” document: “A List of vessels on the Registry Book of the Dominion of Canada”)

Ada Rice ?; *built in* ?; *built by* ?; *built at* ? *Owned by* ?

The “Annapolis Journal” reported on Saturday, June 16th 1877 that the **Ada Rice** had cleared Clementsport. (Armstrong & Wagner pg 128)

Addie Benson 328 ton brigantine (Armstrong & Wagner, pg 181); *built in 1873*; *built by* ?; *built at* ? *Owned by* Wm. R. Rice and others (pg 131).

The **Addie Benson** was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.” The *Digby Courier* of February 14th, 1879 reported that “The brigantine **Addie Benson**, Captain Geo. Maillet, from Scotland bound for Berbice, B.C. With a load of coal, put into Queenstown last week totally dismasted. This vessel registers 327 tons and is owned by John Benson and others” (pg 136).

Adelia 89 ton schooner; *built in 1859*; *built by* ?; *built at* Wilmot; *owned by* ?
INFO (Armstrong & Wagner pg 181)

Adelia 163 ton schooner; *built in* 1869; *built by* ?; *built at* Clementsport; *owned by* James E. Gilliatt, mariner of Clements.

Registered in Annapolis Royal, 1873. (Armstrong & Wagner pg 181) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Admiral 72 ton schooner; *built in* 1848; *built by* ?; *built at* Granville; *owned by* ?
INFO. (Armstrong & Wagner pg181)

Adonis 316 ton three-masted tern schooner; 140" X 32' X 11.3' (Parker, 1960 pg 199); *built in* 1902; *built by* Laurence Delap Shafner; *built at* the Schafner's Water Street wharves, Bridgetown. (Armstrong & Wagner pg 32, 34, 181)

Financed and owned by retired captain N. V. Munroe. Worked hauling timber to Southern markets until it was abandoned at sea off Florida near Jupiter Inlet on October 19th, 1920. (Armstrong & Wagner 34)

Adonis 73 ton ?; *built in* 1852; *built by* ?; *built at* ?; *owned by* ?.
INFO (Armstrong & Wagner 181)

Adriadne 30 ton schooner; *built in* 1836; *built by* ?; *built at* Clements; *owned by* ?
INFO (Armstrong & Wagner 181)

Advance ???; *built in* ?; *built by* ?; *built at* Port Lorne; *owned by* ?
INFO (Armstrong & Wagner pg 181)

A. Elliot 30 ton two masted type; *built in* 1878 (Armstrong & Wagner 181); *built by* James P. Foster and Elias Woodworth; *built at* Port George; *owned by* Ainsley Elliot and others. *Captained by* John Edwin Woodworth (pg 42).

Worth \$800, when in 1890, close to Isle Haute the vessel was wrecked (pg 42).

A. F. Davidson 503 ton four-masted schooner; 171.9' X 36' X 12.9'; *built in* 1909; *built by* George Wagstaff; *built at* Annapolis Royal (Parker, 1959, 199); *owned by* Captain Angus Richards, Bridgewater. (Armstrong & Wagner, pg 108)

Armstrong and Wagner (2000) write; "Information about the construction of the *A. F. Davidson* and *Lockhart* was provided by master builder, George Wagstaff during a visit at Annapolis Royal, in August 1975: "All local woods were used, including spruce for decking. The only imported wood was Oregon pine for the masts. There were 28 to 30 men in the building crew. Havelock Edwards made the sails in the local sail loft. The building schedule usually ran from the last of April to the first of November. There was a shed 150 feet long where I lay the lines and make my own models. Planking was sawed at the mill, came out rough and was smoothed with the adze – then planed. As master builder, I got \$3.00 for a 10-hour day, while the ordinary workman got \$1.80. When I first started work I got .75¢ a day" (pg 109).

In 1907 the company Frank W. Pickels Co. Ltd bought the Hog Island Shipyard previously run by Laurence Delap. As master builder and ship designer George Wagstaff was engaged. When completed, this vessel mainly worked carrying lumber to Southern markets."

"The *Davidson*, 503 ton net, copper-fitted, and classed 14 years in American Lloyd's, was the largest vessel built on the river since the days of the square riggers, and the only four masted schooner ever to leave the ways in Annapolis County. Today, an elegant scale model of the *Davidson* in full sail

is showcased in the O'Dell Inn Museum, Annapolis Royal.” This vessel met with bad luck in 1926 when she first was damaged in a storm, then repaired in Saint John only to be lost shortly thereafter near Grand Manan” (pg 109). MODEL: **A. F. Davidson** (AHS Collection)

A.F. Taris. TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Sunk in 1995 (Dana Robinson, Visit, 2017).

Aglocmac TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Port Wade; *owned by* Mr. McGrath.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”)

Airlight/ Air Light 21 ton packet schooner; *Built in* 1867; *Built by* ?; *built at* Margaretsville ; *owned by* John Kilpatrick as well as Abraham, John, George and Mariah Slocomb.

Armstrong and Wagner explain that throughout the 1870s the **Airlight / Air Light** worked between the ports along the Bay shore and Saint John (pg 42). (Armstrong & Wagner, pg 42, 182)

Alan & Richard 18.46 (NT) ton TYPE; 16.37x5.36x2.19 M; *built in* 1979; *built by* Avarid F. Morrison; *built in* Karsdale. *Owned by* Daniel Levern Graham, Saint John.

This Carvel-planked wooden boat is registered as a pleasure craft based in Digby, where it has been registered since launching in 1979. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/383826>)

A. L. B. 22 ton schooner/sloop; *built in* ?; *built by* ?; *built at* ?; *owned by* ?;. *Worked as* a packet ship based in Hampton; *captained by* Ezra Bent.

INFO. (Armstrong & Wagner, pg 53, 182)

Albany TONNAGE; *built in* ?; *built by* ?; *built at* ?; *owned by* ?

This was a British ship posted in Annapolis to guard against privateers during the American Revolution. (Armstrong & Wagner, pg 95)

Albert 157 ton schooner ; *built in* ?; *built by* ?; *built in* Bear River; *owned by* ?

INFO (Armstrong & Wagner, pg 182)

Albert D. Mills 379 326 ton 3-masted schooner; *built in* 1903; *built by* A.H. Comeau²; *built at* Meteghan River². Code letters: TQLP². In 1916-17 owned by Pickels & Mills².

INFO. (Lloyd’s Register 1916-1817²)(Armstrong & Wagner, 2000, 182)

Albert J. Lutz 93 ton fishing schooner; *built in* 1908; *built by* ?; *built at* Port Wade; *owned by* ?(Armstrong & Wagner, pg 182).

According to Armstrong and Wagner, Captain Apt “made a name for himself as the champion of the deep sea fishing fleet.” “A farm boy from the Waldeck Line, John Apt ran away to sea at the age of 12 and sailed in coasting vessels as 'boy and cook.' After a stint in the West Indies trade, he returned home and took up fishing. He became a captain in his early 20s and took charge of various schooners fishing out of Digby... In 1911, as master of the fishing schooner **Albert J. Lutz** 93 tons, he raced against the **Dorothy M. Smart** in the first Fishermen's Regatta out of Digby. Captain Apt lost that race,

but sailed the *Lutz* to victory in the following year. In October 1915, he became severely ill while on a halibut trip to Cape Sable. He was diagnosed with appendicitis, taken to Saint John for surgery and died on the operating table. He was only 48 years old” (pg 89).

Albion 282 ton barquentine; *built in ?; built by ?; built at ?; owned by ?*

Armstrong and Wager write “In 1837 an important shipbuilder named Moses Shaw built a schooner called the *Albion* and commenced carrying cordwood to Boston. Shaw later became a merchant and shipbuilder (Armstrong & Wagner, pg 126).

In November 1878, this vessel was carrying Annapolis Valley apples when it was wrecked on the coast of England. At the time the use of sailing ships to transport such cargo was waning in favour of steamship cargo transport (pg 113).

Albion 56 ton TYPE; *built in 1833; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner, pg 182)

Albuera 655 ton barque; *built in 1874; built by James Hillis; built at Bridgetown; owned by ?*
(Armstrong & Wagner, pg 182).

Part of the Troop Fleet of Saint John, NB with a lengthy career in long distance trade (pg 2).

Alert TONNAGE schooner; 108’ X 26.8’ X 12” (Parker, 1960, 200); *built in 1889?; built by ?; built at Port George; owned by Joseph Elliott from Clarence and nephew William Elliot based in Boston.*

Armstrong and Wagner write that the *Alert* worked as a shipping vessel, based in Port George otherwise known as Gates Breakwater, carrying cord wood and produce including “eggs, butter, cheese, apples, turnips, and potatoes” (Armstrong & Wagner, pg 41). On the return voyage the ship was laden with goods from Boston such as the freight of one 1850 voyage: molasses, a Franklin stove, buffalo robes, raisins. This cargo was worth \$329.29 at the time (pg 41). *Spectator* Shipping Notes of September 13th 1901 state that this vessel was working as a charter for Pickels & Mills and was en route from England to Annapolis, where she would be loaded with lumber destined for South America* (O’Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* Shipping Notes of September 13th 1901*) [NOTE: The *Spectator* Shipping Notes refer to vessel as a barque]

Alert 157 ton schooner; *built in 1870; built by David Rice; built at Bear River; owned by ?; Owned in Bear River as of 1877-79.*

Describing a busy day in Bear River, Armstrong and Wagner write: “On June 22, 1877, the *Dei Gratia* and the brig *Annie Bogart* were loading lumber for the West Indies, the schooner *Alert*, Captain Beeler, cleared with wood for Boston and the schooner *Ripple*, Captain Morehouse, was being loaded by E. Walsh & Co. With lumber for Nantucket Island. On her return trip, the *Ripple* was slated to bring back the rigging of the condemned barque *W. F. Marshall*, wrecked off Nantucket Island on March 16.” The *Digby Courier* of February 14th, 1879 reported that this vessel had met with disaster along with several others also owned at Bear River in the short period of time since the past October.

Also reported by the *Digby Weekly Courier* on July 27th, 1877 was the fact that this vessel was caught smuggling alcohol; “On Saturday last a lot of liquor was seized on board the schooner *Alert* and was sold at public auction according to law which prevents quantities of less than 100 gals. of rum to be entered for import. The lot consisted of 43 gals. of rum (2 kegs), 2 cases of gin, each containing 41 gals. All except 1 case of gin was purchased by Mr. Alpheus Marshall and publicly destroyed on the spot.” (Armstrong & Wagner, pg 134, 136, 138, 182).

Alex McLeod 109 ton schooner; *built in 1862; built by ?; built at Annapolis; owned by S. Foster & Co.**

INFO. (Armstrong & Wagner, pg 182) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Alexandra 178 ton schooner; *built in ?; built by ?; built at Bear River; owned by ?.*

INFO. (Armstrong & Wagner, pg 182)

Alfred 29 ton schooner; *built in 1883; built by ?; built in Granville; owned by ?.*

Spectator Shipping Notes of July 12th 1901 tell us that on the previous Sunday this schooner had arrived from East Ferry, Digby in Annapolis Royal and brought "500 qtls. Fish for Collas Whitman & Co."* (Armstrong & Wagner, pg 182) (AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* Shipping Notes of July 12th 1901*)

Alice Maud Stone 38 ton schooner; *built in 1861; Built by ?; built at Wilmot; owned by James Parkes, master mariner, Samuel B. Slocomb, master mariner, Outhit Douglas, carpenter and Hamilton Parkes, mariner. As of 1864, owned by James Croyley*

INFO. (Armstrong & Wagner, pg 182) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Alice Mills 49 ton schooner (Armstrong & Wagner, pg 182); *built in 1862; built by ?; built at Granville; owned by Charles E. Morton, merchant of Queen's County, NS. As of 1864: J. Mills and others.*

Had a long 37-year career under various local masters trading between Port on the Annapolis Basin and Saint John. Traded in items including butter, tea, eggs and firewood. (pg 76). Registered in Annapolis in 1873. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada") (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Alliance 93 ton schooner; *built in 1858; built by ?; built at Hillsburgh; owned by ?.*

INFO. (Armstrong & Wagner, pg 182)

Alma 29 ton packet schooner; *built in 1863 (Armstrong & Wagner, pg 182); built by ?; built at Clements; owned by William Henry Potter and William Frederick Potter, both of Clementsport.*

The *Annapolis Journal* reported on Saturday, June 16th 1877 that the *Alma* had cleared Clementsport. The vessel worked on the Annapolis Royal to Clementsport and Saint John route under the command of a Captain Merritt. The agent for the vessel was S. Potter & Company. (Armstrong & Wagner, pg 128, 132) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada" NOTE: this document lists the owner as Samuel Potter, mariner of Clementsport, NS.)

Alma 85 ton schooner; *built in 1855; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner 182)

Alma 93 ton schooner; *built in 1855; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner 182)

Alma 95 ton schooner; *built in 1855; built by ?; built at Hillsburgh; owned by ?.*
INFO. (Armstrong & Wagner, pg 182)

Almira Goudey 911 ton (pg 182: 971) barque; *built in 1873; built by ?; built at Annapolis; owned by OWNER.*

Had a A1 rating in *American Lloyd's* for 8 years, was the first vessel in Nova Scotia to have fitted royal masts. On a voyage between Baltimore and Bremner in 1874 ship ran aground and was lost with no casualties in Vlieland, Holland.

The AHS records at the O'Dell House Museum include a reference to this vessel, in a correspondence to a German researcher, volunteer Bob Dunfield quotes a newspaper item from the Nova Scotia Farmer and Annapolis County Times of August 14th, 1873: "The *Elmira Goudey* [mis-spelling], a vessel of 983 tons register was launched near Bridgetown in the Messenger neighbourhood on the Annapolis River on Saturday, the 9th and brought down to the River by tug from Saint John, which returned with her thre across the Bay of Fundy. The *Elmira Goudy* was built by Zabina Goudy of Yarmouth, Nova Scotia, and has been fitted up throughout in the besrt possible style. She was built for Messers. Ryerson of Yarmouth." (Armstrong & Wagner, pg 30, 182). (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Alonzo 45 ton schooner; *built in 1847; built by ?; built in Clements; owned by ?.*
INFO. (Armstrong & Wagner 182)

Alpheus Marshall 922 two-masted barque; *built in 1872; built by ?; built at Bear River; owned by Alpheus Marshall and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." The *Digby Courier* of February 14th, 1879 reported that this vessel had been wrecked on the Isle of Wight while hauling a cargo of grain to Amsterdam. (Armstrong & Wagner, pg 135, 136, 182)

Alpheus Marshall 1096 ton barque; *built in 1872; built by ?; built at Bear River; owned by ?.*
INFO. (Armstrong & Wagner, pg 182)

Alta 118 ton schooner; *built in 1872; built by ?; built at Granville; owned by John Bohaker of Granville.*

INFO. (Armstrong & Wagner, pg 182) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Althea TONNAGE schooner; *built in ?; built by ?; built at Annapolis County; owned by ?.*
INFO. (Armstrong & Wagner pg 182)

Amaranth 99 ton TYPE; *built in 1854; built by ?; built at Clements; owned by ?.*
INFO. (Armstrong & Wagner, pg 182)

Amazon 94 ton TYPE; *built in ?; built by ?; built at ?; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Amelia 147 ton schooner; *built in 1872; built by Hiram G. Betts of Saint John, NB; built at Clementsport; owned by OWNER.*

Registered in Saint John. (Armstrong & Wagner, pg 183) (O'Dell House Museum Genealogy records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping"
(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873") [RESEARCH FURTHER: O'Dell records list an 89 tons]

Amos L. Holt 33 ton schooner; *built in 1876; built by BUILDER; built at Granville; owned by ?; INFO.* (Armstrong & Wagner, pg 183)

Andelane TONNAGE TYPE; *built in ?; built by ?; built at Annapolis; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Andrea Rose TONNAGE scallop dragger; *built in 1981¹; 65 feet long¹; built by Jesse Magarvey; built at Parker's Cove. Owned by David Longmire*

INFO. (Rodney Magarvey interview) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Ann TONNAGE brig; *built in ?; built by ?; built at Bridgetown; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Ann Hall 172 ton brig; *built in 1854; built by ?; built at Annapolis; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Ann Hall 773 ton ship; *built in 1854; built by ?; built at Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Ann Hall 773 ton barque; *built in 1836; built by David Hall; built in Granville Beach; owned by ?.*

Among the first vessel of this type and size to be built in the County. (Armstrong & Wagner pg 66) [RESEARCH FURTHER: are the above two entries about the same ship? Date and rigging type are discrepancies.]

Anna 85 ton schooner; *built in 1865; built by ?; built at Margaretville; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Anna 88 ton schooner; *built in 1865; built by ?; built at Wilmot; owned by James E. Chipman, merchant of Wilmot.*

Registered in Annapolis Royal, 1873. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada") [RESEARCH FURTHER: are two vessels above entries about same vessel?]

Anna Miller 93 ton schooner; *built in 1865; built by ?; built at Annapolis; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Annapolis 914 ton barque; built in 1873; 174' x 33' x 20'.8"; built by Laurence Delap & Company; built at Hog Island Yard, Annapolis; owned by Laurence Delap as managing owner.

Dimensions of this vessel were 174 x 33 x 20.8 feet, which as Armstrong and Wagner write, made it "one of the largest vessels ever built on the river, hundreds of people jammed Hog Island Yard to celebrate her grand debut. The *Annapolis*, however, was not in a celebratory mood.

Robert Delap, uncle of the builder, recorded in his diary of October 29, 1873: 'At the time of dead high water when all was ready, the last block was split and the last shore knocked away. She moved, but only for a few inches and stopped...' Needless to say, the crowd went home disappointed. In the long week that followed, the same pattern was repeated again and again. Business in the twin ports of Annapolis and Granville Ferry came to a virtual standstill as men left their own affairs to go to the launching site and work around the clock. At low tide on Sunday, November 2, workmen ran ropes across the narrows in a vain attempt to pull the stubborn vessel off the ways. Another launching effort on the evening tide met with little success. The *Annapolis*, true to form, moved slowly for 80 feet and stopped.

By this time, the dilemma in the Delap shipyard had become the prime topic of conversation on both sides of the river. Seasoned mariners deemed the *Annapolis* an unlucky ship, one that would bring only grief to her owners and all who manned her. Others claimed that Hog Island, once the scene of the public gallows, was governed by restless spirits who took great exception to this violation of their turf. The two men most deeply affected by the launching failure were those who had the most at stake – Laurence Delap, the owner, and his 24-year-old cousin, Captain Albert Delap. As / Albert listened to the speculations about the 'unlucky ship', he began to have grave misgivings that this, his first command, would be as unlucky at sea as she was on land.

The seventh launching attempt succeeded and Captain Albert's reservations would soon be put to the test. The entry of November 4 in Robert Delaps's diary tells this story:

'She commenced to move at 9 a.m. Continued moving about one inch for twelve hours and stopped, but when the tide came up high she moved off and was got to the wharf that night. All night the wind blowing a fearful gale. I reached home about 2 a.m. [And on November 22, there was this brief anticlimactic entry:] Albert sailed from here in the new ship *Annapolis*, anchored above the island (Goat Island).'

Although most vessels built on the Annapolis River were launched without sails and towed to Saint John to be rigged, the *Annapolis* was fully rigged when she set out on her maiden voyage. The *Annapolis* soon established a reputation as a speedy craft. Contrary to his misgivings, Captain Albert remained in command for seven year and took her to many parts of the world. During that period, the barque *Annapolis* did not have a single accident nor did she cost her underwriters one red cent. ” (Armstrong & Wagner, pg 99-100)

The *Halifax Chronicle* followed the exploits of the *Annapolis* and reported in 1874 that the vessel had made a record eleven day voyage from Mirimichi to Queenstown, Ireland. (Armstrong & Wagner pg 100) In 1876 Captain Albert sounds dismayed and a little worried in a logbook entry stating: “*Angelique* passed us, also another ship coming up astern. Don't know what this thing means. *Annapolis* must be out of trim. Never saw anything pass us before.” (Armstrong & Wagner pg 101) Describing an image on pg 76 of the *Annapolis* being built in the stocks on Hog Island, Delap's Shipyard Ian Lawrence also describes the initial failures to launch experienced by the vessel.

AHS Records include a reference to this vessel, saved from the *Halifax Chronicle*, September 29th, 1874: “The barque *Annapolis* of Annapolis, NS sailed from Miramichi on the 29th of August last, arrived at Queenstown, Ireland, on September 9, thus making the passage in eleven days, the quickest ever made from a Gulf port to Ireland by a sailing ship across the Atlantic. ” This same file of records (AHS) states that the *Annapolis* was wrecked in Trinidad, while under the ownership of George J. Troop, who had insurance based in Halifax. (Lawrence, 2002, 76) (IMAGE: Lawrence, 76) (IMAGE:

Armstrong & Wagner, pg 172) (O'Dell House Museum Research records: filing cabinet, file titled "Ships, Sailing Vessels and Shipping")

Annie 88 ton schooner; *built in ?; built by ?; built at* Margaretville; *owned by* Captain John Roy and others.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner, pg 44, 50, 183)

Annie 88 ton schooner; *built in ?; built by ?; built at* Clementsport; *owned by ?*.
INFO. (Armstrong & Wagner, pg 183)

Annie TONNAGE brigantine; *built in ?; built by* BUILDER; *built at* Annapolis; *owned by ?*.
INFO. (Armstrong & Wagner, pg 183)

Annie Bogart 148 ton brig; *built in* 1876; *built by* George F. Miller; *built at* Bear River; *owned by* Geo. F. Miller and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." Also, Armstrong and Wagner describe a busy day in Bear River, they write: "On June 22, 1877, the *Dei Gratia* and the brig *Annie Bogart* were loading lumber for the West Indies, the schooner *Alert*, Captain Beeler, cleared with wood for Boston and the schooner *Ripple*, Captain Morehouse, was being loaded by E. Walsh & Co. With lumber for Nantucket Island. On her return trip, the *Ripple* was slated to bring back the rigging of the condemned barque *W. F. Marshall*, wrecked off Nantucket Island on March 16." (2000, pg 135, 136 / *Bear River Telephone*. 15th December, 1897 – Wayne Morgan newspaper transcribing and indexing)

Annie Brown TONNAGE schooner; *built in ?; built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Captain James E. Slocumb Sr was an important figure in Port George and he kept a watchful eye on the comings and goings. He wrote of the wreck of this vessel in 1883, saying that the ship had hit the Quaco Ledges during the night. Abandoned by her crew the vessel drifted about the harbour for a couple of days before being completely wrecked. (Armstrong & Wagner pg 42)

Annie C. TONNAGE Fishing Pinkey; *built in ?; built by ?; built at ?; owned by ?*.

Harry Delap recalled seeing R. Hudson and Tom Milner prepare this vessel for fishing in 1890 while he watched the Granville Ferry waterfront activity. (Armstrong & Wagner, pg 80)

Annie Coggins TONNAGE schooner; *built in* 1876; *built by ?; built at* Granville; *owned by ?*.
INFO. (Armstrong & Wagner, pg 183)

Annie J. Marshall/Assyria 1000/1100 ton (p134/183) barque; *built in* 1877; *built by ?; built at* Bear River; *owned by* Alpheus Marsall and others.

This vessel was sold to Norwegian owners in 1903 and renamed *Assyria* at that time. This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." (Armstrong & Wagner, pg 134, 135, 183)

Annie Laurie 37.55 ton 2-masted schooner; *built in* 1858; *built by* William Saunders; *built in* Annapolis *Owned by* J. Slocum and others as of 1864*.

INFO. (Armstrong & Wagner, pg 27, 183) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Annie Laurie 90 ton schooner; *built in 1863; built by BUILDER; built at Annapolis; owned by ?*
INFO. (Armstrong & Wagner, pg 27, 183)

A. Porter 169 ton brigantine; *built in 1873; built by ?; built at Granville; owned by A. Porter,* shipbuilder of the Granville area.

Registered in Annapolis Royal as of 1873*. (Armstrong & Wagner 181) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873")

Arcilla 25 ton schooner; *built in 1871; built by BUILDER; built at Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 183)

Arctic 114 ton schooner; *built in 1855; built by ?; built at Granville; owned by James Thompson, NB.*
INFO. (Armstrong & Wagner, pg 183) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Arctic 274 ton brigantine; *built in 1874; built by Captain Charles Brinton; built at Port Lorne* (Armstrong & Wagner, 183: Port Williams); *owned by Captain Charles Brinton.*
Charles Brinton was builder, managing owner and also Captain of this vessel. (Armstrong & Wagner, pg 2, 52, 183)

Arcturus 723 ton barque; *built in 1874; built by Abram Young; built at Lower Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 2, 58,183)

Argo 91 ton schooner; *built in 1869; built by ?; built at Hillsburgh; owned by John Walsh.*
This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." (Armstrong & Wagner 135, 183)

Argo/ Georgina Roop/Pineland 398 ton tern schooner; 162' X 35.3' X 12' (Parker, 1959, 207); *built in 1906; built by John Wagstaff; built at Mills Shipyard, Granville Ferry. Owned partly by Captain Norman Roop*

Armstrong and Wager explain that the wood used to build this schooner, except for the mast, was local. Worked for F. W. Pickles & Co. shipping timber south, the crew and captains where Annapolis County men. One of the Captains who served on this vessel was Captain Norman Roop. In 1918 name was changed by owners at the time, Thomas Harley & Son. Sold to Estonians and renamed again the next year. (Armstrong & Wagner, pg 77,78, 192) .

Argyle 80 ton sloop; *built in 1778; built by ?; built at Annapolis Royal; owned by Peter Maxwell.*
Wrecked in 1871 on Gray's Island, Shelburne Harbour while carrying coal from Pictou County. (Armstrong & Wagner, pg 16) (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=451>)

Ariadne 30 ton schooner; *built in 1836; built by ?; built at Clements; owned by ?.*

INFO. (Armstrong & Wagner, pg 183)

Ariel 95 ton schooner; *Built in 1855; Built by Moses Shaw; built at Clementsport; owned by Isaiah Potter and others.*

Moses Shaw, earlier owner of the *Albion* which carried cargos such as cordwood and apples internationally, built this vessel which was worth 1000 pounds. In 1855 this vessel was added to Clementsport registry. (Armstrong & Wagner 2000, 126, 183)

Arion 48 ton TYPE; *built in 1827; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 183)

Armada 131 ton schooner; *built in 1866; built by David Rice; built at Bear River; owned by Wm. Reed, Walsh and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." Unfortunately it was also listed in 1879 as having been lost, although no lives were lost in the event.

"The *Armada*, Captain Rupert J. Anthony, cleared for Boston on May 16, with a cargo of wood and potatoes, a five-man local crew and one female passenger aboard. Amidst dense fog and brisk winds, one o'clock the following morning found her seven miles southeast of Brier Island on collision course with the Norwegian barque *Harmonica*, bound from Saint /John to Europe. The ensuing crash caught the schooner amidships with such force that she became a total loss. Due to quick action by the *Harmonica* crew, all of those aboard the *Armada* survived to tell the tale. On the following day they were transferred to the schooner *Adah*, Captain Berry out of Clementsport, and delivered safely home to Bear River." (Armstrong & Wagner 134, 135, 136-137)
(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=461>)

Arthur & Ruth TONNAGE scallop and ground fishing boat; *built in 1950; 57 feet long; built by "Jesse Magarvey for himself...Master builder was a Mr. Longmire from Litchfield"*¹; *built in LOCATION; owned by OWNER.*

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal ¹)

A.S. Publicover / Fundy King / Maid of France 376 ton schooner; 141' X 32.7' X 13.5' (Parker, 1959, 206); *built in 1919; built by J. A. Balcom; built at Margaretville; owned by F. K. Warren.*

Abandoned on the Lunenburg mud flats for several years, before being bought by Captain Archie Publicover of LaHave. Unfortunately the captain fell on poor luck when the vessel began to leak and sunk near Bermuda in 1942. (Armstrong & Wagner, pg 49,192)

Asa Porter 169 ton brigantine; *built in ?; built by ?; built at Porter Yard, Black Point (Kasdale); owned by ?.*

This vessel has a tragic story. The owner and namesake turned his back on shipbuilding after he lost this, and two other ships, in 1876. The *Asa Porter* was wrecked when it ran aground on Lunging Islan, New Hamshire. On board at the time were Granville men with one exception, Australian Arthur Powers, seaman. The Granville component of the crew consisted of Captain George Johnson, Daniel Lynch, first mate; William Johnson, Second mate (and captain's brother); John Leitch, steward; George Watts, cook; Burkett Fowler and James McGarvie, seaman. The vessel was carrying a cargo of 7000 bushells of salt from St. Martin's, West Indies to Boston. After stopping in St. Thomas to have repairs done to a leak the *Asa Porter* sailed through a storm and was near her intended destination when it

struck the southwest point of the Island. The men who were not immediately washed overboard on impact were also washed into the Ocean 10 minutes later and Daniel Lynch was the sole survivor left to tell the sad tale. (Armstrong & Wagner, pg 86-87)

Asa Spades TONNAGE TYPE; *built in 1913; built by ?; built at ?; owned by ?.*

This ship was drafted, captained and crewed by the Hogan family. (Armstrong & Wagner, pg 59)

Ashley's Jewel / Riding it Out 34.41 (NT) ton Fishing boat; 16.09x5.97x2.99 M; *built in 1981; built by A.F. Theriault & Son Ltd.; built in Meteghan. Owned by A & C Lobster and Scallop Supplies, Granville Ferry.*

Carvel-planked wooden boat registered in Digby. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/800713>)

Athalaska 188 ton half barque; *built in 1865; built by ?; built at Bear River; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Athol 102 ton schooner; *built in 1855; built by ?; built at Granville; owned by Charles W. Frost.*

Registered in Saint John, NB in 1873. (Armstrong & Wagner, pg 184) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Atta 118 ton schooner; *built in 1872; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Atwood TONNAGE TYPE; *built in 1876; built by ?; built at Hughes Yard, Digby; owned by A.W Corbitt & Son commissioned this vessel.*

Operated under Captain Kenneth Atwood, making two circuits as a packet service between Annapolis Royal, Portland and Boston every month.

"The Halifax Chronicle of June 23, 1878, carried the following article about the Annapolis-Boston service: 'The Boston packets *Atwood* and *Portland* are fast sailing craft. They left here [Annapolis Royal] at the same time, arrived at Boston within a short time of each other, discharged cargo, reloaded and sailed to their respective wharves in Annapolis, making the round trip from Boston in the fast time of eleven days.'" The *Annapolis Journal* reported on Saturday, June 16th 1877 that the *Atwood* had cleared Clementsport. (Armstrong & Wagner, pg 123, 128)

Augusto ex. Sarah 431 ton TYPE; *built in ?; built by ?; built at Hillsburn; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Austen 55 ton schooner; *built in 1827; built by ?; Eaton Yard, Bridgetown, NS; owned by Robert Noble, Halifax.*

Later registered in Lunenburg. INFO. (Armstrong & Wagner, pg 27, 184)

A. W. Longmire 60.29 sailing schooner with a two-screw auxiliary; *built at 1919; built by Captain Arthur W. Longmire; built in Hillsburn; owned by ?.*

Stranded and lost in 1934 off of Lockport. (Armstrong & Wagner, pg 63, 181)

Azorian 1000 ton freighter; *built in ?; built by ?; built at ? England? Owned by ?.*

“The *Azorian*, a British freighter of around 1000 tons, was obviously a favourite of the Acadia S. S. Company since she was chartered for a number of voyages. In late January 1888, this steamer was due to arrive at the Acadia Pier to take on a cargo of apples and deals for England. On January 23, for the first time in living memory, the Annapolis River froze over and formed a solid ice bridge from Annapolis town to Granville Beach, a distance of approximately three miles.

The town of Digby, always a friendly shipping rival with Annapolis, proclaimed through the press that it was the only open port on the Bay of Fundy side of Nova Scotia. Into this open water on the late afternoon of February 1 steamed the good ship *Azorian*, bound for the Acadia Pier with a cargo of channel coal. Heading upriver, she came face to face with the solid mass of ice and had no choice but to put down anchor. On the following day, the *Azorian's* captain made every effort to cut through the ice field but even the steamer's powerful engine was no match for the solid barrier.

With 8000 barrels of apples and approximately 100,000 feet of lumber stacked up at their wharf, the Acadia Company made all due haste to remedy the situation. They sent out a gang of men with axes to chip a V-shaped trench through the ice, but gave this up after three days of futile effort. Then Captain George Corbitt came up with the idea of dynamiting a channel. This, too, met with little success. The *Azorian* backed up and powered forward time after time into the small areas of broken ice. By February 6, the steamer was running short of bunker fuel and her captain gave up the struggle.

The Halifax Morning Herald of Wednesday, February 6 printed the following dispatch from special correspondent G.B. Dakin: 'Annapolis can boast of what very few if any town or city on the continent can, and it is a natural floating dock, constructed entirely of floating ice from 12 to 174 inches thick...The steamship *Azorian* is at present lying at their terminus (in the river) discharging coal for Annapolis, and loading apples and deals for England. The coal is brought to town by teams, of which there are 75 to 100. A stage or platform has been erected on the ice alongside the ship for the loading of apples previously being hoisted aboard by donkey engine...The ship lies in snug quarters in a channel 50 feet wide and 300 feet long...Teams can draw alongside without any danger. The Saint John tow boat *Storm King* which has been at Digby the past week will make daily trips to and fro through their ice bound terminus carrying passengers and freight...'

On February 9, the weather softened and the *Azorian* inched farther upriver where loading was hastily completed. Ironically, when on February 20 the cargo-laden steamer left 'port' and sailed out through the Digby Gut, it was followed by the ice which had previously formed the loading dock.

The novelty of a floating ice dock drew hundreds of spectators from far and near. Some walked or skated across the river from Annapolis to Granville Ferry, while entire families bundled up in their buffalo robes and travelled to the terminus by horse and sleigh. The story of the *Azorian* in the “Year of the Big Freeze” was handed down from generation to generation and for many years was a prime topic of conversation in the seafaring communities of Annapolis County.” (Armstrong & Wagner pg 117-118)

“The British sail steamer *Azorian* was locked in ice several miles below town during the winter of 1888. The Welsh coal on board was hauled the distance to Annapolis and the vessel was subsequently loaded with eight thousand barrels of apples, all transported by sleigh and ox sleds. The *Azorian* was frozen in for four weeks, the entire month of February 1888, before it could leave the Annapolis Basin.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence, 2002, 67) (IMAGE: Lawrence, 67) (IMAGE: Armstrong & Wagner, pg 176)

Bahamas 321 ton tern schooner; built in 1892; built by ?; built at Canning; owned by ?.

Captain Joseph Anderson of Port Lorne served on this vessel and it is from the deck of this ship that he witnessed the landing of Canadian troops being sent to the Boer War (Armstrong & Wagner, pg 53)

Baltic 438 ton brigantine; *built in 1876; built by Captain Charles Brinton; built at Port Lorne; owned by Charles Brinton who was managing owner, builder and captain of this vessel.*

INFO (Armstrong & Wagner, pg 52) (**IMAGE:** Armand Lewis painted interpretation of this vessel)

Banquereau 578 ton barque; *built in 1869; built by ?; built at Clemensport; owned by/ built for Albert Armstrong, Liverpool.*

INFO. (Armstrong & Wagner, pg 125, 184)

Barbara 31 ton schooner; *built in 1832; built by John Bohaker; built at Granville; owned by Bohaker Family.*

Captained by Andreas Bohaker. (Armstrong & Wagner 85, 184)

Barbara Ann 43 ton schooner; *built in 1826; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Barbara Ann 14 ton schooner; *built in 1839; built by ?; built at Clements; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Barr 756 ton TYPE; *built in ?; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Barring Star TONNAGE; Scallop Dragger; *built in ?; built by ? built at ?; Owned by ?;*

Sank in 1981. (Dana Robinson Visit, 2017)

Bartholdi 337 gross²/ 298 ton 3-masted² tern schooner; *built in 1891; built by I.L. Delap² Delbert Ryder and others; built at Granville²/ Black Point-Karsdale according to Armstrong and Wagner; owned by T.C. Thompson (Lloyd's Register 1907-1908²).*

Named after the French designer of the Statue of Liberty, her maiden voyage was to South Africa manned by Annapolis County men and under the command of Captain Israel Delap. Sadly the Captain did not return from this voyage; he died of yellow fever and is buried in South Africa. 12 years later another captain died of the disease on board, this time Captain Walter Amberman who left the control of the vessel to the mate who guided the vessel to harbour somewhere in the West Indies. (Armstrong & Wagner, pg 151, 184)

Bay Bird TONNAGE Scallop Dragger; 55 feet long; *built in DATE; built by Robbie Longmire; built in Hillsburn; owned by according to Rodney Magarvey this vessel was built for by Robbie Longmire for himself and the local scallop fishery, but according to the Spectator, November 26th, 1936, as of the 1936/37 season Bernard Longmire owned the vessel*.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging. (*O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the Spectator, November 26th, 1936. page 7. "Scallop Fleet") (*Boats Built of the Bay Shore* by Rodney Magarvey, pg 3 available at the O'Dell House Museum in Annapolis Royal)

Bay Catcher 2013 9.82 (NT) ton Fishing boat; 11.46x4.76x1.50 M; *built in 2013; built by Sea Pride Boatworks LTD; built in Clark's Harbour?. Owned by Rodney Vaughn McCaul, Granville Ferry.*

This vessel is made of moulded Fabric/GRP, registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/837709>)

Bay King TONNAGE Scallop Dragger; *built in* DATE; *built by* Avarad Morrison; *built in* Port Wade; *owned by* Avarad Morrison.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging, based in Victoria Beach. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet") (2017 interviews with Richard and David Morrison)

Bay Queen TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Port Wade; *owned by* Horace Snow.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Bay Queen TONNAGE steamship; *Built in* ?; *Built by* ?; *built at* ?; *owned by* ?.

Traded along the Annapolis River and coast, as well as.... Captain E. H. Lewis is known to have commanded the boat for some time. Carried apples from Bridgetown, casks of cider and vinegr from the M. W. Graves Compnay and Ronald Whiteway, with coal being an import import. Worked at night carrying excess freight to Saint John. (Armstrong & Wagner, pg 36)

Bay View TONNAGE lobster boat; *Built in* late 1990s?; 30 feet long; *built by*; *built at* Sober Island, Eastern Shore, NS; *owned by* ?.

Registered in Yarmouth. Stanley told me a couple stories about his memories aboard this vessel; he told me that one day when they left Port Lorne in the morning the bay was completely smooth, not a ripple in sight. Later in the day near Hampton a storm suddenly came up; 12 foot waves made the usual 20 minute trip back to Port Lorne stretch to 2 hours. He also told a tragic story that indicates the strength of the tide in the Bay of Fundy. He worked with a man named Paul Longmire who was an incredible swimmer, he was known to do multiple laps of local lakes for recreation. However one day when the engine of this vessel quit Paul tried to swim ashore and drowned in the bay, with its tides of 6 knots an hour under common conditions. (Stanley Walker Sr. 2017)

B.B Hardwick 149 gross²/123 ton two- masted schooner; *built in* 1897; *built by* Samuel Potter²; *built at* Clementsport; *owned by* Samuel Potter (managing owner), registered in Annapolis (Lloyd's Register 1907-1908²).

At one time commanded by Captain John Nelson Berry as well as a Captain Amberman. "A Boston newspaper of May 1909 reported that Captain John Berry of the 'little British cruiser, *B.B. Hardwick*' was accepting congratulations for making the run from Clementsport 'with a rare burst of speed, her distance for 25 hours being 208 miles.' At that time Captain Berry had been with the *Hardwick* for 12 years, and had visited Boston so often that both he and his/vessel were well known in the shipping circles of that city." This vessel was included on a list put together for the Fort Anne archives by Captain Fred LeCain in 1954. This document states that the ***Emma E. Potter*** carried "lumber, coal and pilings" as well as cordwood and bricks. We also learn from this document that this vessel was abandoned at sea under the command of a Captain King. The Annapolis Royal *Spectator* reported: "Schooner B.B.Hardwick now at Whitman's Wharf taking a cargo of lumber for Puerto Rico. B.B. Hardwick is being loaded by T.S. Whitman and will carry 160, 000 feet." Captain Amberman was in command of this vessel. Referred to in a 1898 *Spectator* clipping: "Sch. B. B. Hardwick, Berry, cleared at Windsor on the 25th for Calais.*" In another clipping from this newspaper from the same year, dated September 9th we learn that the ***B.B. Hardwick*** had arrived on the 4th in Clementsport from Calais, Maine*. The *Spectator* Shipping Notes from January 5, 1900 state that this vessel was being

loaded at the Whitman's wharf with a cargo of 160,000 board feet of lumber destined for Porto Rico. (Armstrong & Wagner, pg 120, 127-128, 184) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* newspaper clippings from 1898 ; The *Spectator* Shipping Notes from January 5, 1900)

Bear River 38 ton two-masted schooner; *built in 1878; built by ?; built at Bear River; owned by Jno. H. Lent and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878. This is the vessel used by Captain J.E. Woodworth in 1881 when he started to run a route between Bear River and Saint John carrying freight. He commanded this vessel until Captain Elias Woodworth took command in 1890 and J. E. Woodworth went to command the *Citizen*. (Armstrong & Wagner, pg 135, 138, 139, 184) (RESEARCH FURTHER: "Age of Sail Index" Armstrong & Wagner pg 184 lists a 37 ton schooner built in Bear River in the year 1866) (IMAGE: Sharon Barteaux, Port George.)

Bear River TONNAGE steamer; *built in ?; built by ?; built at Shelburne; owned by ?.*

Captain J.E. Woodworth, who had begun a freight service between Bear River and Saint John in 1881. He left his posting as captain aboard the Clarke Brothers-owned *Citizen* in 1905 when the service was transferred to this new vessel. It had been built in Shelburne for Bear River's Clarke Brothers. Also working aboard were engineer Guy Morehouse and cook Burton Frude. (Armstrong & Wagner, pg 135, 138-139) IMAGES: Admiral Digby Museum, Bear River Museum

Beatrice 522 ton barque; *built in 1874; built by Simeon Harris & Sons; built at Margaretville; owned by 28 shareholders.*

Employed in long distance trade including with the West Indies until burned at sea on route to South America in 1881. In one event on a voyage from the West Indies to Philadelphia with soda ash the ship ran aground on the Hen and Chicken Shoal, Cape Henlopen, Delaware. The 13 people aboard, which included the captain's wife, were rescued by two tug boats and a United States Lifesaving team from nearby Reboath Beach. An interesting vessel as authors Armstrong & Wagner point out: "With Simeon Harris as managing owner, the

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Beatrice TONNAGE schooner; *built in 1894; built by ?; built at Port Lorne; owned by Charles Starratt, who was also the captain.* (Armstrong & Wagner, pg 53-54, 184)

Beatrice 154 ton brigantine; *built in 1864; built by ?; built at Bear River; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Beechland/Klosofi/Club Nautico 420/419/489 gross* ton 3-masted tern schooner; 170.5' X 35' X 12.9' (Parker, 1959, 201); *built in* 1917; *built by* R.C. Benson, Bear River. Building was supervised by Laurence Delap Shafner; *built at* Hog Island Shipyard, Annapolis. Owned initially by the Annapolis Shipping Company then sold to Thomas Harling, Montreal. .

Armstrong and Wagner write that this vessel was the first one built by the newly formed Annapolis Shipping Company made up of L.D. Shafner and Frank W. Pickels. “The first vessel built by the Annapolis Shipping Company was the ***Beechland***, a tern of 420 tons net with dimensions 170.5 x 35.0 x 12.9. The construction of this vessel generated a spirit of 'new beginnings' along the waterfront and an albeit misguided assurance that the wooden windship would live on forever. The launch was slated for early September of 1917. On the appointed day, people from far and near poured into town by carriage, wagon, automobile, on foot, and via the ferry from Granville. The town school was given a half holiday, stores were closed, flags were flying and all roads led to Hog Island. When the ***Beechland*** slipped easily down the ways and into the blue tide of the Annapolis River, nearly 100 people were on board while 2000 others cheered from the shoreline.” This vessel was 90 feet in length and had 3200 total yards of sail. Ship smith was Edward Smith. Renamed after being sold, first to ***Klosofi***, then as ***Club Nautico***. (2000, pg 34, 184, 109-110)

Ian Lawrence writes of the construction of the ***Beechland*** “The Annapolis Shipping Company was formed in 1916 by Frank W. Pickels in association with master builder L.D. Shafner. The two men were heirs to a shipbuilding tradition. Pickels was the son of Christopher Pickels of Pickels & Mills, and Shafner was the nephew of Laurence Delap, both of whom were building vessels in Annapolis in the 1870s. The new firm built several tern schooners at the former Delap Shipyard on Hog Island. These three—masted vessels had become increasingly popular by the turn of the twentieth century. The era of the great square-rigged vessels had passed, largely because they had proved uncompetitive for offshore passages in the age of steel hulls and steam power.

The tern schooner was developed for coastal trading along the eastern seaboard and the ports of the Caribbean. The fore-and-aft rig of the schooner required less crew to operate than the square-rig, and has the added advantage of performing better heading into a wind. The traditional fishing schooner was a two-masted vessel, but more masts were required for the larger trading schooners. In Nova Scotia, the three-masted, or tern-schooner, was, was the most popular variation. The ***Beechland***, 419 tons, was built by the Annapolis Shipping Company and sold to Thos. Harling of Montreal for foreign interests in Spain. Renamed first the ***Klosofi*** (registered in Bilbao, Lloyd’s Register 1925-1926) and later ***Club Nautico***, the schooner was carried in the shipping registers until 1947.

Describing an image on page 82, Ian Lawrence writes: “A photograph from 1917 showing the tern schooner ***Beechland*** under construction in the shipyard at Hog Island. In this shot, the forward mast is being raised into place with the use of block and tackles. One can see caulkers working from staging alongside the vessel.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 82) Describing an image on page 83, Ian Lawrence writes: “Onlookers watch as the ***Beechland*** enters the waters of the Annapolis Basin.” (Lawrence, pg 81, 82, 83) (**IMAGES**: Lawrence, pg 81, 82-83)

AHS records include a page on this vessel. It states that the official number of the vessel was 50671, letters HRQN. (*O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping”)

Belle Star/Bell Star 353 ton brigantine; *built in* 1873; *built by* David Rice; *built in* Bear River; *owned by* David Rice and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.” (Armstrong & Wagner, pg 134, 135)

Bell Star 353 ton brigantine; *built in 1873; built by David Rice; built at Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner 134, 184)

Bella Berry 41 ton schooner; *built in 1866; built by ?; built at Annapolis; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Belle 106 ton schooner; *built in 1855; built by ?; built at Annapolis; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Bellisle TONNAGE brig; *built in ?; built by ?; built at Bridgetown; owned by ?.*

INFO. (Armstrong & Wagner 184)

Bessie G 68 ton schooner; *built in 1884; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner 184)

Beth Sade TONNAGE scallop boat; *built in 1940s; LENGTH; built by BUILDER; built in Young's Cove; owned by Orben Chute.*

Built for the Scallop fishery. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal) (Interview with Gail and Harold Bent of Youngs Cove, 2017) (**IMAGE** from Roberta White, Phinneys cove, now Bridgetown.)

Betty W. TONNAGE TYPE; *built in ?; 28 feet long, 6 feet wide built by Hilliard Sabean; built at ?; owned by ?.*

Hilliard fished on this boat for 30 years, over which time the engine changed from a 4 horse power, then to a 6 hp, then to a car engine and finally to a 4 cylinder diesel engine. (Stanley Walker Sr. 2017)

Bigelow / E.D. Bigelow 661 ton bark; *built in 1884; built by ?; built at Annapolis; owned by ?.*

INFO. (Armstrong & Wagner 184) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" RESEARCH FURTHER: This document list the date of building as 1874)

Black Hawk TONNAGE TYPE; *built in 1853; built by BUILDER; built at Clements; owned by OWNER.* INFO. (Armstrong & Wagner, pg 184)

Blair Athol 425 ton bark; *built in 1864; built by ?; built at Granville Ferry; owned by John Johnson (managing owner). Owned by William Weatherspoon, 'yeoman of Granville as of 1873**

Enjoyed a career under local captains before being sold to foreign ownership. Captain John Johnson Jr, (24) the owners' son died of billious fever on board this vessel in 1866 en route between Newport, England and Cardenas, Cuba (Armstrong & Wagner, pg 72, 184) Registered in at the Port of Annapolis as of 1873. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Blanche 102 ton schooner; *built in 1858; built by ?; built at Granville; owned by S. Hall, Pickup and others as of 1864*.*

INFO. (Armstrong & Wagner, pg 184) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Blanche H. Collins 503 ton TYPE; *built in 1918; built by ?; built at Annapolis Royal; owned by OWNER.*

INFO. (Armstrong & Wagner 184)

Bloomer 78 ton TYPE; *built in 1918; built by BUILDER; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner 184)

Blossom 33 ton schooner; *built in 1840; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 184)

Blue Bell TONNAGE Fishing Pinkey; *built in ?; built by ?; built at ?; owned by ?.*

Harry Delap recalled seeing R. Hudson and Tom Milner prepare this vessel for fishing in 1890 while he watched the Granville Ferry waterfront activity. (Armstrong & Wagner, pg 80)

Bluebird/Carlos 341 ton barque; *built in 1870; built by ?; built at Annapolis; owned by ?.*

INFO. (Armstrong & Wagner 185)

Bluenose TONNAGE and three masted schooner; *Built in ?; Built by ?; built at ?; owned by ?.*

Visited the Annapolis area in July 1914 with a cargo of coal for J. H. Longmire & Sons from New York. (Armstrong & Wagner, pg 36)

Bobs TONNAGE schooner; *built in ?; built by ?; built at Clementsport; owned by ?.*

INFO. (Armstrong & Wagner, pg 185)

Bohemia 25 ton sloop; *built in ?; built by ?; built at ?.* William Winniett.

INFO. (Armstrong & Wagner, pg 12)

Bonne Renommée TONNAGE TYPE; *built in ?; built by ?; built at France; owned by ?.*

"It was on the north shore of the Annapolis Basin at Lower Granville that the French first attempted to settle the area. The expedition that left Havre de Grace, France, on March 7th, 1604, aboard the 150-ton **Bonne Renommée** planned to establish a self-sufficient fur-trading colony in the New World. Pierre du Gua, Sieur de Monts, the leader of the expedition, had received from the French Crown a ten-year monopoly of the fur trade between the latitudes 40° and 46° / north. Samuel de Champlain, the future founder of Quebec, was employed as royal geographer and chief advisor to de Monts.

They reached the coast of Acadie at Cape LaHave and proceeded southwest around the coast. Joined by a second ship of 120 tons, the French expedition entered the Digby Gut in June 1604. Champlain named the basin Port Royal, it as one of the finest harbours he had seen on these coasts. One of their party, noblemen and financial backer Jean de Biencourt, Seigneur de Poutrincourt, expressed such enthusiasm for the port that it was granted to him by de Monts.

The French did not stay in 1604 but continued exploring the Bay of Fundy. They spent a disastrous winter on Isle-Ste-Croix, an island in the St. Croix River, part of present-day border between New Brunswick and Maine. Of the seventy-nine men at Isle-Ste-Croix, thirty-five died of scurvy and virtually all were ill with the disease. The following summer, the buildings at Isle-Ste-Croix were taken

down and shipped across the bay to Port Royal. Opposite Goat Island, the French erected their habitation, similar in size and design to a sixteenth-century French manor. Their situation was enhanced considerably with the development of friendly relations with the local Mi'Kmaq sakmow, Membertou.

De Monts returned to France in 1605 to seek new investors and to consolidate his hold on his fur trade monopoly. The men he left at Port Royal planted gardens and began to trade in furs with the Mi'Kmaq. In 1606, the 150-ton *Jonas* arrived at Port Royal bearing Poutrincourt.” (Lawrence, 2002, pg 97-98)

Boston Lady 90 ton Brigantine; *built in 1848; built by ?; built at Clements; owned by ?.*
INFO. (Armstrong & Wagner, pg 185)

Brazil 555 ton barque; *built in 1866; built by ?; built at Clementsport; owned by/built for the Killam Fleet of Yarmouth.*
INFO. (Armstrong & Wagner, pg 125, 185)

Brier Dawn TONNAGE TYPE; *built in 1981; built by BUILDER; built in LOCATION. Owned by OWNER. ? Possibly built in Saint John, NL?.*
(**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Brier Venture/Kelseys 24.31 (NT) ton TYPE; 16.92m x 5.88m x 1.95m dimensions, *built in 1980; built by A.F Theriault & Sons Ltd.; built in Meteghan River. Owned by 3280079 Nova Scotia Ltd., Woods Harbour.*

This carvel type wooden boat is registered as a fishing vessel in Digby since September 1980. It is powered by a single screw, diesel engine running 470 horse-power. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/372334>

Bridgetown 667 ton barque; *built in 1836; built by David Dill; built at the Eaton Yard, Bridgetown; owned by ?.*
INFO. (Armstrong & Wagner, pg 27, 185)

Brilliant TONNAGE TYPE; *built in 1851; built by ?; built at Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 185)

British American 663 ton barque; *built in 1839; built by David Dill; built at Wilmot.* (Armstrong & Wagner, pg 185: Bridgetown) *Owned by ?.*
INFO. (Armstrong & Wagner, pg 27, 185)

British Queen 113 ton brig; *built in 1865; built by ?; built at Hampton* (Armstrong & Wagner, 185: Granville); *owned by Parker Miller, Peter Farnsworth, Benjamin Miller, Holden Farnsworth and William Miller. As of 1873, owned by Edward Foster, merchant of the Cornwallis area.*

Wrecked in 1900 en route to the West Indies carrying lumber. Registered at the port of Annapolis as of 1873.* (Armstrong & Wagner, pg 54, 185) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Brothers 40 ton two masted schooner; *built in 1828; built by ?; built at Annapolis; owned by John Woster and Dennis Cronin.*

This vessel was based at the Robertson wharf at Port of Annapolis in the period after the American Revolution. It operated as a merchant ship carrying on trade between it's home port, Saint John and the West Indies. Captain was Dennis Cronin. (Armstrong & Wagner 95, 185)

Brothers 52 ton schooner; *built in 1853; built by ?; built at Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 185)

Brothers Pride 141 two-masted schooner; *built in 1867; built by ?; built at Hampton; owned by Parker Miller, Peter Farnsworth, Benjamin Miller, Holden Farnsworth and William Miller.*

The first captain to command this vessel was Holden Farnsworth and John Fash worked as first mate on this ship. In June of 1873 while sailing loaded with lumber bound for the West Indies the ship had to be abandoned at sea. (Armstrong & Wagner, pg 54, 185)

Broke/Juliana Smith TONNAGE TYPE; *built in 1867; built by ?; built at ? Boston?; owned by Phineas Lovett and Associates after being captured in 1813.*

Robertson's wharf and sail loft, located in the Lower Town, Annapolis Royal was one of the earliest in the area and it was the location used by Phineas Lovett. Captured from the Americans in 1813 by the H. M. S. Nymph, then renamed Broke, this vessel carried four guns and 35 men. Under command of Captain Daniel Wade this vessel won several prizes. (Armstrong & Wagner, pg 95)

Brunswick TONNAGE brig; *built in 1820; built by ?; built at Granville; owned by ?.*
INFO. (Armstrong & Wagner, pg 185)

Brunswick TONNAGE TYPE; *built in ?; built by ?; built at Margaretville; owned by ?.*
INFO. (Armstrong & Wagner, pg 185)

Bunting 69 ton two-masted schooner; *built in 1876; built by ?; built at Annapolis Royal; owned by Pickels and Mills.*

Daniel Lynch was captain of this ship in 1876 after he was the sole survivor of the wreck of the Asa Porter earlier that year. (Armstrong & Wagner, pg 87, 185)

Cape Split TONNAGE; TYPE; *built in 1967; built by ? Robinson Fisheries ? built at Parker's Cove; Owned by ?;*
Launched 1968. (Dana Robinson, Visit, 2017)

Canning Packet TONNAGE schooner; *built in ?; built by ?; built at Granville Ferry; owned by ?.*

Captained by E. C. Berry, this vessel sailed the circuit to Boston and back to Digby, Granville and Annapolis. Cargo carried South included cordwood and pilings while on the return leg of the journey the ship carried commodities, flour and processed goods to markets in NS. (Armstrong & Wagner, pg 76)

Cape Royal TONNAGE scallop boat¹; *built in 1990¹; 65 feet long¹; built by Wylie Robinson, as master builder¹; built in Parker's Cove¹. Owned by Gary Halliday/Cedar Reef Fisheries¹.*

Ian Lawrence and Mike Gunn worked as carpenters on this vessel, which was also involved in the ground fishery¹. As of March 1998, this vessel was no longer registered in Canada. [RESEARCH

FURTHER: Possibly the vessel that disappeared between August 9th and August 12th 1977 along the Southern coast of Newfoundland, assumed lost with all hands aboard?

(<http://www.worldcat.org/title/in-the-matter-of-a-formal-investigation-into-the-disappearance-of-the-mfvcape-royal-off-the-south-coast-of-newfoundland-between-august-9-and-august-12-1977-with-the-loss-of-all-hands/oclc/456499405>)

(<http://worldcat.org/identities/ncformal%20investigation%20into%20the%20disappearance%20of%20the%20m%20f%20v%20cape%20royal%20off%20the%20south%20coast%20of%20newfoundland%20between%20august%209%20and%20august%2012%201977/>)] (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/808286>) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Cape Swell 9.45 (NT) ton Fishing boat; 9.33x3.78x1.25m; *built in* 1988; *built by* Murray Gregory; *built in* Parker's Cove. *Owned by* Wilfred Leroy Halliday, Weymouth.

This carvel-planked wooden vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/810606>)

Cara & Shelley 22.56 (NT) ton Fishing boat; 16.46x5.52x2.47m; *built in* 1968; *built by* Fundy Shipbuilding; *built in* Chamcook, NS?. *Owned by* Fundy Shell Fisheries, Granville Ferry.

This Carvel-planked wooden vessel has been registered in Digby since 1981.

(<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/32848>)

Carlos/Bluebird 341 ton barque; *built in* 1870; *built by* ?; *built at* Annapolis; *owned by* ?.
INFO. (Armstrong & Wagner, pg 185)

Carmen & Sisters TONNAGE scallop boat; *built in* DATE; *built by* BUILDER; *built in* Port Greville*. *Owned by* OWNER.

As of September 2009 the registration of this vessel has been suspended

<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/328480>).

(**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (Rodney Magarvey 2017)

Carniloa 635 ton TYPE; *built in* 1879; *built by* ?; *built at* Bear River; *owned by* ?.
INFO. (Armstrong & Wagner, pg 185)

Caroline TONNAGE packet; *built in* ?; *built by* ?; *built at* Annapolis; *owned by* ?.
INFO. (Armstrong & Wagner, pg 185)

Caroline 60 ton schooner; *built in* 1833; *built by* ?; *built at* Granville; *owned by* ?.
INFO. (Armstrong & Wagner, pg 41, 185)

Caribbean 173 ton brigantine; *built in* 1877; *built by* Captain Joseph Hall; *built at* Granville; *owned by* Captain Joseph Hall, Hugh Irving, Joseph Shafner, Alfred Troop, William McCormick and Robert Delap.

In 1877 John Halls great-grandson, Captain J. Hall went into business with Captain Samuel Bogart. They founding the Caribbean Company; long distance trader, importer, exporter and fish trader. Records exist of sugar, salt (1882) and molasses (1878) brought to Annapolis on this ship by Captain

Hall and advertised for sale. This vessel was lost at sea in 1887. (Armstrong & Wagner, pg 68, 185)

Carm-Mista III 10.80 (NT) ton Fishing boat; 11.97x5.15x1.46m; *built in 2013; built by* Blue Water Marine INC.; *built in* Wood's Harbour?. *Owned by* Rice Cove Fisheries, Hampton.

This moulded fabric/GRP vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/83773>)

Carrie Delap/Mistletoe/Norma 1116 ton barque; *Built in 1874; built by* Laurence Delap & Co.; *built at* Hog Island Shipyard, Annapolis; *owned by* Laurence Delap as managing owner, sold to J.V. Troop & Sons of Saint John.

Very fast in her day, worked in long distance trade carrying commodities such as cotton. In 1886 was the first ship to deliver tea from Japan to Vancouver to be distributed by the brand new Canadian Pacific Railway. In 1887 survived a gale in which 40 other ships were lost. Locally owned until 1891 when taken over by Norwegian owners. Launched December 20th. Ended her working days under Norwegian ownership and the name *Norma*. AHS records state that while named Mistletoe this vessel was under the command of Captain Isreal Delap. (Armstrong & Wagner 2,3, 101, 102, 185) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")
IMAGE: copy of drawing AHS 5.87.127

Carrie L. Smith 598 ton barque*; *built in ?; built by ?; built at ?; owned by ?.*

"The barque Carrie L. Smith, 598 tons, arrived in the badly congested port with a high wind blowing it into shore across the ferry slip. The vessel was partly loaded with lumber from Bear River and had come to Annapolis to complete its cargo. The extra weight aggravated the strain on the damaged ship. When the tide floated it off, the ship returned to Bear River for repairs. The Carrie L. Smith made several trips to Annapolis Royal after this mishap. The shipping news in the Annapolis Spectator for 1902 reported on its spring voyages under the command of Captain Irvine, on which it carried lumber from Annapolis Royal to Buenos Aires and took wool from there to Boston."

Spectator Shipping Notes of September 13th 1901 state that this vessel was en route from England to Digby, where she had been chartered by Clarke Brothers to load lumber destined for South America.* (Lawrence, 2002, 74) (IMAGE: Lawrence 74) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping") (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* Shipping Notes of September 13th 1901*)

Carrie Wright 176 ton barque; *built in 1864; built by ?; built at* Hillsburgh; *owned by ?.*

INFO. (Armstrong & Wagner, pg 185)

Castano 215 ton tern schooner; *built in 1901; built by ?; built at* Clarke Shipyard, Bear River; *owned by* Clarke Brothers of Bear River.

Armstrong and Wager write: "The last vessel to go down the ways in Bear River was the 215 ton tern Castano, launched from the Clarke yard in 1901. With Captain Frank Robblee of Lower Granville as master and his brother Moses as mate, the Castano was only six months in the West Indies trade when she got caught in a hurricane and went down with all hands." (Armstrong & Wagner, pg 141)

Catharine TONNAGE TYPE; *built in 1834; built by ?; built at* Granville; *owned by ?.*

INFO. (Armstrong & Wagner, pg 186)

Cato 34 ton schooner; *built in* DATE; *built by* ?; *built at* Granville; *owned by* ?.
INFO. (Armstrong & Wagner, pg 186)

C.B. Weaver TONNAGE schooner; *built in* ?; *built by* ?; *built at* Port George; *owned by* ?.
INFO. (Armstrong & Wagner, pg 185)

C.D. Boggs 131 ton schooner; *built in* 1866; *built by* ?; *built at* Clements; *owned by* ?.
INFO. (Armstrong & Wagner, pg 185)

C.D. Pickels/Vinda de Orive 400 ton three-masted tern schooner; 172' x 33.4' x 12.5' (Parker, 202); *built in* 1908; *built by* Laurence Delap Shafner; *built at* Bridgetown; *owned by* ?.

When this ship was launched in July 1908 *The Weekly Monitor and Western Annapolis Sentinel* reported that it was the 21st schooner by this builder. The launch was attended by approximately a thousand people. Shafner closely associated with the Pickels and Mills firm of Annapolis. The company bought most of the ships L. D. Shafner built, either through commission before hand or purchase after completion. This ship was no exception, and was built for the company. The building employed 40 men, headed by master carpenter Mark Deveau and assistant S. Como, and this ship was destined for trade in timber to southern markets under the command of Captain C.W. Wilkie of LeHave. It carried out this trade until March 1916 when it was abandoned after being seriously damaged by fire, then bought and renamed by Cuban owners she started a new life as **Vinda de Orive**. (Armstrong & Wagner, pg 32-33, 185) .

Cecolia 117 ton TYPE; *built in* 1856; *built by* ?; *built at* Wilmot; *owned by* ?.
INFO. (Armstrong & Wagner, pg 186)

Cedar Croft 1099 ton barque; *built in* ?; *built by* ?; *built at* ?; *owned by* ?.

Under the command of Captain Victor Young sailed to Rotterdam in 1897. (Armstrong & Wagner, pg 58)

Cedar Point TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER. INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Cedar Shoal TONNAGE TYPE; *built in* DATE; 56 feet long¹; *built by* BUILDER; *built in* LOCATION. *Owned by* Gary Halliday/Cedar Reef Fisheries¹.

As of December 2012, this vessel is no longer registered in Canada.
(<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/812983>) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (Rodney Magarvey, 2017¹)

Cetaways TONNAGE schooner; *built in* ?; *built by* ?; *built at* ?; *owned by* ?.

Captained by Willoughby Covert, worked carrying produce from the Annapolis County south, including to destinations like Cuba. (Armstrong & Wagner, pg 76) Log Book from the years 1885-86 (Private Collection of Peggy Armstrong)

Challenge TONNAGE schooner; *built in* ?; *built by* ?; *built at* Granville; *owned by* ?.
INFO. (Armstrong & Wagner, pg 186)

Champion 99 ton brigantine; *built in 1866; built by ?; built at Bear River; owned by ?.*
INFO. (Armstrong & Wagner, pg 186)

Champion WEIGHT schooner; *built in DATE; built by ?; built at Port George?; owned by Captain Robert Weaver.*

Operated as a packet service along the Bay shore. (Sharon Barteaux, Port George 2017)

IMAGES: Maritime Culture Project 2017 “Sharon Barteaux Captain Robert Weaver aboard the schooner Champion” and “Sharon Barteaux Construction of the schooner Champion”

Chance TONNAGE brigantine; *built in ? 1819 ?; built by James Delap; built at ? Stoney Beach?, Lower Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 83)

Chance 42 ton schooner; *built in 1831; built by ?; built at Clementsport; owned by ?.*

INFO. (Armstrong & Wagner, pg 186)

Charles C. Foster 61 ton schooner; *built in 1850; built by ?; built at Granville; owned by ?.*

INFO. (Armstrong & Wagner, pg 186)

Charles Haskell TONNAGE TYPE; *built in DATE; built by BUILDER; built in Port Wade; owned by OWNER.*

INFO. (Armstrong & Wagner, pg 186)

Charles & Shawn II 15.63 (NT) ton TYPE; 13.17x5.27x1.92M; *built in 1972; built by Snyders Shipyard LTD; built in Dayspring, NS. Owned by Jameson Keith Theriault.*

Registered in Lunenburg since March 1973. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/329168>) **(IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Charlotte 242 ton brigantine; *built in 1853; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 186)

Charlotte Anna 92 ton schooner; *built in 1813; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 186)

Charlotte Louise TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

The registration of this vessel was suspended in March 2008. **(IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Charlotte Lousie II TONNAGE TYPE *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

INFO. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/323199>)

Cheryl D. 41.61 (NT) ton TYPE; 18.59x6.19x2.74M; *built in 1968; built by Wagstaff & Hatfield LTD;*

built in Port Greville. *Owned by* Floyd Genge Fishing Company Limited, Anchor Point. This is a carvel-planked wooden fishing vessel. Registered in Parrsboro since August 1968. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/327694>) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Chester 688 ton ship; *Built in* 1845; *Built by* John Milner; *built in* Margaretville (Armstrong & Wagner p 186; Wilmot); *owned by* OWNER.
INFO. (Armstrong & Wagner pg 40, 185)

Chieftain TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Referred to in the *Halifax Morning Herald* issue of July 17, 1882, when the ship had just arrived in Thorne's Cove from Boston under a Captain Shafner. (Armstrong & Wagner pg 87)

C.H. Sampson 103 ton Bgtn.-Bkgl; *built in* 1851; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 185)

Circassian 167 ton barque; *built in* 1854; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 186)

Citizen 47 ton schooner; *Built in* 1893; *Built by* BUILDER; *built in* Bear River; *owned by* OWNER. Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John.
INFO.(Armstrong & Wagner pg 44, 186) (RESEARCH FURTHER: One of these vessels was *owned by* Clarke Brothers of Bear River. In 1890 Captain J.E. Woodworth left the freight service he had commanded aboard the *Bear River* and became captain of the *Citizen*.) (Armstrong & Wagner pg 44, 138-139, 186)

Citizen 203 ton brigantine ; *Built in* 1869; *Built by* BUILDER; *built in* Bear River; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 44, 138-139, 186)

City of Norfolk/City of Monticello TONNAGE TYPE; *built in* DATE; *built by* Harlan & Hollingsworth, Delaware; *built in* LOCATION; *owned by* OWNER.

There is a photo taken around 1890 of this ship having passengers loaded onto it from a train stopped on the Railway wharf in Annapolis Royal while the *Evangeline*, a mail packet is moored against the wharf. In the foreground of the image is the town lighthouse, which had just been constructed. "The ***City of Monticello*** was an iron paddle steamer with a wooden superstructure. Originally called the ***City of Norfolk***, it was *built by* Harlan & Hollingsworth of Delaware, and purchased and rebuilt in 1889 by the Bay of Fundy Steamship Company. The steamer had four bulkheads and a vertical beam engine. At 478 tons, 232 feet long with a 32-foot beam, and a depth of 10.9 feet, the ***City of Monticello*** plied between Saint John, Digby, and Annapolis Royal for several years and was the fastest steamer on that route up to that time. It was purchased by the Yarmouth Steamship Company in 1898 and was operated on the Halifax-Saint John route, calling at intermediate ports. On November 10, 1900, the ***City of Monticello*** foundered in the Bay of Fundy four miles west of Chegoggin Point, Yarmouth County. All but four of the forty people on board were lost."

Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel at the railway wharf, just arrived from Saint John and unloading passengers and freight while

simultaneously being loaded for the return journey. (Armstrong & Wagner, pg 80) (Lawrence pg 70) (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 68) (**IMAGES:** the Admiral Museum of Digby; Taylor “The Ghosts” Front cover image; Lawrence pg 68, 70) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” **DOCUMENT:** Copy of original from Nov. 1900, telling of the sinking of the vessel.)

Clara & Florence 151 brig; *built in 1856; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Clara E. Comee (previously *Seraphine*) 124 ton/138 gross² schooner; *built in 1888²; built by I.V. Vroom²; built in Bear River; owned by M.G. Shaw Lumber Co (Lloyd's Register 1907-1908)².*
INFO. (Armstrong & Wagner pg 186)

Clara Jenkins 97 ton schooner; *built in 1862; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Clarence ? Approximately 140 ton brigantine; *Built in 1850; Built by James Anderson and Joseph Elliott; built in Port George; owned by William Elliot.*

Second vessel built at “the Breakwater” in Port George commissioned by William Elliot. Builder Anderson was instructed to use the best quality supplies such as hardwood, copper and iron to build the hull and windlass, Joseph Elliott provided sails, chains and an anchor. For every ton of the ship constructed Joseph Elliott paid Anderson four pounds, three-quarters before launch and the rest thereafter. Intended for trade with the West Indies, the *Clarence*, under the command of Captain Morgan, was abandoned after being stranded at Turk's Island in 1851. Unfortunately, rather than being wrecked the vessel was claimed and registered by a new owner. Crestfallen, nephew William Elliot wrote to his uncle in Clarence “No insurance company in the world would pay under such circumstances” (Armstrong & Wagner pg 41-42, 186)

Clarence A. Shafner 150 ton schooner; *built in 1900; built by Laurence Delap Shafner; built in Granville Ferry; owned by OWNER.*

First captained by Reuben Chute of Hampton. It was on the very first voyage carrying lumber to Havana, Cuba that the captain and crew encountered brutal winds that prolonged their journey to 42 long days. Became stranded in 1902 when it broke free of its' moorings while in the Annapolis Basin prior to a voyage to Cuba. (Armstrong & Wagner pg 33, 186) *Spectator* Shipping Notes of July 12th 1901 tell us this vessel was: “launched at Bridgetown July 1st [and] is now at Pickels & Mills No 1 Pier taking in cargo of lumber for West Indies. She will receive her suit of sails here. J H Edwards is making them, and that is guarantee enough that they will be all right.” *

(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=952>) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* Shipping Notes of July 12th 1901*)

Clements 98 ton TYPE; *built in 1853; built by James Gilliatt; built in Clementsport; owned by James Gilliatt.*

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 186)

Cleopatra TONNAGE screw steamer; *built in DATE; built by BUILDER; built in LOCATION; owned*

by The International Steamship Company.

“In 1882 the Hatheways [Hatheway Steamship Line] chartered the steamer Secret from The International Steamship Company and placed it on the Boston route to run opposite their own steamship Hunter. When this venture proved to be unprofitable, the Hatheway Line withdrew from the local scene. In 1883 the route was taken over by the Nova Scotia Steamship Company Ltd. and Mr. Whitman became General Agent for the Boston service. Two side-wheelers, the *New York* and *Secret*, sailed on the summer schedule, while the screw steamer *Cleopatra* took over the winter run. These vessels docked at the Acadia Pier.” Eventually both the Yarmouth-based interests and The International Steamship Company removed support from the Nova Scotia Steamship Company and ran the service, using the three steamers *Cleopatra*, *New York* and *Secret*, themselves. When this change was implemented Mr. Whitman was replaced by Captain George Corbitt and the vessels used the railway wharf. (Armstrong & Wagner pg 119)

Clyde 110 ton schooner; *built in 1864; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Clyde 50 ton schooner; *built in 1842; built by BUILDER; built in Hillsburgh; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Cohore/Cohere TONNAGE TYPE; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Colonel Eddy 99 ton schooner; *built in 1861; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Comet 53 ton schooner; *built in 1843; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 186)

Commerce TONNAGE TYPE; *built in DATE; built by BUILDER; built in Granville Ferry; owned by OWNER.*
INFO. (Armstrong & Wagner pg 187)

Commatt TONNAGE schooner; *built in DATE; built by BUILDER; built in Hampton; owned by OWNER.*
INFO. (Armstrong & Wagner pg 187)

Commodore 686 ton TYPE; *built in 1845; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 187)

Compass Rose TONNAGE; Scallop Dragger; *built in 1955; 60 feet long; built by Boyd Robinson; built at Parker's Cove; Owned by ?*

Rodney Magarvey writes that Berny Deveau and Donald Magarvey were ship wrights who worked on this boat¹. (Dana Robinson, Visit, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Compass Rose II TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned*

by OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Congress 56 ton schooner; *built in* 1836; BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 187)

Constitution 28 ton schooner; *built in* DATE; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 187)

Consul 751 ton barque; *built in* 1849; *built by* William Clarke & Company; *built at the* Clarke Yard, Upper Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 28,187)

Coquette 8 ton sloop; *Built in* 1874(Armstrong & Wagner p 187: 1859); *built by* BUILDER; *built in* Clementsport; *owned by* OWNER. INFO. (Armstrong & Wagner pg 2, 187)

Coronella 141 ton brigantine; *built in* 1862; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 187)

Coronella 36 ton schooner; *built in* 1858; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 187)

Creole TONNAGE TYPE; *built in* 1851; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This vessel was the replacement for the Fairy Queen steamer on the Saint John to Digby to Annapolis circuit. It was owned and run by Hatheway & Small, Saint John until being sold in 1857 to the brothers behind the King's Couch Line which travelled between Halifax and Annapolis Royal. (Armstrong & Wagner pg 96)

Crescent.254 ton brigantine; *built in* 1863; *built by* Laurence Delap; *built in* Granville; *owned by* * S. Hall, R. Delap and others.

INFO. (Armstrong & Wagner pg 73, 187) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Crown Jewel 716 ton barque; *built in* 1868; *built by* BUILDER; *built in* Young's Cove; *owned by* The Troop Fleet.

The Troop Fleet was based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. Under the command of Isreal Lettenay Delap at one time. This captain, of Lower Granville is known for taking his wife Lucretia (Croscup) Delap and daughter Mary Amelia along on his voyages. Lucretia would often bring a companion along and the women spent their time sewing and crocheting while the men did their work. (Armstrong & Wagner, pg pg 57, 149-150) (NOTE: Index lists the location of the build as Granville) (**IMAGE**: Painting, Crown Jewel by John Johnson – AHS Collection # P 6.881????) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada" NOTE: this document lists Granville as building location.

This may mean Granville-Fundy Shore as it was sometimes referred to)

C. Tide TONNAGE TYPE; *built in* 1868; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 185)

Crusade 44 ton schooner; *built in* 1851; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 187)

Cumberland TONNAGE sloop; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER. This is the vessel that brought Loyalist Francis Ryerson Sr to the Upper Clements area in 1783. Thereafter he became a trader and farmer. (Armstrong & Wagner pg 131)

Cutting it Close 9.89 (NT) ton Fishing boat; 11.59x4.97x1.43 m; *built in* 2013; *built by* Deschamp & Jackson Boatbuilders (2001); *built in* Shelburne?. *Owned by* Light Winds Marine Limited, Hampton.

This moulded fabric/GRP vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/83727>)

C. W. Mills 318 ton/ 372 gross² schooner; 141' X 31.8' X 11.4'; *built in* 1904; *built by* L.D. Shafner²/John Wagstaff; *built at* Mills Shipyard, Granville Ferry; *owned by* F.W. Pickels².

Code letters: WMCD² (Lloyd's Register 1907-1908²). Worked shipping timber south, the crew and captains were Annapolis County men. (Armstrong & Wagner pg 77, 185) (Parker, 1959, pg 202)

Cygnets 194 ton brigantine; *built in* 1862; *built by* BUILDER; *built in* Granville; *owned by* * S. Hall, A. Porter and others.

INFO. (Armstrong & Wagner pg 187) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Cylinda G TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Victoria Beach; *owned by* Winnifred Hudson.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Cyprus/Santa Lucia 1091 ton barque; *built in* 1878; *built by* Abraham Young; *built in* Bridgetown; *owned by* OWNER.

Under the command of Captain Raymond Parker, became recognized for her speed. Made an incredible voyage across the Atlantic in the first year, a record for this class of vessel. Worked for 15 years in ocean bound trade and was abandoned near sinking en route from Calcutta to New York while carrying buffalo hides, jute, linseed oil and salt peter. Had a second life as the Uruguayan *Santa Lucia* (Armstrong & Wagner pg 31-32, 58, 187)

Daisy / Fiette / Katherine V. Mills 216 ton/ 246 gross² ton tern schooner; 118' X 29.8' X 10.2'; *built in* 1908; *built by* A. D. Mills & Sons / John Wagstaff (Armstrong & Wagner, pg 77)]; *built at* Granville Ferry. Code letters OFIA (Lloyd's Register 1925-1926²).

Armstrong and Wager write: Last tern schooner built in the Mills Shipyard, the wood used to build this schooner, except for the mast, was local. Vessel was named after Ernest Mills' baby daughter. Worked shipping timber south, the crew and captains were Annapolis County men until sold to

Newfoundland based Philip Templeton. Vessel was renamed as *Fiette* after WW I under French ownership (Armstrong & Wagner pg 77, 78, 196)

Ian Lawrence writes: “The tern schooner *Katherine V. Mills*, 210 tons, laying at the Railway Wharf in town circa 1910. Built in 1908 at the shipyard of A.D. Mills & Sons in Granville Ferry, and named for the infant daughter of Ernest Mills, the vessel was operated for a short time by its owners, but was then sold. After World War I, *Katherine V. Mills* was registered as the *Fiette*, under French ownership.” Owners at the time of construction, A. D. Mills & Sons were a splinter of the Pickels and Mills company that was based on Lower St. George street. This firm advertised itself as “Manufacturers & Exporters, White Pine & Spruce Lumber, Shingles & Laths, Cable address Mills, Annapolis.” (“Ian Lawrence. 2002, pg 72, 73, 108) (**IMAGE** Lawrence pg 73 “ Tern Schooner *Katherine V. Mills*, c. 1910” AHS Collections)

Daliah 35 ton TYPE; built in 1853; built by BUILDER; built in LOCATION; owned by OWNER. INFO. (Armstrong & Wagner pg 30)

Danny R. TONNAGE; Scallop Dragger; built in 1936; built by Danny Robinson; built at Parker’s Cove; Owned by ?; (Dana Robinson visit, 2017)

Daniel Norton Jr. 127 ton schooner; built in 1869; built by Asaph B. Stronach; built in Margaretville; owned by Asaph B. Stronach.

Registered in Annapolis Royal. Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner pg 47, 50, 187)

Dasher 89 ton schooner; built in 1857; built by BUILDER; built in Granville; owned by OWNER. INFO. (Armstrong & Wagner pg 187)

David & Wylie TONNAGE scallop boat; built in 1939; 60 feet long¹; built by Danny Robinson; built at Parker’s Cove; Owned by Rodney Magarvey writes that Wilbur and Reg Robinson built this vessel for themselves and for the scallop fishery, although “Dannie Robinson would have been the official builder for the boat”.¹ (Dana Robinson, Visit, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Daughters Three TONNAGE TYPE; built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Dauntless 396 ton brigantine; built in 1871; built by Laurence Delap; built in Granville; owned by Laurence Delap, renowned shipbuilder ass of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 73, 187) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Dauphin TONNAGE TYPE; built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.

Bay Packet vessel under the command of Captain Joseph Mitchell. (Armstrong & Wagner 56)

Dawn till Dusk 22.16 ton (NT) Pleasurecraft; 17.16 m x 5.30 m x 2.41m dimensions, *built in* 1974; *built by* Karl J. Longmire; *built in* Hillsburn. *Owned by* William Kenneth Johnston, Kentville.

Registered as a pleasure craft based in Annapolis Royal, since March 1974. Carvel (flush surface) wooden boat. Has a single screw diesel 365 horse-power engine. **(IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/328689>)

Deamons 24 ton schooner; *built in* DATE; *built by* BUILDER; *built in* Margaretville; *owned by* Captain N. Ray and others.

Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner pg 50, 187)

Deering TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* ? Clementsport ?; *owned by* OWNER.

This ship is especially significant because when it was wrecked near Cape Cod a number of members from both the Vroom and Sulis families of mariners died; Captain Charles Sulis, James Sulis, Walker Vroom and Horatio Vroom. (Armstrong & Wagner, pg 128)

Defiance 73 ton schooner; *built in* 1846; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 187)

Dei Gratia 296 ton brigantine; *built in* 1871; *built by* George F. Miller; *built at* Bear River; *owned by* Geo. F. Miller.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878."

Armstrong and Wagner write of a busy day in Bear: "On June 22, 1877, the *Dei Gratia* and the brig *Annie Bogart* were loading lumber for the West Indies, the schooner *Alert*, Captain Beeler, cleared with wood for Boston and the schooner *Ripple*, Captain Morehouse, was being loaded by E. Walsh & Co. With lumber for Nantucket Island. On her return trip, the *Ripple* was slated to bring back the rigging of the condemned barque *W. F. Marshall*, wrecked off Nantucket Island on March 16." The *Dei Gratia* ended her life in Cork Harbour, Ireland hauling coal. The vessel sank where she was moored in about 1914 and when found to be beyond repair it eventually was left to disappear into the mud at Rushbrooke. (pg 135, 136, 187 / Bear River Telephone, 15th December, 1897; Wayne Morgan newspaper transcribing and indexing)

Delma C. 236 ton brigantine(schooner, Armstrong & Wagner pg 136); *built in* 1875; *built by* BUILDER; *built in* LOCATION; *owned by* Wm. R. Rice and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." The *Digby Courier* of February 14th, 1879 reported that this vessel had met with disaster along with several others also owned at Bear River in the short period of time since the past October. (Armstrong & Wagner pg 135, 136)

Delta 541 ton barque; *built in* 1866; *built by* Laurence Delap; *built in* Granville; *owned by* Owned by Samuel Hall, trader of Annapolis County as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 73, 187) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada,

December 1873”*)

DeMariland TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Captain Joseph Anderson of Port Lorne served on this vessel, which was his last command before his death at 50 years old in 1909, Port Lorne. When Captain Anderson fell ill in New York his post was taken over by Captain Brinton(Armstrong & Wagner pg 53)

Devali Dreamer TONNAGE scallop boat¹; *built in* 1988¹; 60 feet long¹; *built by* Floyd Oliver¹; *built in* LOCATION. *Owned by* Floyd's son Clayton.

Both Mike Gunn and Ian Lawrence worked on this vessel¹. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)(*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Diamond 39 ton schooner; *built in* 1863; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER. INFO. (Armstrong & Wagner pg 187)

Dolphin 56 ton two- masted TYPE; *built in* 1831; *built by* Ludwick and George Croscup; *built in* Croscup's Cove; *owned by* John Henry Croscup, Joseph Croscup and George Croscup. Joseph Croscup was master. (Armstrong & Wagner pg 85)

Dolphin 49 ton schooner; *built in* 1831; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 187)

Dolphin 11 ton schooner; *built in* 1878; *built by* BUILDER; *built in* Port Williams; *owned by* OWNER. INFO. (Armstrong & Wagner, pg 187)

Dominion TONNAGE steamer; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* The Canadian Government.

This steamer was government-subsidized and ran the Annapolis to Boston circuit following the The International Steamship Company removing their support and use of the three steamers, *Cleopatra*, *New York* and *Secret* from the Nova Scotia Steamship Company. Based in Saint John, NB this vessel steamed into Annapolis every Monday, Wednesday and Saturday. (Armstrong & Wagner pg 119, 120)

Don Gola 80 ton schooner; *built in* 1847; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 187)

Donna & Ricky 8.67 (NT) ton Fishing boat; 9.54x4.02x1.49 m; *built in* 1991; *built by* Daniel Ulysse Doucet; *built in* New Edinburgh?. *Owned by* David George Ryan, Victoria Beach.

This Carvel-planked wooden vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/81298>)

Doris M. Pickup 327/ 417 gross² ton 3-masted² tern schooner; 141' X 33' X 12.3'; *built in* 1901; *built by* S.W.W. Pickup²/ John Wagstaff; *built in* Mills Shipyard, Granville Ferry / Annapolis?; *owned by* Mrs. H. Feore²/ Samuel W. W. Pickup and Captain Norman Roop. Code letters: WHDL² (Lloyd's Register 1907-1908²).

Named after the owners daughter, this vessel worked shipping hard-pine south, for a firm based

in Mobile, Alabama. The crew and captains were Annapolis County men. One of the Captains who served on this vessel was Captain Norman Roop. In 1914 this vessel was lost off the Cape Verde Islands. (Armstrong & Wagner pg 77-78, 187) (Parker, 1959, pg 204)

George Edward Wagstaff, born October 6th 1887 began his career as a shipbuilder while working on this vessel. At the time he was only in grade 7, aged 13. When this vessel was built he accompanied his father to Mobile, Alabama aboard it to repair a schooner built by his father John Wagstaff. Following these early building experiences, when George turned 14 he followed his father John to British Columbia and worked there along side him as John was employed as master builder of the *Princess Beatrice*. (*O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Folder with a blue cover entitled "George E. Wagstaff: Master Shipbuilder 1887 – 1978" produced by John R. Wagstaff from the diaries of George Edward Wagstaff. Published July 10th 1995.)

Dorothy G. Snow 98 ton schooner; *built in* 1911; *built by* BUILDER; *built in* Port Wade; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 187)

Dorothy TONNAGE and type; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 37)

Dorothy Frances TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Captain John H. Longmire & Son.

Operated as a freight and passenger service connecting Bridgetown and Saint John, NB between 1884 and 1911. Ran between the first open water in Spring and the winter freeze and weather dependant (Armstrong & Wagner pg 35)

Dorothy M. Smart 80 ton schooner; *built in* 1910; *built by* BUILDER; *built in* McGill shipyard, Shelburne; *owned by* OWNER.

In 1911 Captain Harry Ross won the first Fisherman's Regatta, racing against the schooner ***Albert J. Lutz*** commanded by Captain Apt of Port Wade. In 1912 Captain Arthur Longmire lost to Captain Apt when the two schooners raced again in the second annual Fishermans Regatta. Snapshot was captured by a *Bridgetown Monitor* issue in 1913 when the vessel was registered in Digby under command of Captain Arthur W. Longmire, Hillsburn. Also on the crew at the time were Bernard Hudson, Howard Magarvey and Joseph Rice, all of Parker's Cove¹. This vessel had a 20 year career doing a variety of types of work including rum running, fishing and coastal trade. In December 1912 tragedy struck the *Dorothy M. Smart*; an abrupt storm caught the crew by surprise and rolled the vessel over "on her beam ends". Eight men were washed overboard and four managed to cling to ropes and objects around the boat. The men lost overboard were, Jesse Halliday (married) Frank Daley, Digby (married, father of five) and Lorne McWhinnie, Lower Granville and Stewart Robinson (both single young men) (Armstrong & Wagner pg 61-62) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Douglas TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

"The enormous tides of the Bay of Fundy, the world's highest, were often an impediment to shipping, restricting access to all but a few of the wharves along its shores. However, this picture shows the up side of this local phenomenon. With the vessel safely grounded on an even bottom, minor repairs

to the hull could be made between tides. Here, two men have descended a ladder on the side of the vessel to inspect the hull. Crew members can also be seen making repairs to the rigging from the masts.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg) (**IMAGE:** Lawrence, p 78) The *Spectator* reported on September 9th, 1898 that the *Douglas*, under command of a Captain Walley had cleared Annapolis on the 5th bound for Buenos Ayres*. (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* newspaper clippings from 1898)

Dove 5 ton schooner; *Built in 1839; Built by BUILDER; built in Wilmot Township; owned by OWNER.*
INFO. (Armstrong & Wagner pg 40, 188)

Dove 14 ton ton schooner; *Built in 1839(Armstrong & Wagner p 188: 1855); Built by BUILDER; built in Clementsport; owned by OWNER.*

Added to the Clementsport port registry. (Armstrong & Wagner pg 126, 188)

Dove 40 ton schooner; *built in 1825; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Dove 30 ton schooner; *built in 1836; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Dowling TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Included in a group of trading schooners frequenting the Littlewood wharf in Port Royal between 1865 and 1870 and documented by Captain Silas Littlewood. (Armstrong & Wagner pg 87-88)

Dreadnaught/Dreadnought 11 ton schooner; *Built in 1870; built by BUILDER; built in Granville; owned by Owned by Jacob Hudson, mariner of Granville as of 1873*.*

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 2, 188) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Drumadoon 866 ton barque; *built in 1876; built by Laurence Delap & Co.; built in Hog Island Shipyard, Annapolis; owned by Goodwin & Hogarth, Ardrossan, Scotland (commissioned).*

This vessel had finished dimensions of 172 x 33.6 x 20. Rigged in Saint John, this ship worked trading across the North Atlantic. Passed into the private ownership of Hugh Hogarth when the company dissolved in 1878. Lost at sea in 1887. (Armstrong & Wagner pg 101, 102, 188)

Eagle 213 ton half barque; *built in 1861; built by BUILDER; built in Bear River; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Eagle 65 ton schooner; *built in 1848; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Earl D. TONNAGE and type; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.* Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf

in Margaretville during the winter. (Armstrong & Wagner pg 50)

Eastern Drifter / O'tmaway 32.60 (NT) ton Fishing boat; 17.31x6.04x2.77m; *built in 1988; built by Floyd Elmer Oliver; built in Parker's Cove. Owned by Bay Drifter Fisheries, Digby.*

This Carvel-planked wooden boat is registered in Digby. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/80980>)

Eastern Prince 45.89 (NT) ton Scallop Dragger; 17.07x6.31x3.08M; *built in 1990; built by Walter Raymond Longmire; built in The Donald Magarvey Boat Shop, Parker's Cove wharf. Owned by Gill Fisheries, Jackson's Arm.*

Captained by Mark Longmire. Registered in St. John's NL since June 2007. (Visit, Walter Longmire May 2017) (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/812974>)(Rodney Magarvey and Julie Magarvey McPhail, 2017)The dragger was equipped with modern electronic gear and powered by the CAT engine; auxiliary engine (*The Spectator*, August 29, 1989³). (IMAGE Lawrence, Ian. Private collection of photographs taken at the Annapolis Royal Haul-up in the 1980s and 90s)

Echo 36 ton schooner; *built in 1855; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Economist 13 ton schooner; *Built in 1883; Built by BUILDER; built in Granville; owned by OWNER.*
Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner pg 44, 188)

Economy 21 ton schooner; *built in 1840; built by BUILDER; built in Port Lorne. Built for Captain Joshua Brinton and others.*
INFO. (Armstrong & Wagner pg 52, 188) (Note: lists the location of build as Granville)

E. D. Bigelow 661 ton barque; *built in 1875 (pg 188: 1874); built by Laurence Delap & Co.; built in Hog Island Shipyard, Annapolis; owned by Laurence Delap as managing owner.*
Launched November 20th. (Armstrong & Wagner pg 101, 102, 188)

Edna B. Pickels / Edna V. Pickels? 388 ton ?; 154' X 35' X 12'; *built in 1905 ; built by /; built at Annapolis Royal/Salmon River; Owned by ? (Armstrong & Wagner pg 188) (Parker, 1959, pg 205)*

Edward A. Lond 140 ton brigantine; *built in DATE; built by BUILDER; built in Hillsburgh; owned by OWNER.*
INFO. (Armstrong & Wagner pg 188)

Edward Reid 333 ton barque; *built in 1830; built by James Delap III; built in Granville; owned by OWNER.*

Built on commission from Irish, Londonderry-based J. Kelso. Worked carrying immigrants from Londonderry to Saint John, until 1840. The 104 passengers and crew all escaped safely when the ship ran ashore in Musquash, New Brunswick due to fog. (Armstrong & Wagner pg 85, 188)

Edward Thorne 420 ton "ship-rigged" 3-masted; *built in 1835; built by Abraham Bogart Thorne; built in Granville; owned by OWNER.*

Registered in Halifax and sold to owners based in Saint John. (Armstrong & Wagner pg 85,

188)

Edwin 60 ton 2-masted schooner; *built in 1832; built by BUILDER; built in Clementsport; owned by OWNER.*

INFO. (Armstrong & Wagner pg 125, 188)

Effie M. Morrissey 110 ton schooner; *built in 1894; built by BUILDER; built in United State; owned by OWNER.*

The Fredrick William Wallace novel, Blue Water is based on a stormy fishing trip he did on the **Effie M. Morrissey** in 1912. The story was apparently set in Hillsburne on the Bay of Fundy and was also dramatized in a Canadian feature film, "Blue Water" shot in Saint John, New Brunswick in 1924, starring Canadian-born actress Norma Shearer and using fishermen from Granville township. (Armstrong & Wagner pg 188) (Blue Water: A Tale of the Deep Sea Fishermen)

Effie Jane Young 119 ton two-masted schooner; *built in 1877; built by Hiram Young with his sons James Howard Young and John Bannerman Young; built at Hiram Young Yard, Young's Cove; owned by Hiram Young, James Howard Young, John Bannerman Young.*

Under the command of Captain Willoughby Covert of Port Wade, made only a single voyage to the West Indies before setting out on a voyage from which she didn't return. (Armstrong & Wagner pg 58, 188) **ARTIFACT:** "Half-Model **Effie Young**" (Annapolis Heritage Society – L.7.90.10)

Effort TONNAGE schooner; *built in 1901; built by BUILDER; built in Hillsburn; owned by OWNER.*

INFO. (Armstrong & Wagner pg 188)

Eigar Bachelor TONNAGE 97 ton schooner; *built in 1864; built by BUILDER; built in Wilmot; owned by OWNER.*

INFO. (Armstrong & Wagner pg 188)

E. Hall TONNAGE TYPE; *built in 1860; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 188)

Eliza 82 ton ton TYPE; *built in 1813; built by BUILDER; built in Annapolis; owned by OWNER.*

This vessel was based at the Robertson wharf at Port of Annapolis in the period after the American Revolution. It operated as a merchant ship carrying on trade between it's home port, Saint John and the West Indies. This was an American vessel, captured by the *Matilda*, then purchased and renamed by Phineas Lovett who paid 139 pounds and 10 shillings for it in 1813. (Armstrong & Wagner pg 95, 189)

Eliza 26 ton schooner; *built in 1819; built by John Gaskill; built in Hampton; owned by OWNER.*

INFO. (Armstrong & Wagner pg 54,189) (Note, Index lists Granville)

Eliza A. Kenney 1060 ton ship; *built in 1867; built by BUILDER; built in Young's Cove; owned by Troop Fleet.*

Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg 57) (NOTE: Age of Sail Index lists Granville as building location, p 189) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of

Canada” NOTE: this document lists Granville as the building location, which may simply mean Granville-Fundy Shore, which is how the area was sometimes referred to due to the original land-grants which stretched over the Mountain.)

Eliza Ann 47 ton schooner; *built in* 1819; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Eliza Batchelor/Eliza Bachleor* 97 ton scooner; *built in* 1864; *built by* BUILDER; *built in* Margaretville; *owned by* Captain L. Bowlby and others. As of 1873 owned by John Harris of Wilmot*. Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 50, 189) (NOTE: Typo on pg 50: *Eliza Bachedor*) (NOTE: Index lists Wilmot as building location, p 189) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Eliza Palmer 90 ton brigantine; *built in* 1832; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elizabeth 192 ton Brig; *built in* 1822; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elizabeth 68 ton schooner; *built in* 1837; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elizabeth 107 ton schooner; *built in* 1855; *built by* BUILDER; *built in* Clements; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elizabeth TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* Bridgetown area; *owned by* Joseph Wheelock & William Y. Foster.
INFO. (Armstrong & Wagner pg 28) (RESEARCH FURTHER: Several ships by same name. None built in Bridgetown area pg 189. Possibly the **Elizabeth Bowlby**, 105 ton schooner, built in Wilmot 1854?)

Elizabeth 106 ton schooner; *built in* 1876; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elibabeth Bowlby TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 189)

Elizabeth C. TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.
INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Elizabeth N. Cann TONNAGE and type; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION;

owned by OWNER.

Last trading ship to leave Bridetown with freight. Carried vinegar for M. W. Graves Company to Saint John. Commanded for a time by William Clarke Chisolm of Karsdale, who trained aboard the **Ronald C. Longmire** under the tutelage of Captain William Burns. Captain Chisolm wrote of passing the draw bridge on the Annapolis river during the War carrying freight and of six local women, including a Mrs. Baltzer, opening the bridge so he could pass with freight. (Armstrong & Wagner pg 36-37)

Elizabeth Viola TONNAGE TYPE; built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.

As of June 1996, this vessel was no longer registered in Canada. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/396120>)

Ella Louisa Dowling 84 ton schooner; built in 1867; built by BUILDER; built in Granville; owned by OWNER. INFO. (Armstrong & Wagner pg 189)

Elma 299/ 338 gross² 3-masted² tern schooner; 130.1' X 31' X 11.4'; built in 1892; built by Simeon Harris & Sons; built at Margaretville; owned by Captain M. C. Miller (commissioned by); then J. F. Whitner & Co., New York. Registered Bridgetown, Barbados (Lloyd's Register 1907-1908²).

Went down near Maine on route between New Jersey and Halifax carrying coal. (Armstrong & Wagner pg 48, 189) (Parker, 1959, pg. 205)

Elmer 15 ton schooner; built in 1879; built by BUILDER; built in Bear River; owned by Captain David Hayden of Port Wade.

Wrecked near Parkers Cove in a storm in 1915. Four men including the Captain died after their life vessel sank, leaving only a single survivor, Frank Covert. The dead were Alex Nelson (35), Captain Harry White (29, married with 4 daughters) and brothers Elwood White(19) and Fred White (31, married with two children); all three of Victoria Beach. (Armstrong & Wagner pg 62)

Elmo 300 ton schooner; built in DATE 1892 built by BUILDER; built in Margaretville; owned by OWNER.

INFO. (Armstrong & Wagner pg 189)

Elsinore 99 ton brigantine; built in 1848; built by BUILDER; built in Granville; owned by OWNER.

INFO. (Armstrong & Wagner pg 189)

Elva G 23.60 (NT) ton TYPE; 12.95x5.30x2.29M; built in 1981; built by Snyders Shipyard Limited; built in Dayspring. Owned by Braglen Enterprises Limited, Granville Ferry.

This wooden carvel-planked fishing vessel has been registered in Lunenburg since August 2002. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/393560>) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Emeline 116 ton schooner; built in 1861; built by BUILDER; built in Clements; owned by OWNER.

INFO. (Armstrong & Wagner pg 189)

Emerald Isle 51 ton TYPE; *built in* 1837; *built by* BUILDER; *built in* Granville; *owned by* Edward Rice.

This vessel was based at the Robertson wharf at Port of Annapolis in the period after the American Revolution. It operated as a merchant ship for owner E. Rice, carrying on trade between Annapolis, Saint John and the West Indies. (Armstrong & Wagner , 2000, 95, 189)

Emerald Star I TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

Since December 2008 this vessel has no longer been registered in Canada.

(<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/809800>) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Emily 116 ton brigantine; *built in* 1847; *built by* Abram Young; *built in* Young's Cove; *owned by* Troop Fleet.

Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. Second earliest record of a ship built in Youngs Cove. (Armstrong & Wagner pg 57, 189) (NOTE: Index lists Granville as building location, p189)

Emma TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 189)

Emma J. Shanks 135 ton schooner; *built in* 1872; *built by* BUILDER; *built in* Hampton, NS; *owned by* William G. Shanks.

INFO. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Emma E. Potter 98.46 ton (146 ton, pg 189) two-masted schooner; *built in* 1870; *built by* BUILDER; *built in* Clementsport; *owned by* John S. Lent, mariner of Freeport, as of 1873*.

"The ***Emma E. Potter***, built in 1870, had a life span of 50 years during which she had numerous owners and masters and was the subject of so many transactions that she became a study unto herself. One of her first masters was Captain E.S. Mann, who had a harrowing voyage of 37 days while proceeding from Turk's Island to Portsmouth, New Hampshire, with a cargo of salt. Owned at one time by Captain Samuel Potter, the ***Emma E. Potter***, in 1913, was the property of Clementsport merchants McCormick & Stronach who footed major repair bills and cleared her for Boston with a cargo of wood and piling. This legendary old schooner was ultimately transferred to Harry Warner of Plympton, Digby County. By the late 1900s her time had run out, and she lay at the Plympton wharf as an abandoned old hulk. Registry closed on October 26, 1920." This vessel was included on a list put together for the Fort Anne archives by Captain Fred LeCain in 1954. This document states that the ***Emma E. Potter*** carried "lumber, coal and pilings" as well as grain. (Armstrong & Wagner pg 127,128, 189)

"The vessel had a long and chequered career for the fifty years she was registered, hauling salt and lumber under various owners and masters. After 1920, the Emma E. Potter was abandoned at the wharf in Plymouth, Digby County." ("Historic Annapolis Royal; Images of Our Past" Ian Lawrence. 2002, pg 133) (IMAGE: Lawrence, pg 133) According to the Spectator of October 14th 1898, this vessel had arrived in Clementsport from Boston on October 11th under the command of Captain Walker *. (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing

Vessels and Shipping” *Spectator* newspaper clippings from 1898; Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Emma Gilliatt 143 ton two-masted schooner; *built in* 1867; *built by* James Gilliatt; *built in* Clementsport; *owned by* James Gilliatt (all 46 shares).

Worked in long distance trade with the West Indies until wrecked on September 25 1873 on the Anegada Reefs near St. Thomas.. (Armstrong & Wagner pg 127, 189)

Emperor 800 ton sidewheel paddleboat; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This vessel replaced the earlier *Creole*, in 1857 when it was sold to the King Brothers. Steamer that ran the Saint John to Digby to Annapolis circuit. (Armstrong & Wagner pg 96)

England 893 ton rigged ship; *built in* 1840; *built by* Weston Hall; *built in* Stoney Beach, Granville Beach; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 66, 189)

E. Norris 95 ton schooner; *built in* 1888; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 188)

Enterprise 24 ton two-masted schooner; *built in* 1821; *built by* John Clarke; *built in* Hampton; *owned by* William Miller and Gilbert Fowler.

INFO. (Armstrong & Wagner pg 54) (NOTE: Index lists Granville as building location, p189)

Enterprise TONNAGE schooner; *built in* 1859; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 189)

Escort 53 ton schooner; *built in* 1866; *built by* BUILDER; *built in* Granville; *owned by* as of 1873, owned by F. Brown of Horton, King's County, NS*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 190) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Estella/Estelle* 335 ton brig; *built in* 1856; *built by* BUILDER; *built in* Granville; *owned by* as of 1873, owned by Mark Shaw, merchant of New York, formerly of King's County, NS*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 190) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Eskimo TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* Moschelle; *owned by* OWNER.

Operated as a river trading vessel under the command of Captain William Tupper, Moschelle. (Armstrong & Wagner pg 132, 190)

Ethel TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* Annapolis Royal; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 190)

Ethel Clarke 434 ton gross² barquentine; 142' x 32' x 12'²; *built in* 1891; *built by* W.B. Clarke²; *built in* Bear River; *owned by* Clarke Brothers, Bear River. Code letters: TJRW² (Lloyd's Register 1907-1908²).

"The pride of the Clarke fleet was the 434 ton barquentine *Ethel Clarke*, which made several passages to the West Indies under Captain Joseph Brinton of St. Croix Cove. In 1892 she made a record passage from Digby to Cienfuegos, Cuba in 25 days. The summer of 1895 found *Ethel* once more Cienfuegos bound, sailing from Bridgetown with 460,000 board feet of white pine and spruce lumber. In 1915, time had run out for Bear River shipping and the *Ethel Clarke* was sold in Pensacola, Florida, where she ignominiously ended her days as a coal barge." (Armstrong & Wagner 141, 190) On November 11th 1898 the *Spectator* reported that this vessel had been in Buenos Ayres and on September 20th had left for Delaware Breakwater*. (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* newspaper clippings from 1898)

Ethel May TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* Parker's Cove; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 190)

Etta 117 ton schooner; *built in* 1870; *built by* BUILDER; *built in* Granville; *owned by* as of 1873, owned by James E. Shafner, merchant of Granville, NS*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 190)(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Eureka 98 ton schooner; *built in* 1860; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 190)

Eva Johnson TONNAGE steam tugboat; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* A.W. Corbitt & Sons.

This was the company's first experiment in ownership of a steamboat, which worked on the Annapolis River and Basin area. (Armstrong & Wagner pg 123)

Evangeline TONNAGE Sloop-rigged steamer; *built in* DATE; *built by* ?; *built in* Hantsport; *owned by* A.W. Corbitt & Sons/Annapolis Steam Packet Company, managed by George E. Corbett, Annapolis*.

There is a photo taken around 1890 of this ship moored at the Corbitt wharf in Annapolis Royal while directly behind it a train on the railway unloads passengers onto the *City of Monticello*, a paddle steam boat. In the foreground of the image is the town lighthouse, which had just been constructed. Ian Lawrence describes the scene: "A photograph of the mail packet *Evaneline* laying at the Corbitt Wharf on the town waterfront. Built in Hantsport, Nova Scotia , in 1874, the vessel was purchased by Capt. George Corbitt in 1884 to serve on his mail and passenger service between Annapolis Royal and Digby. This was in the period before the rail line between the two towns was completed, and Corbitt's packet provided the necessary link between Digby and Yarmouth, Nova Scotia. The *Evangeline* was a victim of the freezeover of 1888; for the entire month of February the vessel was locked in ice. The passengers and mail it would normally have carried to and from Digby were transported by horse and sleigh. With the completion of the rail line between the two towns in 1891, the service was discontinued. The *Evangeline* was sold to the Evangeline Navigation Company, a subsidiary of the Windsor & Annapolis Railway." ("Historic Annapolis Royal; Images of Our Past" Ian Lawrence. 2002, pg 68)

As Armstrong and Wagner write, the Annapolis Steam Packet Company, "[i]ncorporated in 1880, [and] the purpose of this company was to provide a passenger, mail and freight service between

the ports of Annapolis and Digby on a regular basis. The sloop-rigged steamer *Evangeline*, of 25 ton capacity with a 50 horse power engine, was acquired and placed on the route under Captain George Corbitt. Between 1880 and 1891, the *Evangeline* provided year round service, Sundays included. The service was phased out after the railway link between Digby and Annapolis was completed and the *Evangeline* was sold to the *Evangeline Navigation Company*, a newly-formed subsidiary of the Windsor & Annapolis Railway.

The son-in-law of John James Edward, a well-known sail-maker in Annapolis Royal who had relocated from Windsor in the 1880s was named Samuel J. Rippey. Mr. S.J. Rippey worked aboard the *Evangeline* as chief engineer as the vessel travelled the Digby to Annapolis Royal circuit. (Armstrong & Wagner, pg 113, 124) (Lawrence, 68, 69) (**IMAGE:** by the Admiral Museum of Digby) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *The Chronicle Herald* newspaper clipping from Friday, May 21 1971)

[RESEARCH FURTHER: this document lists a steel, twin screw steamer built in 1927 in **Philadelphia**. Owned by Nova Scotia S. S. Corp. Fitted with electric light, official number: 226690. Discrepancy is building location: I think Philadelphia is correct and these two sources are referring to the same vessel.]

Evangeline Wilkie / Eveline Wilkie 349 ton schooner; 138.5' X 32.6' X 12.1"; *built in 1918; built by; built at* Margaretville; *owned by* W. N. Reinhart and others based in LaHave, then sold to Captain E. A. Wilkie, finally A. De Souza Jacobs Jr. And others based in Jamaica.

Had a difficult launch, crowds gathered in very cold weather in 1918 to see the vessel launched but then it failed to clear the end of the end of the ways. There it stayed, as the community pitched in through the night to make the eventual launch happen the next day. Despite the rough start in life the ship was still in use between 1942 and 1945 when engaged in island trade in Jamaica. (Armstrong & Wagner pg 49, 189) (Parker, 1959, pg 205)

Evelyn 344/286/287 ton tern schooner; 142.6' X 30.9' X 11.5'; *built in 1907; built by* John Wagstaff; *built at* Mills Shipyard, Granville Ferry.

Ended life based in Newfoundland but originally *owned by* a large group of shareholders under the management of F. W. Pickels. The shareholders were; Captain E. C. Berry, C. R. Eaton, David Gilliatt, A. M. Mills & Sons, W. F. Gilliatt, S. W. W. Pickup, A. D. Mills & Sons, A. E. Atlee, G. A. Hardwick, John Wagstaff, Captain C. W. Collins, R. T. Harris, A. M. King, E. C. Bowers and Captain J. A. Delap.

Owners at the time of construction, A. D. Mills & Sons were a splinter of the Pickels and Mills company that was based on Lower St. George street. This firm advertised itself as "Manufacturers & Exporters, White Pine & Spruce Lumber, Shingles & Laths, Cable address Mills, Annapolis." (108) Under Captain E. C. Berry, worked shipping timber south, the crew where Annapolis County men. Wood used to build this vessel was local. Armstrong and Wagner write: "An account book for the schooner Evelyn (142.6 x 30.9 x 11.5) covers the entire building process from the time the first nails were purchased on January 8, 1907, through to the final coil of manila rope bought on November 1, 1907. Every gallon of paint, every scrap of sandpaper and every plank of timber is accounted for, as well as wages to timber cruisers, teamsters, carpenters, caulkers and so forth. When the final tally was in, the timber account came to \$4,150.20, carpenter's wages \$8, 166.96, caulking and oakum \$867.52. These, combined with expenses such as cordage, treenails, metal work, anchor and chronometer, came to a grand total of \$26,365.97" The vessel was sold to owners based in Newfoundland and was carrying fish from from St. Johns to Pernambuco, Brazil on February 25th, 1924 under the command of Captain Nixon when it was last seen... (Armstrong & Wagner pg 77, 78, 108, 190) (Parker, 1959, p 205) Artifact: ledger from the construction including a list of owners who held shares. (Held by the private

collection of Peggy Armstrong.)

Evening Star 426 ton (412 ton, pg 190) barque; *built in 1863; built by Granville B. Reed; built in Wilmot; owned by Troop Fleet, Saint John (commissioned).*

INFO (Armstrong & Wagner pg 50, 190)

Evergreen 166 ton ?Bgn?; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 190)

Everett TONNAGE schooner; *built in 1901; built by Henry Longmire; built in Hillsburn; owned by OWNER.*

INFO. (Armstrong & Wagner pg 63)

E. Walsh 167 ton schooner; *built in 1872; built by BUILDER; built in Bear River; owned by the Walsh family.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." (Armstrong & Wagner pg 135, 136, 188)

E.W.R. TONNAGE TYPE; *built in 1882; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 188)

E.W. Ross 63 ton brigantine; *built in 1865; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 188)

Exalion 68 ton schooner; *built in 1858; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 190)

Excelsier TONNAGE 2 mast ?schooner?; *built in 1855; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 190)

Exampler/Exemplar* 249/180* ton brigantine; *built in 1857; built by Abram Young; built in Young's Cove; owned by Troop Fleet. * As of 1864 owned by A Troop, C. Pickle & others.*

Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg 57, 190) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Exenia TONNAGE packet schooner; *built in DATE; built by BUILDER; built in Hillsburn; owned by OWNER.*

Travelled between Hillsburn and Saint John carrying cargo such as salt and dried fish (Armstrong & Wagner pg 63, 190)

Experiment 73 ton TYPE; *built in DATE; built by BUILDER; built in Bridgetown; owned by OWNER.*

INFO. (Armstrong & Wagner pg 190)

Exoirt 178 ton brigantine; *built in 1864; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 190)

Fair Trader 31 ton schooner; *built in* 1819; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 190)

Fairplay 57 ton schooner; *built in* 1855; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 30)

Fairy Fay TONNAGE Scallop Dragger; *built in* DATE; *built by* Donald and Milton Turner¹; *built in* Hillsburn; *owned by* Eldon Longmire.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging. Rodney Magarvey writes that this vessel was built by Donald and Milton for themselves and the scallop fleet. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet") (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Fairy Queen 169 ton TYPE; *built in* 1848; *built by* BUILDER; *built in* Granville*; *owned by* OWNER.

Followed the *Maid of the Mist* as the third steam vessel on the Saint John to Digby to Annapolis circuit. Ran as a Ferry service between 1849 and 1850, wrecked 1853 in Pictou?* (Armstrong & Wagner pg 96) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Falcyon TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

The Bridgetown Monitor wrote of the **Falcyon** leaving Parkers Cove for Saint John in April 1911. (Armstrong & Wagner pg 61)

Fanny 28 ton schooner; *built in* 1852; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 190)

FairLea 16.78 (NT) ton TYPE; 12.71x5.24x2.68M; *built in* 1982; *built by* Melvin Cottreaus Boat Shop LTD; *built in* Lower Wedgeport. *Owned by* Annette Lois Edwards and Angela Dawn Turner-Sarty both of Granville Ferry.

This is a wooden, carvel-planked fishing vessel. Registered in Yarmouth since June 1982. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/801455>) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Fasion 54 ton schooner; *built in* 1852; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 190)

F. C. Lockhart 268/ 309 gross² ton three-masted schooner; 125' X 31.4' X 11.8'; *built in* 1910; *built by* George Wagstaff F.W.Pickels Co.²; *built at* Hog Island, Annapolis Royal; *Owned by* F.W.Pickels Co.² Code letters: TQWF² (Lloyd's Register 1916-1917²). (Parker, 1959, pg 205)

Armstrong and Wagner explain that information about the construction of the **A. F. Davidson** and **F. C. Lockhart** was provided by master builder, George Wagstaff during an Visit at Annapolis Royal, in August 1975 "Cost of building was \$22,000.00, a 'first-class vessel of her time. The first master, Captain A. M. King of Shelburne, and his brother J. T. King who sailed as mate, had financial

interest in the vessel. Placed in the hard pine trade to Cuba and the West Indies, the Lockhart consistently brought in good dividends while the Kings were in charge. She was sold in 1918 to W.R. Grace & Company, operators of the Grace Line between New York and South American ports. All local woods were used, including spruce for decking. The only imported wood was Oregon pine for the masts. There were 28 to 30 men in the building crew. Havelock Edwards made the sails in the local sail loft. The building schedule usually ran from the last of April to the first of November. There was a shed 150 feet long where I lay the lines and make my own models. Planking was sawed at the mill, came out rough and was smoothed with the adze – then planed. As master builder, I got \$3.00 for a 10 hour day, while the ordinary workman got \$1.80. When I first started work I got .75¢ a day.” (Armstrong & Wagner pg 108-109, 190)

Ian Lawrence writes: “The former Delap shipyard property was purchased in 1907 by Frank W. Pickels Company Limited. The tern schooner *F.C. Lockhart*, 268 tons, was launched from the yard in 1910. Constructed under the direction of designer and master builder George Wagstaff, whose wage at the time was \$3 for a ten-hour day, the *F.C. Lockhart* served in the hard-pine trade to Cuba and the West Indies.” (Ian Lawrence. 2002, pg 80) (IMAGE “Launch of the tern schooner *F. C. Lockhart*” Lawrence) **HALF MODEL** “*F. C. Lockhart* built by Bill Wagstaff” (Annapolis Heritage Society: G.8.98.9)

Fearless 225*/250 ton brigantine; *built in 1861; built by James Delap III; built at Lower Granville; owned by J. Johnson and others in 1864*; 1873¹ Goodwin & Company of Ardrossan, Scotland after 1868.*

This vessel sold in 1868 to the Scottish company that later bought the Laurence Delap vessel the ***Drumadoon***, *built in 1876 in Annapolis.* (Armstrong & Wagner pg 85,102, 191) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” age of the Yarmouth Herald, section entitled 'Shipping of Granville'*; Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”¹)

Fellowcraft/Fellow Craft 129 ton schooner; *built in 1856; built by William Ray; built in Clementsport; owned by William Ray (managing owner).*

INFO. (Armstrong & Wagner pg 126, 191)

Ferrena TONNAGE schooner; *built in 1877; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Ferland 138/130 (Age of Sail/AHS*) ton schooner; *built in 1882; built by Laurence Delap & Company; built in Hog Island Shipyard, Annapolis; owned by OWNER.*

Last vessel built at the Hog Island Yard, the *Ferland* was launched June 15th, 1882. Twin tragedies followed in close succession; a month later Laurence Delap died suddenly at the early age of 56. Mere months later, in February 1883 during a storm the Laurence Delap Shipyard at Hog Island burnt completely, leaving only a mill chimney and boiler standing. (Armstrong & Wagner pg 103, 112, 191) (*O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping”)

Fiette / Katherine V. Mills / Daisy 216 ton tern schooner; 118' X 29.8' X 10.2"; *built in 1908; built by A. D. Mills & Sons / John Wagstaff (Armstrong & Wagner, pg 77)]; built at Granville Ferry;*

Armstrong and Wager write: Last tern schooner built in the Mills Shipyard, the wood used to build this schooner, except for the mast, was local. Vessel was named after Ernest Mills' baby daughter.

Worked shipping timber south, the crew and captains were Annapolis County men until sold to Newfoundland based Philip Templeton. Vessel was renamed as *Fiette* after WW I under French ownership (Armstrong & Wagner pg 77, 78, 196)

Ian Lawrence writes: “The tern schooner *Katherine V. Mills*, 210 tons, laying at the Railway Wharf in town circa 1910. Built in 1908 at the shipyard of A.D. Mills & Sons in Granville Ferry, and named for the infant daughter of Ernest Mills, the vessel was operated for a short time by its owners, but was then sold. After World War I, *Katherine V. Mills* was registered as the *Fiette*, under French ownership.” Owners at the time of construction, A. D. Mills & Sons were a splinter of the Pickels and Mills company that was based on Lower St. George street. This firm advertised itself as “Manufacturers & Exporters, White Pine & Spruce Lumber, Shingles & Laths, Cable address Mills, Annapolis.” (“Ian Lawrence. 2002, pg 72, 73, 108) (**IMAGE** Lawrence pg 73, “ Tern Schooner *Katherine V. Mills*, c. 1910” Annapolis Heritage Society Collection)

Fleetwing / Fleet Wing TONNAGE and schooner; *Built in* DATE; *Built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner pg 44, 51, 191)

Flight 248/200* ton half barque/brig*; *built in* 1859; *built by* BUILDER; *built in* Granville; *owned by* A. Troop and others as of 1864*.

INFO. (Armstrong & Wagner pg 191) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Florence 263 ton (313 ton, pg 191) brigantine; *Built in* 1874 (1872, pg 191); *Built by* Asaph B. Stronach; *built in* Margaretville; *owned by* Asaph B. Stronach, mariner of Wilmot*.

Registered in Annapolis Royal as of 1873*. The first captain of this vessel was Milledge Munro, but trade with French Guadelope and some of the British islands in the vicinity it was under the command of her second captain, Amos Burns. The ship was lost at sea to fire in October 1878. (Armstrong & Wagner, pg 47-48) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Florence 313 ton brigantine; *built in* 1872; *built by* James B. Martin; *built in* Margaretville; *owned by*

A. D. Stronach. James Martin was a very interesting character; although he had little formal education his work was always in demand. (Armstrong & Wagner pg 50, 191) (RESEARCH FURTHER: Are the above two entries about the same vessel? “Age of Sail Index” pg 191)

Florence 39 ton schooner; *built in* 1854; *built by* BUILDER; *built in* Granville; *owned by* Arthur Wellington Corbitt.

This vessel was the first experiment in ship-owning for the Corbitt family, bought by Arthur Wellington Corbitt in 1854. This vessel was active transporting fish, lumber, cordwood and produce to Boston. (Armstrong & Wagner pg 123, 191)

Florence B. Edgett 509 ton Bgt; *built in* 1890; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

The *Spectator* Shipping Notes from February 16, 1900 tell us that this vessel, under the command of Captain Kay had arrived December 31st in Buenos Ayres from Weymouth. (Armstrong &

Wagner pg 191) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" The *Spectator* Shipping Notes from February 16, 1900.)

Florence Guest 36 ton schooner; *built in 1878; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Florence May TONNAGE schooner; *built in DATE; built by BUILDER; built in Port Wade; owned by OWNER.*

AHS Records* include a hand-written copy of a Newspaper clipping from April 23rd, 1913 (Spectator?) which reads: "Schooner Florence M. ...[word cannot be read] and being repaired by Captain E. Keans, is receiving her repairs at the hands of Captain William Ryder, who is a first class builder and when same is completed will be much stronger than when new. She is also to be fitted with engines which will make her first class 'knock-about'". (Armstrong & Wagner pg 191) (*O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Florence R. Hewson 289 ton tern schooner; *built in 1893; built by BUILDER; built in Annapolis; owned by Pickels & Mills.*

Staffed by local men and captains. (Armstrong & Wagner pg 107, 191)

Floyd 20 ton schooner; *built in 1883; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Fly 13 ton schooner; *built in 1836; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Flying Arrow 121 ton schooner; *built in 1854; built by ?; built at Bear River; owned by ?*

INFO.(Armstrong & Wagner pg 191)

Forest 63 ton schooner; *built in 1867; built by BUILDER; built in Granville; owned by as of 1873 owned by John Johnson, trader of Granville*.*

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 191) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Forest Flower 40 ton schooner; *built in 1868; built by BUILDER; built in Margaretville; owned by OWNER.*

Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter. (Armstrong & Wagner pg 50, 191)

Fort Anne TONNAGE scallop Dragger; *built in 1962* / 1963; 18.14x4.88x2.32M*; 60 feet long; built by Harold Robinson; built in Parker's Cove. Owned by Hamlin Roy Robinson, Digby*.*

Built for son, who fished aboard this vessel for 20 years. Rodney Magarvey writes that Bernie Deveau and Donald Mgarvey were two ship carpenters who worked on this boat¹. (Visit, Walter Longmire May 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) This carvel-planked wooden vessel has been registered in Annapolis Royal since 1972. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/319624>)*

Foster Rice/ Coal King TONNAGE topsail schooner; *built in* DATE; *built by* Thomas Rice and Brothers; *built in* Weymouth; *owned by* Pickels & Mills.

Staffed by local men and captains. According to the Annapolis Heritage Society collections at the O'Dell House Museum this vessel was built by Thomas Rice and Brothers. It was dismantled twice, after the first iteration it was changed to a two-masted schooner. After the second dismantling it was demasted entirely and turned into a coal barge and renamed *Coal King*. These records also list the vessel as a brig. (Armstrong & Wagner pg 107, Alisha Longmire, O'Dell house Summer Student) (O'Dell House Museum Genealogy records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" IMAGES: AHS 1233, 1234)

Fourty-Second TONNAGE steamer; *built in* DATE. *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Steamer travelling from Bridgetown to Digby. (Armstrong & Wagner pg 30)

Foyle 243 ton half barque; *built in* 1866; *built by* BUILDER; *built in* Maragetville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 191)

Frances Z 146 ton schooner; *built in* 1888; *built by* BUILDER; *built in* Clementsport; *owned by* William Gilliatt.

At one time commanded by Captain John Nelson Berry. This vessel was included on a list put together for the Fort Anne archives by Captain Fred LeCain in 1954. This document states that the **Emma E. Potter** carried "lumber, coal and pilings" as well as salt and potatoes. This archival document also tells us that the vessel was sold to Cuban owners. (Armstrong & Wagner pg 127, 128, 191)

Francis 47 ton (Armstrong & Wagner p 191: 37 ton) schooner; *built in* 1860; *built by* BUILDER; *built in* Parker's Cove; *owned by* J. Robinson as of 1864*.

One the earliest vessels built in Parkers Cove, was wrecked in 1868 on the Bay shore. (Armstrong & Wagner pg 60, 191) (NOTE: Index lists Granville as building location, p 191) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Francis TONNAGE Side-wheel steamer; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Following the replacement of Thomas S. Whitman, fish merchant and important Annapolis figure as the local representative of the Hatheway Steamship Company by R.A. Carder of the International Steamship company, which began running their three steam vessels, the *Cleopatra*, *New York* and *Secret*, Mr. Whitman needed a new source of financial security and to this end he became involved with American interests: "he focused his attention on establishing a direct steamship service between Annapolis and Portland, Maine. After negotiations with Francis H. Clergue, a Bangor lawyer who was strongly in favour of experimenting with a Bar Harbour-Annapolis Steamship connection, Mr. Whitman reluctantly agreed to help promote this scheme. As a result, the New England and Acadia Steamship Company was incorporated in 1884 under the laws of the State of Maine for 'the purpose of carrying passengers and freight upon the high seas from port to port in the United States and to foreign ports.' Thomas S. Whitman was listed as a Director and the Nova Scotia General Agent for the Company.

The New England and Acadia Steamship Company chartered the 998 ton iron side-wheel steamer *Francis*, and placed an ad in the *Boston Post* of July 5, 1884, that said steamer would arrive at

Annapolis 1:30 p.m. on the Tuesday, Thursday, and Saturday and connect with the W.A. Railway Express for Halifax and international points. The return sailing would be on the same afternoon after embarking passengers from incoming train from Halifax.” This vessel steamed into Annapolis Royal three days a week, on Tuesday, Thursday and Saturday. This service was unprofitable and was discontinued in October 1884. (Armstrong & Wagner pg 119, 120)

Franklin S. Schenek 44 ton schooner; *built in 1869; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Freddie G 18 ton schooner; *built in 1883; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 191)

Freddie P. Ladd 79 ton schooner; *built in 1873; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

Fred Leavitt 15 ton screw steamer; *Built in 1874; built by BUILDER; built in ?LOCATION?, Annapolis County; owned by OWNER.*

In 1870 permission was granted for Corey O'Dell to operate this vessel as a ferry between Annapolis Royal and Granville. Previously the ferry had been of a row and horse-powered type vessel run for a many years by the Inglis family; William followed by David and Robert Inglis. This experiment with steam service did not succeed and in 1874 David Inglis was back at his post as ferryman. (Armstrong & Wagner pg 2, 81-82)

Freeman Dennis 808 ton barque; *built in 1865; built by BUILDER; built in Bear River; owned by OWNER.*

Registered at Yarmouth under Captain B.A. Abbot. (Armstrong & Wagner pg 133, 191)

French Boat TONNAGE Open shallop; *built in 1606; built by BUILDER; built in Port Royal; owned by OWNER. Built by French colonists in Port Royal. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 64)*

French Boat TONNAGE Pastache (small, with lugsails; “four-cornered sails held by yards slanting across the mast.); *built in 1606; built by BUILDER; built in Port Royal; owned by OWNER. Built by French colonists in Port Royal. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 64)*

Freida E. 699 ton four-masted TYPE; *built in DATE; built by George Wagstaff; built in Port Greville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 109)

Friendship 15 ton schooner TYPE; *built in 1836; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

Friendship 40 ton schooner; *built in 1838; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

Fundy Endeavor 59.29 gross tons wooden scallop dragger; *built in* 1981; 61 feet long; *built by* Rodney Magarvey¹; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Rodney Magarvey.

Also worked ground fishing.¹ Captained by Rodney Magarvey. Sold in 2009? to a Lawyer based in Booth Bay who converted the vessel to a pleasure craft. Sold again in 2016 to the Wilbur McCaul family, owners of a large seafood company in Castine, Maine. WoodenBoat facebook page had a May 31, 2016 post about the vessel and her future.

<https://www.facebook.com/WoodenBoatPub/posts/10156962860065603> (Rodney Magarvey and Julie Magarvey McPhail, 2017) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/800718>) [RESEARCH FURTHER: Annapolis Spectator Story Nov 20th 1990] (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) **IMAGES:** Photographs from Rodney Magarvey. **DOCUMENT:** Certificate of Registry courtesy of Rodney Magarvey.

Fundy First 14.5 ton Fishing boat; 11.97x4.72 m; *built in* 1981; *built by* Legay Fiberglass Ltd.; *built in* Waverley. *Owned by* Gulford Michael Hayes, Middleton.

This moulded reinforced plastic vessel is registered in Digby, currently active in the Hampton area and at the time of construction it was the first vessel of its type to be built of fiberglass. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/800725>) (Tim Halliday, Gulivers Cove, 2017)

Fundy King / Maid of France / A.S. Publicover 376 ton schooner; 141' X 32.7' X 13.5'; *built in* 1919; *built by* J. A. Balcom; *built at* Margaretville; *owned by* F. K. Warren.

Abandoned on the Lunenburg mud flats for several years, before being bought by Captain Archie Publicover of LaHave. Unfortunately the captain fell on poor luck when the vessel began to leak and sunk near Bermuda in 1942. (Armstrong & Wagner 49,192) (Parker, 1959, 206)

Fundy Leader TONNAGE scallop boat; *built in* 1987; 65 feet long; *built by* Annapolis Industries.; *built in* Parker's Cove. *Owned by* Sherman Turner, Digby³.

This vessel was also involved in the ground fishery. This was the first vessel to be built and launched by Annapolis Industries Ltd³. (*The Spectator*, February 7, 1989³) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Fundy Major 60 ton Fishing boat; 14.96x7.01x2.74 m; *built in* 2013; *built by* Leigh Halliday¹; *built in* Hillsburn¹. *Owned by* Garry Halliday/Cedar Reef Trawlers Ltd., Granville Ferry.

This Moulded fabric/GRP vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/838222>) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Fundy Royal TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

This vessel is no longer registered in Canada, closing date was January 2006. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Fundy Shoal TONNAGE TYPE; *built in* 1968; *built by* ?; Wilbur and Reg Robinson ?; *built at* Parker's Cove; *Owned by* Wylie Robinson.

The boat was built for Wylie Robinson by Wilbur and Reg Robinson, Wylie's dad and uncle. The Fundy Shoal later sank on George's Bank. No loss of life (Dana Robinson, Visit, 2017)

Fundy Shoal TONNAGE Scallop Dragger; *built in* DATE; *built by* Walter Longmire; *built in* Parker's Cove. *Owned by* OWNER.

Built for son _____, who fished aboard this vessel for 20 years. (Visit, Walter Longmire May 2017) [RESEARCH FURTHER: why such commonality between above two entries?]

Fundy Shoal II 76.77 (GT) ton scallop dragger; 17.13m x 6.19m x 2.90m dimensions; 60¹ feet long and 20 wide; *built in* 1988¹; *built by* Annapolis Industries Ltd; *built at* Annapolis Royal; *Owned by* Dana Robinson¹; now, according to Transport Canada: Reg Ryan & Sons Ltd., Fermeuse.

The Fundy Shoal II is named after another boat, the Fundy Shoal, which was built for Dana's father, Wylie (Dana Robinson, Visit, 2017). Registered as a fishing vessel based in Digby since August 1989. This wooden vessel is Carvel planked and runs a 365 hp single screw diesel engine. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) <http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/811784>. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Fundy vor. 60 foot scallop dragger. 1981 built by Rodney built at parker's cove. sold down to Maine eight years ago. Crew: Gerald Magarvey - Neville Magarvey - Marshall Lewis - William Ellis. (Rodney Magarvey, Dana Robinson interviews 2017)

F. W. Pickels 385/ 438 gross² ton three-masted tern schooner; 146' X 33' X 12.5" *built in* 1902; *built by* Laurence Delap Shafner; *built at* the Shafner Water Street wharves, Bridgetown; *owned by* Mrs. H. Feore.² Code letters: WMBL (Lloyd's Register 1907-1908)². *Captained by* Wesley Patterson, first mate was Ralph ? (Armstrong & Wagner pg 32, 190) (Parker, 1959, pg 206)

Gabriel TONNAGE brigantine; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel at the railway wharf having a cargo of lumber loaded. Captain Mundy was about to leave for the West Indies (Armstrong & Wagner pg 80)

Gabriel A. TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Visited Parkers Cove from Digby before sailing to Advocate in April 1911. (Armstrong & Wagner pg 61)

Gail & Troy TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Gazelle 20 ton schooner; *built in* 1883; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 192)

Gebe ? (Armstrong & Wagner include:?) 102 ton ship; *built in* 1856; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 192)

G. E. Corbitt/George E. Corbitt 450 ton barkentine; *Built in* 1874; 141.7 x 32.8 x 13*; *Built by* Digby yard of J.A. Hughes; *built in* Digby. Owned/built on consignment for A.W. Corbitt & Sons, Annapolis Royal.

Captained first by George Hughes, who had recently married the owner, A.W. Corbitt's daughter Mary. Later captained by R. D. Weaver and involved in long distance trade such as one trip to Demerara, modern day Guyana, which was written about in 1879 by Captain James E. Slocomb Sr whose house faced the wharf at Port George. Armstrong and Wager tell us that this vessel was the "pride of the local fleet" during Annapolis' peak period as a port town. This vessel was immortalized in the form of a "14 stanza sea shanty about a voyage to Demerara and back in 1883. Written by the vessel's cook, Tom Reynolds of Port Lorne, *Corbitt's Barquentine* quickly caught on in the forecastles of other Bluenose vessels and became one of the most popular shanties of the West Indies trade." Had "dimensions of 136' x 37' x 13', she was copper fastened, iron kneed, impeccably furnished and classed 1A for nine years in American Lloyds. The total cost of building was \$29,000.00" "On/ the vessel's maiden voyage to London in the summer of 1875, Captain Hughes took his wife along for a belated honeymoon. But alas! Romance on the high seas was not in the cards. The poor bride was so seasick all the way to England that she made the return voyage alone – by steamer.

The George E. Corbitt made 15 voyages under the Corbitt house flag and went where the charters were, be it the sunny West Indies, South America, or on the trans-Atlantic route. Local newspapers followed her movements with great interest. On April 19, 1876, she was reported en route from Rio de Janeiro to Queenstown, Ireland, with a cargo of cotton. From thence, she was slated for Annapolis with general cargo and a subsequent refitting. At 5a.m. On November 8 of the same year, the George E. Corbitt had a close call while proceeding from Fernandina, Florida to Barrow, England, with a cargo of pitch pine lumber and planks. Captain James Alexander Hughes was master on this run, with his account of the incident appearing in the Digby Weekly Courier of January 12, 1877. It reads in part: 'Barquentine being in Lat. 41, 11N and Long.33, 40W, under small sail, the wind shifted to N.E. In a sudden squall and blew a strong gale, heaving the ship on her beam end...she lay on her port side for nearly half an hour, when on cutting the mail staysail, foretopmast staysail and topsail halyards, she was righted and put before the wind...Kept the ship before the wind under bare poles for 24 hours...On the 10th bore up to Fayal to replace sails and spars lost and arrived there on the 13th. Sold the deckload and having refitted, sailed for England Dec. 3, arriving at Barrow on 14th after a rough voyage.'

Corbitt's barquentine was back in the news on March 17, 1879, when she was reported in Digby Gut after making a round trip to Europe in 68 days under Captain Kenneth Atwood. The entry of September 23, 1882, in the diary of Robert Delap tells of a more somber homecoming:

'Barkt. G.E.Corbitt reported outside Digby Gut with fever on board. Captain Atwood died 3 days ago. Tug went out to assist vessel. Captain buried outside at sea.'

Other masters of the George E. Corbitt included Captain Elisha Goudey, Captain George Stailing, Captain Winchester, Captain Ray of Carelton and Captain Charles Starratt, with the latter being at the helm on the voyage to Demerara in 1883. Captains Goudey and Ray both died while in command – Goudey at Brunswick, Georgia, and Ray under tragic circumstances at the coffee port of Santos, Brazil, in 1888. A September 1888 issue of the Saint John Globe carried the shocking news that Captain Ray /had been stabbed by his second mate and died three days later 'after great suffering.' It was also noted that Mrs. Ray was on the vessel with her husband.

The George E. Corbitt spent her final days under Troop Fleet ownership, and was abandoned

at sea in 1890 while proceeding from Cuba to Delaware. Tom Reynold's light-hearted, tongue-in-cheek-version of the sailors lot on the decks of Corbitt's barquentine resurfaced in 1951 in *Shanty Men and Shanty Days*, a collection of sailing and lumber songs gathered by William Main Doeflinger and published in New York. Credit for preserving the ballad on the home front goes to Charles Bourdeau, a seaman from Victoria Beach, who had been a shipmate of Tom Reynolds on the memorable voyage of 1883.” (Armstrong & Wagner 42, 121,122, 123, 192) **(IMAGE: Armstrong & Wagner pg 124)** (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” hand-written, single-page document*)

General Williams 30 ton schooner; *built in 1856; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner, pg 192)

Genius 100 ton schooner; *built in 1888; built by BUILDER; built in Granville; owned by Joseph Shafner.*

Trading vessel with New England. In 1894 Captain Eaton Chute began his command of this vessel. While carrying cord wood and pilings from Tupperville to Boston in 1897 the vessel began to leak and eventually sank. The crew of Captain Chute, mate Avery Johnson, Percy Hudson, Ernest Reed and David Young all escaped in lifeboats and 5 hours later were rescued by a pilot boat from Boston. Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel, which was captained at the time by Norm Berry, at the Buckley's wharf up on blocks having the hull corked.(Armstrong & Wagner pg 55, 80, 192)

George 147 ton brig; *built in DATE; built by Granville B. Reed; built in Margaretville; owned by Granville B. Reed.*

INFO. (Armstrong & Wagner pg 50)

George F. 204 ton half barque/brigantine; *built in 1863; built by George F. Miller; built at Bear River.; Owned by ?.*

INFO. (Armstrong & Wagner pg 192 / Bear River Telephone, 15th December 1897 Wayne Morgan newspaper transcribing and indexing)

George Prescott 110 ton schooner; *built in 1855; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

George T. Tarr 61 ton schooner; *built in 1869; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

George Thompson 48 ton schooner; *built in 1844; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 192)

Georgia TONNAGE schooner; *built in 1900; built by BUILDER; built in Delaps Cove; owned by OWNER.*

According to the Bridgetown Monitor, the launch of this vessel was well attended and those gathered picnicked on surrounding land owned by Reverend J. A. Woodworth while the Georgia was

returned to the wharf and rigged by Daniel Parker and others. (Armstrong & Wagner pg 65)

Georgie Linwood TONNAGE and type; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter. (Armstrong & Wagner pg 50)

George L. TONNAGE and schooner; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner pg 44) (RESEARCH FURTHER: are above two entries the same vessel?)

Georgina Roop / Pineland / Argo 398 ton tern schooner; 162' X 35.3' X 12'; *built in* 1906; *built by* John Wagstaff; *built at* Mills Shipyard, Granville Ferry. *Owned* partly by Captain Norman Roop

Armstrong and Wager explain that the wood used to build this schooner, except for the mast, was local. Worked for F. W. Pickles & Co. shipping timber south, the crew and captains where Annapolis County men. One of the Captains who served on this vessel was Captain Norman Roop. In 1918 name was changed by owners at the time, Thomas Harley & Son. Sold to Estonians and renamed again the next year. (Armstrong & Wagner pg 77,78, 192) (Parker, 1959, p 207)

G. Hall TONNAGE TYPE; *built in* 1860; *built by* BUILDER; *built in* Clements; *owned by* OWNER. INFO. (Armstrong & Wagner pg 192)

Gibara 163 ton schooner; *built in* 1888; 98' X 27' X 9.5'²; *built by* BUILDER; *built in* Clementsport; *owned by* Vilarello & Sbnno and registered in Havana². Code letters: HDSQ² (Lloyd's Register 1925-1926)².

INFO. (Armstrong & Wagner pg 192)

Gladstone 16 ton schooner; *built in* 1883; *built by* BUILDER; *built in* Bear River; *owned by* OWNER. INFO. (Armstrong & Wagner pg 192)

Gleaner 43 ton TYPE; *built in* 1825; *built by* BUILDER; *built in* Granville; *owned by* Daniel Desmond.

This vessel was based at the Robertson wharf at Port of Annapolis in the period after the American Revolution. It operated as a merchant ship carrying on trade between it's home port, Saint John and the West Indies. This vessel was captained by the owner, Daniel Desmond. (Armstrong & Wagner pg 95, 191)

Glenafton 344 ton brigantine; *built in* 1890; *built by* John Wagstaff; *built in* Granville Ferry; *owned by* OWNER.

Worked shipping timber south, her maiden voyage was to Cuba with "375, 000 board feet of lumber" under the command of Captain John McWhinnie. The crew and captains where Annapolis County men. After McWhinnie, Captain Will Mundy commanded the vessel until its sale in 1902. Will Mundy was the son of Granville mariner Captain Charles Mundy. This period in time on this vessel is significant because a set of dairies written by Captain Mundy's wife Dora exist which cover nine years of travel to and from the West Indies. They tell of her personal life and also keeps track of the ships' position daily.

Fred Mundy worked alongside his brother Will aboard the Glenafton, as Able Seaman, later

Chief Mate. In 1948 (Aug. 29th issue) the *Miami Daily News Sunday Magazine* featured the stories of Fred's experiences on the *Glenafton*. He told of the deadly 1902 explosion of Mount Pelee on Martinique Island which killed 26,000 people but which he was lucky enough to experienced from another harbour - San Fernando, Trinidad while he was unloading a freight of lumber. He recalled the air filling with ashes and dust which darkened the sun and fell for days before the crew found out what had happened; a volcanic eruption 249 nautical miles away. Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel at the Granville shipyard being rigged by 10 or 12 men led by Dan Parker. (Armstrong & Wagner pg 77, 78, 79, 80)

“The *Glenafton* being launched in Granville Ferry on November 15, 1890. In May 1902, the *Glenafton*, under Captin William Mundy, was unloading lumber in San Fernando, Trinidad, when the crew heard an explosion. Within moments, dust and ash covered everything. The dust fell all night and throughout the following day, blocking the tropical sun. After several days of rumour, the crew learned of the eruption of Mount Pelee on Martinique, nearly 250 nautical miles away. The disaster wiped out the poulation of St. Pierre (twenty-six thousand souls) and incinirated every vessel in its harbour.”

Spectator Shipping Notes of September 13th 1901 state that this vessel was working as a charter for Pickels & Mills. The *Glenafton* was on her way from Boston to Annapolis where she would load lumber to be shipped to South America* (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002,101) (Lawrence 69, 108) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* Shipping Notes of September 13th 1901*)

Glencoe TONNAGE One-cylinder steam ferryboat; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Operated beginning in 1891 by Captain Samuel Mills, just as the earlier ferry boat the *Joe Edwards*, had been. Also operated as a tug boat due to the capacity of its' large single-cylinder engine. The object of warm public sentiment, a poem has been written about this boat. Harry Delap recalled seeing this vessel in 1890, captained by Sam Mills working to move schooner *Neva*, loaded with lumber, away from the Pickels & Mills wharf. Meanwhile, awaiting the *Glencoe* on the Ferry slip H. Delap reported a large group: “MacDonalds with four yoke of oxen bound for Saint John. Dr. Robinson with his two wheeled cart on an early morning case. Thirty people waiting to get to Annapolis.” (Armstrong & Wagner, pg 80, 82)

Gold Hunter TONNAGE and type; *built in* DATE; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

INFO. (Armstrong & Wagner, pg 51)

Goodluck WEIGHT: Dragger; *built in* ? *built by* ? *built at* ? Owned by ?

INFO. (IMAGE: the Annapolis Heritage Society)

Good Intent 47 ton schooner; *built in* 1834; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 192)

Good Intent 34 ton schooner; *built in* 1846; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 192)

Grace 641 ton barque; *built in* 1868; *built by* BUILDER; *built in* Granville; *owned by* Robert Mills, yeoman of Granville as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 72, 192) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping”

Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Granville 87 ton schooner; *built in 1847; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 193)

Granville 300 ton tern schooner; 123.9' X 30' X 11.3'; *built in 1889; built by H. C. Longmire; built at Parkers Cove; owned by C. D Pickels and Captain Samuel Groves of Granville Ferry, who spent \$14, 166.05 on building costs.*

Worked hauling lumber to Southern markets until 1895 when Captain Charles Staratt and his crew abandoned it in the North Atlantic en route to Cuba from Annapolis. Harry Delap wrote of a Granville Ferry waterfront scene in 1890. He recalled seeing this vessel, then under the command of Captain Groves, setting sail loaded with lumber destined for South America. (Armstrong & Wagner pg 61, 80, 193) (Parker, 1959, 207)

Granville / S. S. Granville TONNAGE Steam ferryboat; *built in 1760; built by BUILDER; built in LOCATION; owned by OWNER.*

“The S. S. Granville was a familiar sight in the Annapolis Basin in the early years of the twentieth century. Granville Ferry resident Captain Clayton Wiswell Collins founded the Valley Steamship Company in 1903 as a packet service between the communities of the basin and Saint John, New Brunswick. Built in 1904, the Granville was advertised as a passenger and freight service between Saint John and Annapolis Royal. Its weekly route included stops at Granville Center, Granville Ferry, and Lower Granville. The vessel was sold in 1908 and replaced with the Granville II.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 112) (**IMAGE:** Lawrence 112)

Granville II 140 ton schooner; *built in 1909; built by BUILDER; built in Bridgetown; owned by OWNER.*

INFO. (Armstrong & Wagner pg 193)

Granville II TONNAGE Steam ferryboat; *built in ?1919?; built by BUILDER; built in LOCATION; owned by OWNER.*

Replacement for the earlier steamboat **Granville** carrying passengers and freight between Annapolis Basin ports and Saint John. In 1919 this vessel was sold to the Labrador Expedition (**IMAGE:** Lawrence, pg 112)

Granville III TONNAGE Steam ferryboat; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Replacement for the earlier steamboat **Granville II**, worked carrying passengers and freight between Annapolis Basin ports and Saint John until being sold to the Canadian Coastal Company of Saint John in DATE. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 112)

Granville Belle 1130 ton barque; *Built in 1874; built by Mills Shipyard, Granville Ferry Shipbuilding Company; built in Granville Ferry; owned by OWNER.*

Launched November 21st, in the 1880s was involved in long distance trade with regions such as Europe and Asia (Armstrong & Wagner pg 2, 71, 75-76, 193)

Grayhound Packet TONNAGE TYPE; *built in 1785; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 193)

Grey Wing TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Parker's Cove; *owned by* Parker's Cove.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Gypsy 724 ton ship; *Built in* 1847; *Built by* Francis Smith; *built in* Margaretville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 40, 193) (NOTE: Index lists Wilmot as building location, p 193)

Gypsy Lass TONNAGE TYPE; *Built in* ?1870?; *Built by* BUILDER; *built in* LOCATION.

The first ship owned and operated as a ferry and freight service between Saint John and Bridgetown by Captain John H. Longmire. (Armstrong & Wagner pg 35)

Halena TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 193)

Hannah TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Was wrecked on the Tusket Islands while on a trip from Canso to the Garisson at Annapolis Royal carrying clothing and provisions, 6 lives were lost. (Armstrong & Wagner pg 12)
(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=2043>) (RESEARCH FURTHER)

Hannah Johnson 49 ton schooner; *built in* 1825; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 193)

Harry Stewart 244 ton brigantine (Armstrong & Wagner p 193: "Bgtn. Bkgl."); *built in* 1889; *built by* BUILDER; *built in* Bear River; *owned by* the Clarke Brothers of Bear River in 1901.

Wrecked when it ran aground in 1901 in Cuba. (Armstrong & Wagner pg 141, 193)

Hattie TONNAGE and schooner; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. Worked as a coastal trading ship and packet. Under the command of Captain A. Parks in this employment in 1903 (Armstrong & Wagner pg 44, 50)

Hattie Goudey 938 ton barque; *built in* 1874; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 2, 193)

Hattie M. 596 ton barque; *built in* 1869; *built by* BUILDER; *built in* Bear River; *owned by* Alpheus Marsall and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." (Armstrong & Wagner pg 135, 193)

Hattie May 15 ton schooner; *built in 1883; built by BUILDER; built in Granville; owned by OWNER.*
 INFO. (Armstrong & Wagner pg 193) The wreck of this vessel is referred to in an October 14th issue of the *Spectator*: “bark. **Avalon**, Capt. Marsters, at New York Oct. 8 from Savana-la-Mar, reports: Oct. 1, lat. 31, lon. 79, experienced a terrific hurrican from N. N. E. To S. S. E., with tremendous squalls, lasting eighteen hours; was obliged to heave to for twenty-two hours; smashed cabin doors, flooding cabin; broke spanker gaff, lost and split several sails. The **Avalon** is to load here with lumber for South America. The **Avalon** also rescued two men from the wreck of the sch. **Hattie May**...” (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* newspaper clippings from 1898)

Havelock / Tres Amigos / Jose Luis Orive / San Jose 212 ton schooner; 112' X 30.3' X 11.2'; *built in 1901 built by Laurence Delap Shafner; built at Water Street wharves, Bridgetown.*

Spent eight years transporting timber before running aground in Cuba in 1909. Was salvaged and renamed **Tres Amigos**, followed by **Jose Luis Orive** and **San Jose** (Armstrong & Wagner pg 32, 34, 193) (Parker, 1959, pg 208)

Hayward TONNAGE ship; *built in ?; built by Edmund Clarke; built in ?; owned by ?*
 INFO (Armstrong & Wagner pg 29)

Hazard 51 ton schooner; *built in 1837; built by BUILDER; built in Granville; owned by OWNER.*
 INFO. (Armstrong & Wagner pg 193)

Hazelburst / Carsten Boe 866 ton (Armstrong & Wagner p 193: 822 ton) barque; *built in 1876; built by BUILDER; built in leased land on the Garrison grounds adjacent to the Queens wharf, Annapolis Royal; owned by OWNER.*

Worked on the New York charter market. According the Armstrong and Wagner: “The **Hazelburst** was immediately placed in the far reaches of the Asian trade. On her maiden voyage under Captain E. B. Goudey, she cleared New York on December 14, 1877, with a cargo of case oil for Shanghai. She reached her destination on June 8, 1878, after 175 days out and did not return to Atlantic waters until August 24, 1880. The movements of the **Hazelburst** were reported from time to time in *The New York Maritime Register*. The following recap indicates the scope of her activities duringg a two year period:/

Cleared Shanghai, June 20, 1878 for Nagasaki; Next reported at Hiogo (Kobe) Japan; departed August 14 in ballast for Victoria. B.C.; Departed on October 31 with cargo of lumber for Hong Kong; Arrived at Honololo December 6, and cleared port on December 8; Ran into a typhoon, suffered considerable damage including loss of main and mizzen topmasts; Arrived Hong Kong June 15, 1879; Discharged cargo, underwent repairs; Sailed for New York March 29, 1880. arriving on August 24 after 148 days out; Shortly thereafter left for Hamburg with a cargo of grain.

Like many of her contemporaries, the **Hazelburst** ended her days under Norwegian ownership. She was purchased in 1882 by Stephenson & Donnevic, and rechristened **Carsten Boe**. She was still afloat in 1904.” (Armstrong & Wagner pg 104-105)

Hazel G / Sproul Boys 8.65 (NT) ton Fishing boat; 8.69x3.63x1.10 m; *built in 1987; built by Sea Pride Boat Works Ltd.; built in Clark's Harbour?. Owned by Morning Dove Fisheries Ltd., Granville Ferry*

This moulded reinforced plastic vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/808284>)

Heather Belle / Heather Bell 13 ton fishing schooner; *built in 1879; built by BUILDER; built in Bear*

River; *owned by* OWNER.

Engaged in Herring fishing. John Fash of the well-known seafaring family became captain in 1890, followed by Captain John Templeman in 1891. (Armstrong & Wagner pg 55-56, 193)

Hector 715*/615/610* ton barque; *built in* 1864; 144.0 x 32.4 x 18.5*; *built by* Hiram Young and sons, John Bannerman & James Howard*; *built at* Hiram Young Yard, Young's Cove; *owned by* Troop Fleet of Saint John.

Registered in Saint John, NB, captained by T. Nelson and lost in 1871*. The *Spectator* Shipping Notes from January 5, 1900 state that under command of a Captain Morrell this vessel was travelling from Bear River to Buenos Ayres. (Armstrong & Wagner pg 58, 193) (**ARTIFACT:** Half-Model “**Hector** Built by Hiram Young” Annapolis Heritage Society – L.7.90.9) (*O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” two single page documents entitled “Hector”) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” The *Spectator* Shipping Notes from January 5, 1900.)

Heidi Lynn TONNAGE scallop boat¹; *built in* 1978¹; *built by* Raymond Magarvey¹; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. Allan Kaye, Hillsburn.

Captained by Alan Kaye. Donald Magarvey was a consultant during the build of this vessel¹. Was also used for ground fishing¹. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Heiress 171 ton schooner; *built in* 1874; *built by* BUILDER; *built in* Bear River; *owned by* Harris Harding Chute.

The first of three vessels owned by Harris Harding Chute, merchant, mill and ship-owner of Bear River who had a tragic tale; he lost all three vessels in only four years, and aboard one of them, also his only son. This vessel burned before even leaving the mouth of the Bear River while en route to the West Indies carrying lumber. (Armstrong & Wagner pg 138, 193)

Helen Maud 20 ton schooner; *built in* 1864; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER. INFO. (Armstrong & Wagner pg 193)

Helen Shafner 180 ton 2-masted schooner; *built in* 1898; *built by* Laurence Delap Shafner; *built at* the Water Street wharves, Bridgetown; *owned by* Pickels & Mills. Staffed by local men and captains.

In autumn 1900, this ship was put under the command of Eaton Chute of Hampton. He sailed it to Sydney with a cargo of bricks from the Bridgetown Brick and Tile Company. When the Helen Shafner was sold to Pickels and Mills in 1901 captain Chute stayed with the ship. It was under his command, that later that year, the **Helen Shafner** broke records with a 16 day trip from Digby to Trinidad. Sold again, this time to the Clarke Brothers of Bear River, who put her to work carrying lumber to South America and the West Indies. Her first voyage from Bear River was a circuit with a first stop in Cuba then reloaded with mahogany in Santa Cruz destined for New York. It was also carrying lumber from Port Hastings to Boston in 1911 that the **Helen Shafner** sought shelter from a gale in Shelburne, only to run into another storm when leaving the harbour. This time the ship began to leak and rolled over on her side. In command at the time was Captain Isaac A. Hopkins, William Green as mate, George Harpell as cook and Stephen Verge, Bruce Austin and William McGrath as seamen. Although they managed to right the ship by removing the masts they had to wait out the storm for four long days before they were rescued west of Seal Island by American fishing schooner **Josie &**

Phoebe. As they left the crew set the ship alight so it didn't become a hazard for other seafarers (Armstrong & Wagner pg 32-34, 55, 107, 193)

(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=1711>)

(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=1712>) This vessel is referred to in the Shipping Notes of the Spectator of February 23rd 1900; under command of a Captain Mailman it had left Macoria, bound for New York on the 20th of January. *Spectator* Shipping Notes of September 13th 1901 read: “Sch. **Helen Schafner** arrived here Monday with cargo of 339 tons of coal. After discharging 139 tons for A M King, she proceeded to Bridgetown yesterday in tow of tug **Marina**, where balance of cargo will be discharged.” (AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *The Chronicle Herald* newspaper clipping from Friday, May 21 1971; *Spectator* Shipping Notes of September 13th 1901)

Helena 118 ton schooner; *built in* 1864; *built by* BUILDER; *built in* Wilmot; *owned by* Henry V. Crandall, merchant of New York as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 193) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Helena 120 ton schooner; *built in* 1871; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 193) RESEARCH FURTHER: are above two vessels the same?

Henry 32 ton schooner; *built in* 1826; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner pg 193)

Henry Davenport 58 ton 2-masted schooner; *built in* DATE; *built by* BUILDER; *built in* Stoney Beach, Granville Beach; *owned by* Thomas Roach Spurr, Gilbert Johnson and John Johnson Sr; all three Granville-based mariners and John Ritchie, Annapolis Royal merchant.

Registered in Halifax with Annapolis county ownership. (Armstrong & Wagner pg 67, 193)

Henry Goldsmith 52 ton TYPE; *built in* 1833; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 193)

Henry Goldsmith 40 ton TYPE; *built in* 1853; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Helshiron II TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Hens Nest TONNAGE and type; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER. INFO. (Armstrong & Wagner pg 51)

Herbert Fearn / Jean F. Anderson / Jean F. McRae 396/499 ton schooner; 140' x 33.5' x 12.6'; *built in* 1919; *built at* Port Wade; *owned by* Captain Howard Anderson of Digby and Captain John Snow of

Port Wade (first set of owners) Later *owned* by Captain Leander Publicover followed by Captain Archie Publicover, his brother.

Finished life under Jamaican ownership and renamed ***Jean F. McCrae*** and ***Herbert Fearn*** between 1941 and 1942 when the vessel was lost between Jacksonville, Florida and Bermuda. (Parker, 1959, pg 209)

Armstrong & Wagner explain: The Karsdale village blacksmith in 1905 was George Will Chisholm (second generation blacksmith). It was in George's shop that the iron work for the last tern schooner to be built on the Annapolis Basin shores was shaped. In the words of his son, Captain William Clarke Chisholm, "The year was 1919 and the schooner was the ***Jean F. Anderson***, 396 tons. She was built for some parties" at Port Wade and Digby. Father and some men cut boat timbers from the side of the North Mountain – huge yellow birches for keel timbers. The ***Anderson*** was about a year in the building and it was a proud day when we saw her launched. I decided then and there to go to sea." Sailed to the United States and West Indies under Annapolis County masters. Was working trading between Jamaican Islands in 1942 when it foundered and was lost. (2000, pg 90, 195)

Ian Lawrence writes: "The last of the tern schooners built on the shores of the Annapolis Basin was the ***Jean F. Anderson***, 396 tons, launched on July 17, 1919. Built in Port Wade for captains John Snow and Howard Anderson, the ship made a number of voyages to the West Indies and United States. The ***Jean F. Anderson*** foundered in 1942 on a trip from Jacksonville, Florida, to Bermuda" (2002, pg 117) (**IMAGE:** Lawrence, pg 117 "Launch of the Tern Schooner, ***Jean F. Anderson***, in Port Wade, 1919")

Herbert L. Rawding 121 ton TYPE; *built in* 1919; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Hero 26 ton schooner; *built in* 1866; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Hero 87 ton schooner; *built in* 1857; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Hero TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Referred to in the *Halifax Morning Herald* issue of July 17, 1882, when the ship had just arrived in Thorne's Cove from Saint John under a Captain Riordan. (Armstrong & Wagner pg 87, 194) (RESEARCH FURTHER. Two Annapolis County vessels by same name, Armstrong & Wagner pg 194)

Herring Seiner ¹ TONNAGE herring fishing boat¹; *built* sometime between 1969¹; 60 feet long; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Gene Ingersol of Grand Manan, New Brunswick¹.

INFO. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Hesper TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Port Wade; *owned by* C. McWhinnie.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper

clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”)

Hilda M. Stark / Stranger 510/573 ton schooner; 171.5' X 35' X 13.2'; *built in 1918; built by ?; built at Hog Island Shipyard, Annapolis; owned by W. R. Grace & Company.*

Renamed **Stranger** when sold to owners based in Mobile, Alabama in 1922. (Armstrong & Wagner pg 110, 194) (Parker, 1959, p 208)

H. K. Richards 32.8 ton two-masted fishing schooner; *built in 1877; built by Thomas Milner; built in Parker's Cove; owned by W. H. Foster, Raymond Foster, David Hudson, E. P. Gilliatt, C. H. Milbury, William Gilliatt and David Milbury.*

This vessel is named after the Delap yards head ship builder at the time. In 1893 it sank in the Bay of Fundy. (Armstrong & Wagner pg 60) (NOTE: Index lists Granville as building location, p193)

H.M.S. Canada TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Prince George of Wales was the grandfather of Queen Elizabeth II and also the monarch who ruled during World War One, he also visited Annapolis Royal in 1884. He and his four travelling companions arrived aboard the *H.M.S. Canada* and stayed at the Hillsdale House. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 54)

H.O. Warren 99 ton schooner; *built in 1857; built by William Ray; built in Clementsport; owned by William Ray (managing owner).*

INFO. (Armstrong & Wagner pg 126, 193)

Holly Ann II 24.58 (NT) ton Fishing boat; *built in 1982; 62 feet long; built by Boyd Robinson¹/ Robinson Fisheries; built in Parker's Cove. Owned by 3280079 Nova Scotia Ltd., Woods Harbour.*

This Carvel-planked wooden boat is registered in Digby.

(<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/801489>)

(*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Home 83 ton schooner; *built in 1869; built by BUILDER; built in Granville; owned by OWNER.*

This vessel was written about by Harry Delap who recalled seeing Isreal Letteney and Bob Inglis working on it in preparation for summer as he watched the Granville Ferry waterfront activity in 1890. (Armstrong & Wagner pg 79-80, 194)

Hope TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

This was a British ship posted in Annapolis to guard against privateers during the American Revolution. (Armstrong & Wagner pg 95)

Hope 34 ton schooner; *built in 1859; built by BUILDER; built in Granville; owned by OWNER.*

Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel, under command of Captain Hudson at the McCormick wharf unloading after arriving from Saint John. (Armstrong & Wagner pg 80, 194)

Hope 68 ton schooner; *built in 1853; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 194)

Howard 356/380* ton brigantine (Armstrong & Wagner pg 194 Half barque); *built in* 1860; *built by* Abram Young; *built in* Young's Cove; *owned by* Troop Fleet. Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. *As of 1864, owned by: A. Troop, C Pickels and others

The Troop Fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg XX) (NOTE: "Age of Sail" Index lists Granville as building location, p194)

Howard 52 ton schooner; *built in* 1837; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Hunter TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

"Established in 1869, the Whitman firm got off to a good start as a shipping and commission agency. In the 1880s, the firm shipped 12 to 15 overseas cargos of lumber a year, chiefly in chartered foreign square-riggers. Prior to the construction of the Acadia Pier, or the 'long wharf' as it was known locally, the foreign vessels tied up at the railway wharf. The Whitmans also shipped tons of dried and pickled fish annually to the Boston market in locally owned packets and schooners. In 1881 Thomas Whitman became general agent for the Hatheway Steamship Line between Annapolis and Boston, and subsequently diverted his fish shipments to this Line./ In 1882 the Hatheways [Hatheway Steamship Line] chartered the steamer *Secret* from The International Steamship Company and placed it on the Boston route to run opposite their own steamship *Hunter*. When this venture proved to be unprofitable, the Hatheway Line withdrew from the local scene. In 1883 the route was taken over by the Nova Scotia Steamship Company Ltd. and Mr. Whitman became General Agent for the Boston service." (Armstrong & Wagner pg 118-119)

I.A. Pierce 299 ton brig; *built in* 1863; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

I.D.A. 25 ton schooner; *built in* 1870; *built by* BUILDER; *built in* Margaretville; *owned by* Thomas Robblee of Granville, NS.

INFO. (Armstrong & Wagner pg 194) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Ida 210 ton "1/2 barque"; *built in* 1857; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 133, 194)

Ida 56 ton schooner; *built in* 1860; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Ida C. 178 brigantine; *built in* 1865; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 194)

Ida M. Shafner 184 ton three-masted tern schooner; 101' X 29.7' X 10.3'; *built in* 1888; *built by* Laurence Delap Shafner; *built at* the Water Street wharves, Bridgetown.

L. D. Shafner was the nephew of renowned shipbuilder of Granville, Laurence Delap. He used the Water Street wharves previously used by Abraham Young, as well as the Mills shipyard in Granville Ferry and other yard in Annapolis County before moving to Bridgetown in 1888 where he continued to build. *The Monitor* frequently reported on the exploits of the Shafner vessels. L. D. Shafner moved to British Columbia in 1910 and build 5 schooners there before returning to Annapolis Royal in 1917 to supervise building of the schooner ***Beechland*** owned by the Annapolis Shipping Company. (Armstrong & Wagner pg 32,34, 194) (Parker, 1959, pg 208)

Igo 11 ton schooner; *built in 1879; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 194)

I.G. Curtis 99 ton schooner; *built in 1879; built by BUILDER; built in Margaretville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 194)

Indomito (see *Mapleland*)

Industry 66 ton schooner; *built in 1823; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 194)

Invictus 327 ton tern schooner; *built in 1904; built by A. Perry; built in Salmon River.* Financed and *owned by retired captain N. V. Munroe.*

Under command of Bridgetown Captian Robert Roberts the *Invictus* was put to work hauling timber to Southern markets until her last voyage in 1916 when she was lost en route to the West Indies. (Armstrong & Wagner pg 34)

Iona 29 ton schooner; *built in 1878; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 194)

Iris 122 ton brigantine; *built in 1853; built by BUILDER; built in Troop Farm, Granville Center; owned by OWNER.*
INFO. (Armstrong & Wagner pg 74)

Isaac W. Oliver 752 ton barque; *Built in 1874; built by BUILDER; built in LOCATION; owned by OWNER.*

INFO. (Armstrong & Wagner pg 2, 168) (**IMAGE:** Picture of a painting Armstrong & Wagner p 168)

Isabella Mott 1153 ton ship; *built in 1874; built by Laurence Delap & Co.; built in Hog Island Shipyard, Annapolis; owned by Thomas S. Whitman.*

Launched in June 1874 but abandoned at sea in ?1880? while en route to Antwerp from New York. Only 6 years of ocean-going trade to her name but no lives lost and insured by owners J. P. Mott, Black Brothers & Company and S. A. White of Halifax to the amounts of \$15,000.00 for the ship and \$6,000.00 for the cargo aboard. Long distance trade carrying commodities such as rice, newsworthy in her day for being a very fast ship. Made her owners \$16,000 for a single fast circuit from the East Indies to England. Made history, was rigged while freight was loaded aboard.(Armstrong & Wagner pg 1, 2, 3, 101-102)

Island Queen 124 ton schooner; *built in 1861; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner 194)

Ivaca 43 ton schooner; *built in 1873 (Armstrong & Wagner, 194: 1874); built by Hiram Longmire;; built in Hillsburn; owned by ?.*

The second ship owned and operated as a ferry and freight service between Saint John and Bridgetown by Captain John H. Longmire. (Armstrong & Wagner pg 35, 63, 194)

I.W. Oliver 752 ton barque; *built in 1873; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 194)

Ivy 12 ton schooner; *built in 1853; built by Adam Cook; built in Clementsport; owned by Charles Sulis.*

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 194)

Ivy Green TONNAGE TYPE; *built in 1852; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 194)

I. W. Oliver 752 ton barque; *built in 1873; built by BUILDER; built in Granville Ferry; owned by Samuel Pickup III (managing owner) .*

Worked for a New York agency J. W. Parker as a long-distance charter vessel in the 1880s to regions such as Europe and Asia. Record state that when returning from a voyage in January 1879 this ship had sustained damage to sheathing and sails although there is no record of what caused the damage. Was involved in a lawsuit over a cargo of licorice in Terragona Spain when after agreeing to haul the cargo the captain reneged on his agreement due to the failure of the charter company that had brokered the deal. Instead of Licorice the vessel hauled different cargo out of Carthagen and became the target of a suit by the suppliers of the Licorice. Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 75, 198) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

J.A. Balcom TONNAGE TYPE; *built in 1852; built by BUILDER; built in Granville; owned by OWNER.*

AHS records include a hand-written copy of a Digby Courier clipping from Nov. 6, 1891: "new three masted schr., *J.A. Balcom*, launched Margaretsville on 15th. She is intended for coasting business.". (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

James and Mary Sinnott 533 ton barque; *built in 1841; built by Weston Hall; built in Stoney Beach, Granville Beach. Owned and commissioned by Pollock-Gilmore Fleet.*

INFO. (Armstrong & Wagner pg 66, 195)

James Bailey 102 ton (Armstrong & Wagner p 195: 87 ton); *Built in 1855; Built by BUILDER; built in Wilmot; owned by the Brinton family.*

INFO. (Armstrong & Wagner pg 41)

James Clark 56 ton TYPE; *built in* 1834. *built by* BUILDER; *built in* Bridgetown; *owned by* Captain James Peters.

Uses and activities, had a figurehead, which was unusual for such a small boat. (Armstrong & Wagner pg 28,195)

James E. Shafner 117 ton TYPE; *built in* 1870; *built by* BUILDER; *built in* Granville; *owned by* James E. Shafner as of 1873*.

Registered at port of Annapolis Royal as of 1873*. (Armstrong & Wagner pg 195) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

James E. Shafner 340 ton brigantine; *built in* 1872; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195) [RESEARCH FURTHER: Are above two entries about same vessel?]

James Fraser 30 ton schooner; *built in* 1837; *built by* BUILDER; *built in* Annapolis Royal; *owned by* T. Ferguson, merchant of Moncton.

Registered in Miramichi in 1873. (Armstrong & Wagner pg 195) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

James Stafford / Paolo Angelo ex Ragnar 1137 ton barque; *built in* 1879; *built by* Laurence Delap & Co.; *built in* Hog Island Shipyard, Annapolis; *owned by* Captain S. J. Bogart. Launched August 23rd.

Had a long life but not without tragedy; in 1886 in "very severe weather, split and lost sails and Adolph Klive, Charles Moody, Joseph Cullen and, Hector MacLean were washed overboard, and drowned." (As reported in the *Digby Weekly Courier*, March 1886 in Armstrong & Wagner, 102) Still working in 1903, under Italian ownership. (Armstrong & Wagner pg 101, 102)

Jane 146 ton brig; *built in* 1850; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195)

Jane Porter TONNAGE schooner; *built in* 1866; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195)

Jane Young 450 barque; *built in* 1863; *built by* Abram Young; *built in* Young's Cove; *owned by* Troop Fleet, Saint John, NB. As of 1864 owned by: A. Troop, A. Young & others*.

Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg 195) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada" and also a page of the *Yarmouth Herald*, 1864, section entitled 'Shipping of Granville')

Janica TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER. INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert

McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

J.A. Pierce 300 ton TYPE; *built in 1863; built by BUILDER; built in Granville; owned by *L. Delap and others.*

INFO (Armstrong & Wagner pg 194) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Java/Jarva* 162 ton brigantine; *built in 1864; built by BUILDER; built in Granville.* William Clarke & Richard Clarke. As of 1873, owned by George F. Lovett, merchant of Boston, formerly of NS*.

As of 1873, registered at the port of Annapolis*. (Armstrong & Wagner, pg 29, 195) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*) [RESEARCH FURTHER; What is correct name of this vessel? Rig type, tonnage, build date and location all match.]

J. B. Martin 99 ton schooner; *built in 1890; built by BUILDER; built in Margaretsville; owned by OWNER.*

Harry Delap wrote of a Granville Ferry waterfront scene in 1890. He recalled seeing this vessel near Mills Point, awaiting its' turn at wharf to unload a freight of New York coal. (Armstrong & Wagner pg 80, 177, 194) (IMAGE: Armstrong & Wagner p177)

Jean F. Anderson / Jean F. McRae / Herbert Fearn 396/499 gross ² ton 3-masted ² schooner; 140' x 33.5" x 12.6'; *built in 1919; built at Port Wade, built by Port Wade S.B. Co.² ; owned by Captain Howard Anderson of Digby and Captain John Snow of Port Wade (first set of owners), later owned by Captain Leander Publicover followed by Captain Archie Publicover, his brother, registered in LaHave, N.S., British flag² , (Lloyd's Register 1925-1926)².*

Finished life under Jamaican ownership and renamed **Jean F. McCrae** and **Herbert Fearn** between 1941 and 1942 when the vessel was lost between Jacksonville, Florida and Bermuda. (Parker, 1959, pg 209)

Armstrong & Wagner explain: The Karsdale village blacksmith in 1905 was George Will Chisholm (second generation blacksmith). It was in George's shop that the iron work for the last tern schooner to be built on the Annapolis Basin shores was shaped. In the words of his son, Captain William Clarke Chisholm, "The year was 1919 and the schooner was the **Jean F. Anderson**, 396 tons. She was built for some parties" at Port Wade and Digby. Father and some men cut boat timbers from the side of the North Mountain – huge yellow birches for keel timbers. The **Anderson** was about a year in the building and it was a proud day when we saw her launched. I decided then and there to go to sea." Sailed to the United States and West Indies under Annapolis County masters. Was working trading between Jamaican Islands in 1942 when it foundered and was lost. (2000, pg 90, 195)

Ian Lawrence writes: "The last of the tern schooners built on the shores of the Annapolis Basin was the **Jean F. Anderson**, 396 tons, launched on July 17, 1919. Built in Port Wade for captains John Snow and Howard Anderson, the ship made a number of voyages to the West Indies and United States. The **Jean F. Anderson** foundered in 1942 on a trip from Jacksonville, Florida, to Bermuda" (2002, pg 117) (IMAGE: Lawrence, pg 117 "Launch of the Tern Schooner, **Jean F. Anderson**, in Port Wade, 1919")

Jeanne A. Pickels 299 ton three-masted tern schooner; 139' X 33' X 12'; *built in 1909; built by Laurence Delap Shafner; built at Bridgetown.*

The last schooner to be built in Bridgetown, with a brief but impressive career. On her first voyage to Havana, Cuba the **Jeanne A. Pickels** set a record of 12 days, however this was not to be long-running, the ship was wrecked in Chance Harbour in 1914. (Armstrong & Wagner pg 32, 34, 195) (Parker, 1959, pg 209 (NO RECORD OF WRECK ON MARITIME MUSEUM?))

Jeffrey 'n' Neil/Jeffrey & Neil TONNAGE scallop boat¹; *built* sometime between 1968¹; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Denison Oliver of Parker's Cove¹.

Captained by Denison Oliver. Registry was suspended in March 2008. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/328681>) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Jennet L TONNAGE scallop boat; *built in* 1940s; 55 feet long; *built by* Bernard Longmire; *built in* Bay Shore; *owned by* Bernard Longmire.

Built by Bernard Longmire for himself and the scallop fishery. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Jennie B. Thomas 52 ton schooner; *built in* DATE; *built by* BUILDER; *built in* Lower Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195)

Jennie Lind 69 ton schooner; *built in* 1851; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195)

Jesse 50 ton schooner; *built in* 1834; *built by* BUILDER; *built in* Bridgetown; *owned by* Mathies Quirk and Jesse Oakes.

Uses and activities, had a figurehead, unusual for its' size. (Armstrong & Wagner pg 28, 195)

Jesse M. WEIGHT; TYPE; *built in* ? *built by* ? *built at* Robinson Cove; *Owned by* ? (Rodney Magarvey, visit, 2017)

Jessie 267 ton schooner; *built in* 1866; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 195)

Jessie Ray 26 ton schooner; *built in* 1866; *built by* BUILDER; *built in* Wilmot; *owned by* as of 1873, *owned by* William Parker, mariner of Granville.

Registered at the port of Annapolis as of 1873*. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*) [RESEARCH FURTHER: are above two entries about the same vessel?]

Joe Edwards TONNAGE two-cylinder steam ferry; *built in* ?1881?; *built by* Captain Edward Purdy and Lowel Oliver; *built on* "river bank opposite the United Church", Granville Ferry; *owned by* OWNER. Following the formation of the Annapolis Municipal Government in 1881 this vessel replaced the older type of ferry service between Annapolis and Granville Ferry. Run by Captain Samuel Mills, this vessel crossed every half hour and operated until replaced by the Glencoe in 1891. (Armstrong & Wagner pg 82, 120)

“On May 23, 1881, the *Joe Edwards* began service connecting Annapolis Royal and Granville Ferry. The ferry boat was built in Granville under the management of Captain Edward Purdy with Lowell Oliver of Digby as builder. Under Captain Samuel Mills, the *Joe Edwards* continued service until 1891, after which the vessel was tied up in Granville. The two-cylinder steam engine was later used as a power plant at the Bridgetown Foundry. The public service of this vessel included several rescues in the busy harbour. In one case, three men were saved from a capsized rowboat. After getting them out of the water, 'the crew and passengers proceeded with the usual respiration method, which included rolling them over a barrel.' All three men survived.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 100) (IMAGES: Lawrence pg 100, 106)

John TONNAGE TYPE; *built in 1777; built by BUILDER; built in Stoney Beach, Granville Beach; owned by John Hall.*

In 1767 John Hall (originally of Medford, Massachusetts, a Planter) was the owner of this, the solitary schooner in the whole township of Granville. There are records of two large purchases of rum from Halifax merchants; one of 435 gallons and one of 350 gallons, for this purpose the John was one of 3 Annapolis County vessels paying duties at the Halifax Port in 1777. (Armstrong & Wagner pg 66, 195)

John TONNAGE schooner; *built in ?1830s? Built by BUILDER; built in LOCATION; owned by Joseph Wheelock & William Y. Foster with Captain Peter Mackay.*

Part of a trading fleet doing business between the West Indies and Annapolis, Saint John, Yarmouth, Halifax and New England. (Armstrong & Wagner pg 28)

John E. Dennis 18 ton schooner; *built in 1865; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 195)

John G. Hall 96 ton schooner; *built in 1860; built by BUILDER; built in Clements; owned by J. Gileatt (Gilliatt¹, 1873) as of 1864*.*

Registered at the port of Annapolis as of 1873¹. (Armstrong & Wagner pg 195) (AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” age of the Yarmouth Herald, section entitled 'Shipping of Granville'*; Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”¹)

John Hancock TONNAGE steam ferry boat; *built in DATE; built by W. H. Weatherspoon, master builder Lowell Oliver; built in Mills Shipyard, Granville Ferry; owned by OWNER.*

Replaced the earlier ferry boat, the *Glencoe*, in 1908 and ran until 1921 when it was replaced by the bridge across the Annapolis River. Vessel was managed by Bernard Dolan, who named it after his previous employer, John Hancock Insurance Company, Boston. When retired from ferry work the John Hancock worked for Lincoln Pulp Company until the end of its life, in Parrsboro. (Armstrong & Wagner pg 71, 82)

Describing the photo on pg 74, Lawrence writes: “With Granville Ferry and the North Mountain in the background, the ferry John Hancock approaches the ferry slip on the Annapolis waterfront. The length of the structure allowed passengers access and a regular ferry service in the face of the Annapolis River's ever-changing tide.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 74)

“The last ferry used to cross the river before the building of the bridge was the *John Hancock*, pictured here circa 1910, with Annapolis waterfront at low tide as a backdrop. John Wagstaff and his

son George constructed the boat at the shipyard of A.D. Mills in Granville Ferry. The John Hancock gave good service to within a year or so of the completion of the bridge. It was then sold to the Lincoln Pulp Company and went to Parrsboro, Nova Scotia.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 101) (**IMAGES**; lawrence pg 74, 101) (**IMAGE**: Armstrong & Wagner pg 178)

John H. Kennedy 54 ton schooner; *built in 1839; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 195)

John Johnson 690 / 750 ton barque; *Built in 1874; built by Pickels and Mills. Leased land on the Garrison Grounds, Annapolis Royal; owned by the Troop Fleet of Saint John after 1879 until sold to Norwegian owners in DATE?.*

The founding of Pickels and Mills grocery and general store was in 1871 and in 1873 the firm opened to the public. The next task the owners took on was ship construction. To this end they rented some nearby land and hired Robert H Young from Belleisle as master builder for this vessel, which they named after their father-in-law. Worked on the New York charter market, under J. Parker & Company, and carried cargos of lumber from New Brunswick to ports in England, Ireland, Western Europe and even as far away as the Falkland Islands and South America. (Armstrong & Wagner pg 2, 104, 106, 195)

“Two natives of Granville Ferry, Christopher D. Pickels and Alberta D. Mills, formed the firm of Pickels & Mills in 1873. They established themselves in business in Annapolis Royal as ships' chandlers, general merchants, and insurance agents. Their first warehouse was burned in 1877, and the building erected that same year to replace it still stands in Lower Town. Beginning in 1874, the firm also built vessels at their shipyard adjacent to the garrison grounds. That year they launched the barque John Johnson, 750 tons and named for the father-in-law of both partners. By the turn of the twentieth century, Pickels & Mills had become a major exporter of lumber. The unidentified barquentine in the photograph is undergoing maintenance while in port. Taking advantage of the nearly thirty-foot tides of the Annapolis Basin, a crew of men are caulking the vessel from a raft. In the background is the wharf of the New England and Acadia Steamship Company.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 70, 71) (**IMAGE**: Painting Passing by Heligoland?, painted by H. Peterson & P.C. Holm; painted in 1877 AHS G 7.86.3) (**RESEARCH FURTHER**; what was TONNAGE of vessel?)

John Mills TONNAGE TYPE; *built in 1861; built by BUILDER; built in Wilmot; owned by OWNER.*

INFO. (Armstrong & Wagner pg 196)

John Pendleton 85 ton TYPE; *built in 1856; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 196)

John Smith 119 ton schooner; *built in 1854; built by BUILDER; built in Clementsport; owned by OWNER.*

INFO. (Armstrong & Wagner pg 196)

Jonas TONNAGE schooner; *built in DATE; built by BUILDER; built in LOCATION; owned by Joseph Wheelock & William Y. Foster.*

INFO. (Armstrong & Wagner pg 28)

Jonas 150 ton TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Arrived in Port Royal in 1606 carrying Jean be Biencourt, Seigneur de Poutrincourt, who had recently been named lieutenant-governor of the new colony. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 98)

Jose Luis Orive / Havelock / Tres Amigos / San Jose 212 ton schooner; 112’ X 30.3’ X 11.2’ (Parker, 1959, pg 208); *built in* 1901 *built by* Laurence Delap Shafner; *built at* Water Street wharves, Bridgetown.

Spent eight years transporting timber before running aground in Cuba in 1909. Was salvaged and renamed **Tres Amigos**, followed by **Jose Luis Orive** and **San Jose** (Armstrong & Wagner pg 32, 34, 193)

Josephine 11 ton schooner; *built in* 1889; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196)

Josephine 117 ton two-masted schooner; *built in* 1890; *built by* BUILDER; *built in* Bear River?; *owned by* OWNER.

In January 1900 W. A. Chute published an advertisement for 32 shares in this vessel as well as his “residence and business stand, situation splendid”. The schooner is listed in “firstclass repair and sailing order.” (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator* from January 5th, 1900.)

Josephine Troop Marshall 1073 ton barque; *built in* 1879; *built by* Captain John Benson; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196) (Bob Benson, 2017)

Joseph Tarratt 1000 ton TYPE ship; *built in* 1853; *built by* BUILDER; *built in* Granville. *Owned and built for* wholesale grocers Gilbert Bent and Sons based in Saint John.

Worked as a packet ship carrying cargo between Saint John and Liverpool, England, later to Australia. (Armstrong & Wagner pg 27)

Joseph White WEIGHT tugboat; *built in* DATE; *built by* BUILDER; *built in* Parrsboro. *Owned by* Lincoln Pulp Company.

Worked for the Lincoln Pulp Company in Bear River. Carried 500 cords of wood to markets elsewhere every week during the 1950s. (Bob Benson, Bear River 2017) **IMAGE:** Maritime Culture Project 2017 Images “Bob Benson Loan Joseph White tug”

Joy 12 ton schooner; *built in* 1853; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196)

J.R.E. 167 ton brigantine; *built in* 1873; *built by* BUILDER; *built in* Bear River; *owned by* the Walsh family, Bear River.

The Digby Weekly Courier reported in 1877 that this vessel was loaded with lumber and headed to Barbados along side its partner family-owned ship, the *E. Walsh*. (Armstrong & Wagner pg 136, 194)

Juno 240 ton brig (Armstrong & Wagner p 195:230 ton); *built in* 1864; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

“During the 1850s and '60s, the Reciprocity Treaty (1854-66) between Canada and the United States and the American Civil War (1861-65) proved to be a bonanza for Maritime shipowners, and the enterprising merchants of Annapolis reaped their fair share of the profits. Throughout this period, cargo after cargo of sawn lumber, pine boards, cordwood, fish and farm produce was shipped off to New England markets in locally owned and skippered vessels such as the 240 ton brig *Juno* and the 53 ton schooner *Rover*. On the home run, these vessels carried molasses, sugar, spices, and salt from the West Indies, along with New England manufactured goods, household supplies, kerosene and any other commodity which could be bartered or sold at the local level.” (Armstrong & Wagner pg 96, 196)

Justin M TONNAGE scallop boat¹; *built in* 1980¹; 63 feet long¹; *built by* Jesse Magarvey¹; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Keith Raymond, Centerville¹.

Also worked ground fishing¹. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Jutland 136 ton Wooden-hulled, diesel trawler; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

One of the sons of John James Edward, a well-known sail-maker in Annapolis Royal who had relocated from Windsor was named James Roy Edwards. He worked as an engineer aboard this vessel until his death in 1920. This occurred when the *Jutland*, on a voyage from Halifax to the Western Bank, hit a mine near the Halifax Harbour and was lost, with 21 lives lost. Vessel had been registered in LaHave, NS. (Armstrong & Wagner pg 113) (Maritime Museum of the Atlantic, “Find a Wreck” Database: <http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=2554>)

J. V. Troop 80 ton schooner; *built in* 1873; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER. (Armstrong & Wagner pg 195)

J.V. Dearing 103 ton schooner; *built in* 1858; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO (Armstrong & Wagner pg 195)

J. W. Fault / J.W. Falt TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* Port George; *owned by* OWNER.

Captained by MacAndrews who carried lumber from Port Lorne into the 1890s. (Armstrong & Wagner pg 54, 195)

J. W. Parker 1200 ton ship? Barque? ; *built in* 1881; *built by* Laurence Delap & Co.; *built in* Hog Island Shipyard, Annapolis; *owned by* Troop Fleet, Saint John, NB.

Launched June 22nd. (Armstrong & Wagner pg 101, 102, 195)

Kate 60 ton schooner; *Built in* 1846; *Built by* BUILDER; *built in* Wilmot Township; *owned by* Jacob Valentine Troop and others.

This ship is significant in that it was the first experiment (he owned half shares) in ship-owning by Jacob Valentine Troop, of Saint John and founder of the well-known Troop Fleet. (Armstrong & Wagner pg 40, 57, 196)

Kate TONNAGE barque; *built in 1840; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 196)

Kate Troop 748 ton ship; *built in 1865; built by Abram Young; built at Young's Cove; owned by Troop Fleet.*

Based in Saint John, New Brunswick but founded by Jacob Valentine Troop, originally of Granville Ferry and his son. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg 57, 196) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Katherine V. Mills / Fiette / Daisy 216 ton tern schooner; 118' X 29.8' X 10.2"; *built in 1908; built by A. D. Mills & Sons / John Wagstaff* (Armstrong & Wagner, pg 77); *built at Granville Ferry;*

Armstrong and Wager write: Last tern schooner built in the Mills Shipyard, the wood used to build this schooner, except for the mast, was local. Vessel was named after Ernest Mills' baby daughter. Worked shipping timber south, the crew and captains where Annapolis County men until sold to Newfoundland based Philip Templeton. Vessel was renamed as **Fiette** after WW I under French ownership (Armstrong & Wagner pg 77, 78, 196).

Ian Lawrence writes: "The tern schooner **Katherine V. Mills**, 210 tons, laying at the Railway Wharf in town circa 1910. Built in 1908 at the shipyard of A.D. Mills & Sons in Granville Ferry, and named for the infant daughter of Ernest Mills, the vessel was operated for a short time by its owners, but was then sold. After World War I, **Katherine V. Mills** was registered as the **Fiette**, under French ownership." Owners at the time of construction, A. D. Mills & Sons were a splinter of the Pickels and Mills company that was based on Lower St. George street. This firm advertised itself as "Manufacturers & Exporters, White Pine & Spruce Lumber, Shingles & Laths, Cable address Mills, Annapolis." ("Ian Lawrence. 2002, pg 72, 73, 108) (**IMAGE** Lawrence pg 73, " Tern Schooner **Katherine V. Mills**, c. 1910" Annapolis Heritage Society Collection)

Kathleen Crowe 431 ton tern schooner; *built in 1917; built by J. Willard Smith of Saint John; built in Hillsburn; owned by Ira Crowe of Windsor.*

Was the second-last sailing vessel built in Hillsburn. Mr. Crowe was involved in the Windsor timber trade, so this vessel traded in lumber with locations to the South. Eventually sold to Portugese owners. (Armstrong & Wagner 64, 196)

Kenmore TONNAGE; TYPE; *built in 1988?; built by ? Robinson Fisheries ? built in ?; Owned by ?* (Dana Robinson, Visit, 2017) (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Kedron 22 ton schooner; *built in 1880; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg196)

Keswick / Allegro 869 ton barque; *built in DATE; built by BUILDER; built in Marshall shipyard, Bear River; owned by Clark & Rice, Bear River (as of 1882).*

Renamed Allegro when transferred to Norwegian ownership in DATE. (Armstrong & Wagner pg 134, 196)

Klondike TONNAGE schooner; *Built in ?; Built by ? built at? Owned by ? Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John.*

INFO. (Armstrong & Wagner pg 44)

Klosofi (see *Beechland*).

Kurmuth TONNAGE (GT) ton TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION.
Owned by OWNER.

INFO. (Walter Longmire 2017)

Labiche TONNAGE TYPE; ?Between 1704 and 1707? *Built by* BUILDER; *built in* LOCATION
Owned by OWNER.

INFO. (Armstrong & Wagner pg 11)

Ladora 12 ton schooner; *built in* 1885; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196)

Lady Centennial TONNAGE scallop dragger; *built in* 1966¹/67; 58 feet long¹; *built by* Donald Magarvey¹; *built in* Parker's Cove. Owned by Walter Longmire.

Also used for ground fishing¹ (Visit, Walter Longmire May 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Lady Centennial II TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION.
Owned by OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Debora I TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Owned by OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Deboreau TONNAGE scallop boat; *built in* 1989; 55 feet long; *built by* Annapolis Industries Ltd.; *built in* Parker's Cove; *owned by* Sonny Hudson.

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Lady Elaine TONNAGE TYPE; *built in* 1983; 60 feet long; *built by* Robinson Fisheries; *built in* Parker's Cove; *owned by* unknown, located on French Shore, NS.

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Lady J.L.N. TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Owned by OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Joan Carolyn II TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION.
Owned by OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel

at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Marion II TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Owned by OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Rebecca TONNAGE Scallop Dragger; *built in* sometime between 1966 and 1990?; *built by* Walter Longmire; *built in* The Donald Magarvey Boat Shop, Parker's Cove. Owned by OWNER.

Captained at some time by Doug Wade. Built for brother-in-law, later sold to Digby owners. (Visit, Walter Longmire May 2017) (Rodney Magarvey and Julie Magarvey McPhail, 2017)

Lady Rebecca II TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Owned by OWNER.

INFO. (Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady Vera 7.41 (NT) ton Fishing boat; 10.21x3.87x0.49m; *built in* 1987; *built by* Elie Pothier Boatbuilder; *built in* Meteghan?. Owned by Dana Robinson Fisheries, Parker's Cove.

This Wooden, Carvel-planked boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/809797>)

Lady Vinna 31.99 (NT) ton Fishing boat; 17.22x6.19x2.87m; *built in* 1990; *built by* Annapolis Industries Ltd.; *built in* Annapolis Royal. Owned by Quin-sea Fisheries Ltd., Old Perlican.

This Wooden, Carvel-planked boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/812977>) (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Lady 66 TONNAGE; 50-65 foot ? Scallop Dragger; *built in* 1966; *built by* Donald Magarvey; *built at* Parker's Cove; Owned by ?

First vessel built by Donald Magarvey (Rodney Magarvey, visit, 2017).

Laleah 35 ton TYPE; *built in* 1851; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196)

Laleah 108 ton schooner; *built in* 1855; *built by* BUILDER; *built in* Hillsburgh; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 196)

Lalia W. 561 ton barque; *built in* 1870; *built by* BUILDER; *built in* Granville; *owned by* William Weatherspoon, yeoman of Granville as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 196) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Lampton 743 ton barque; *built in* 1841; *built by* David Dill; *built at* the Eaton Yard, Bridgetown; *owned by* OWNER.

Registered in Saint John, NB and wrecked in 1845 at Cow Bay (Armstrong & Wagner pg 27, 196) (no record on: <http://novascotia.ca/museum/wrecks>)

Lark 43 ton schooner; *built in 1835; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 196)

Laura 138 ton schooner; *built in 1864; built by BUILDER; built in Clementsport; owned by OWNER.*
INFO. (Armstrong & Wagner pg 196)

Laundra TONNAGE brigantine, *built in ?' built at Bear River; built by Geroge F. Miller; owned by ?*
INFO. (Bear River Telephone, 15th December, 1897, Wayne Morgan newspaper transcribing and indexing), the barque Maggie Armstrong, the brigts Dei Gratia and Annie Bogart, barques Zebina Goudey and Maggie Miller, schr Sea-bird and barkt Myrtle.

Laurie TONNAGE TYPE; *built in 1858; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 196)

Lavinia 31 ton TYPE; *built in 1848; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 196)

Laurence Delap / Lawrence Delap / Coal King 1409 ton ship wood schooner barge²; *built in 1878; built by Laurence Delap & Co.; built in Hog Island Shipyard, Annapolis; owned by Luckenbach Trans. & Wrecking Co., N.Y. ² (Lloyd's Register 1907-1908)².*

Launched August 21st and sadly, ended it's life working as a barge in the New York Harbour. The vessel had dimensions of 208.6 x 39.7 x 23.1, the largest ever built in Annapolis County. "Her mainmast towered 200 feet above the waterline and she carried 50,000 square feet of canvas, every inch of which had been cut and fit in the local sail loft by Charles K. Weddleton. The first master was Samuel Groves, a Granville Ferry deep water captain who had made several successful voyages on other Delap-built vessels.

Immediately after her launching, the Laurence Delap anchored three miles down river to take on a cargo of lumber from scows. Hovering nearby was the paddle steamer *Empress*, reved and ready to tow the loaded ship out into the Bay. The story is told that Captain Groves, as a staunch believer in sail power, considered the steamer's presence an insult. Consequently, as soon as the *Empress* took up the slack on the towline, Groves started 'walkin the / sails to 'er,' until his ship was travelling faster than the steamer. Just when collision seemed imminent, Captain Groves threw the towline overboard and the Laurence Delap, gaily flaunting her colours, swept past the *Empress* and out through Digby Gut with every sail set and drawing." This vessel worked for the Troop Fleet of Saint John for three years, registered in Annapolis in 1882 and not registered again until 1889 when the *Laurence Delap* was working hauling coal in New York harbour. (Armstrong & Wagner pg153-154) (Armstrong & Wagner pg 101, 103, 153) (**IMAGE**: Armstrong & Wagner pg 153, 167) (photo of a **PAINTING** in the personal collection of Gladys Delap Jones)

Describing a well-known image of Laurence Delap (**IMAGE**: Lawrence, pg 75) Ian Lawrence writes: "Born into a seafaring family from Granville in 1826, Laurence Delap was the son of James and Elizabeth (Hall) Delap. After receiving an ordinary village education, he left home in 1844 at the age of eighteen to work in New England at the shipyards of Bath and Newburyport. These yards were building very large ships and were leaders in the development of new construction techniques. A year after the discovery of gold in California in 1849, Laurence Delap took passage on a ship around Cap Horn and reached California in September of 1850. Joining a number of other prospectors, he was among a group that discovered a mine on the Salmon River in the northern part of the State in 1852/1853. He returned to Nova Scotia in the spring of 1856 and shortly afterwards married Caroline

Shafner, the daughter of James and Esther (Croscup) Schafner of Granville. Delap began building ships at Delap's Cove on the Bay of Fundy shore and continued there until 1873. In that year he was joined by silent partner, T.S. Whitman, and commenced building ships and manufacturing lumber for export in Annapolis Royal under the name L. Delap & Company. The business was conducted at Hog Island, a peninsula at the northeast end of town that had, in earlier times, been the location of the town gallows. Twelve ships were built at this yard between 1873 and 1881, the largest being the *Laurence Delap*, 1,409 tons, built in 1878.. At full capacity, the yard employed seventy men and boys. In 1881, Delaps and Whitman were the primary forces in the creation of the Acadia Steamship Company. The new company was set up to create facilities in town for the storage and shipment of the increasingly important apple crop of the Annapolis Valley. Their plans, which included the construction of steamships on the Hog Island site, were cut short by the untimely death of Laurence Delap in the summer of 1882.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 75)

Describing the launch of this vessel, the *Annapolis Journal* wrote: “On Tuesday morning last we had the pleasure of being launched in the new ship 'Lawrence Delap;' from the yard of our enterprising builder and townsman, after whom the ship is named. The said ship is the ninth (besides one schooner) launched from this yard within the last five years. All having been constructed under the superintendance of Mr. H. K. Richards, whose ability in his profession is widely known: the following is a brief description: Length of keel, 205 feet; rake 9 feet; beam 40 feet 8 inches; hold 24 feet 10 inches; stern round with great rake and overhang; curving stem, true lines, general appearance tasty and rakish; ship rig with main skysail. Materials, -keel, birch and beach; stem, sternpost, apron, deadwoods, hatch-combings, bitts, rudder-stock, etc., of American oak; house-waterways, rails, pins and mast-rails, spirketting, etc., of pitch pine; keelsons of pitch pine as follows,-ground tier, 12 by 36; second tier, 14 by 28; third tier, 18 by 18; the whole surmounted by a rider, 12 by 22; frame, ceiling and planking, of spruce; garboard three strakes of birch, edge-bolted into the keel; copper fastened with 1½ inch metal to 27 feet draft of water. The bowsprit, lower masts, topmasts, lower and upper-topsail yards of pitch pine, manufactured on the grounds by Mr. Geo Roney, of Granville. She has two full decks complete laid, fitted with hatches and cauled; erlop deck forward and aft. Poop deck, 80 feet, with the usual trunk; skylights, pilot houses, companion-ways, etc.

After the house or cabin, 43 by 24, is fitted up in style with excellent accommodations. Captain's stateroom, 8 by 14; after cabin, 12 by 14; forward do. 12 by 12: spare staterooms, pantry, storeroom, bathroom, washroom, water-closet, etc., and a splendid entrance by a flight of stairs in steamboat style. Forward house 41 by 20, fitted with engine room, cook's galley and room, carpenter's shop, boys' room, and rooms for 16 men. Under forecastle deck is fitted with store room, boatswain's locker, paint rooms, coal-bunkers, water closets, etc. Iron windlass manufactured by I. Matheson, New Glasgow, which was severely tested upon the day of launching, and gave entire satisfaction to all concerned. The brass work and fittings for steering gear was made at Messrs. Burrell & Johnson's machine works; wheel by Mr. J. C. Moulton; boats by Mr. Barrows; Mill's patent pumps, by Wilson, Clark & Co.; and is being rigged by Mr. Hemeon, all of Yarmouth, NS. Blocks made by Mr. Harris Wright, of Granville Ferry; castings by D. Spence & Co., of Annapolis; iron knees by Harris & Co., of Saint John, NB; blacksmith work by Mr. J. D. Bower, of Annapolis. Her rigging, chains, anchors, etc., were imported from Glasgow, G.B., direct. Canvas from Portland Duck Co., and manufactured by Mr. C. K. Weddleton, of Annapolis.

In conclusion we can only say, like the former ships sent out by the enterprising owner of the yard and his architect, she is perfect and complete in every particular, and will do honor and credit to both those connected in building her and the County of Annapolis, wherever she may be, or whomever may see her.

She registers 1,675 tons, and is the largest belonging to the county, and we believe the third largest in the province. Is chartered to load deals in St. John, and will be commended by Capt. Samuel Groves, who is well known for his sailing and financing abilities.

The morning of the day on which the ship was launched dawned fine, and developed very favourably, with a light air of wind to the southward. At about half-past ten, the tide being quite high, the familiar voice of Mr. Delap was heard to ring out – 'Wedge up, boys!' At least two hundred and fifty mallets instantly and cheerfully went into operation. While the men under the ship's bottom are rattling away, and every blow is struck by an experienced and anxious workman, the large number of spectators watch eagerly the result. Presently-when all is ready-the beautiful ship passes easily and majestically into her native element, amid cheers of the people and playing of appropriate airs by Annapolis Cornet Band.

The new ship now lies at her wharf, where the lower masts are being put in position. We understand that she will leave for St. John sometime during next week.”(*O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Annapolis Journal* from August 31, 1878.)

Laurence / Lawrence TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Phineas Lovett Jr.?

Long distance trade of local fish and produce to the West Indies. Captain Harris of Upper Clements was captain of a voyage to the West Indies in 1815. He wrote of a difficult time trying to sell a cargo of fish in Jamaica, rough seas and poor health. (Armstrong & Wagner pg 16, 24) RESEARCH FURTHER: (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=2601>) or (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=2600>) (RESEARCH FURTHER: **Lawrence**, Armstrong & Wagner pg 196 82 ton schooner, built in Digby or Annapolis County?)

L. B. Hatch 89 ton schooner; *built in* 1879; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Referred to in the *Halifax Morning Herald* issue of July 17, 1882, when the ship had just arrived in Thorne's Cove from Salem under a Captain Johnson (Armstrong & Wagner pg 87, 196)

L.B. Usher 126 ton schooner; *built in* 1860; *built by* BUILDER; *built in* Granville; *owned by* E. Clarke and others as of 1864*.

INFO (Armstrong & Wagner pg 196) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Leader 35 ton schooner; *built in* 1843; *built by* BUILDER; *built in* Granville; *owned by* Robert Spicer, mariner of Cornwallis, NS.

INFO. (Armstrong & Wagner pg 197) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” document: “A List of vessels on the Registry Book of the Dominion of Canada”)

Leading Star 8 ton schooner; *built in* 1861; *built by* BUILDER; *built in* Hillsburgh; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 197)

Ledge Runner 5.59 (NT) ton Fiberglass Fishing Boat; 10.63x4.71M; *built in* 2002; *built by* Clayton G. Atwood Boat Shop LTD, Shag Harbour; *built in* Bear Point. *Owned by* Third Generation Fisheries, LTD, Granville Ferry.

Constructed of moulded and reinforced plastic and fiberglass, launched in Meteghan and registered in Yarmouth since March 2002. At launch the keel was dropped and split a large rock in half but vessel was undamaged. Three generations have fished aboard this vessel; Murray and son,

grandson. (Visit, Murray Longmire, May 2017) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/824167>) **IMAGE:** Private collection of Murray and Juanita Longmire, Hillsburn.

Lena K. TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

“Time was running out for the little workhorses of the coastla trade, but traditions died hard along the Granville shore. One of the last coasters was the Lena K., 35 tons, *owned by* Captain Keans and carrying such cargoes as box boards to Connor Brothers in Black's Harbour and salt fish from Wilson Beach to the Robin, Jones and Whiteman plant in Annapolis Royal. It was the *Lena K.* That Bill Chisolm had his first experience as skipper.” (Armstrong & Wagner pg 89)

Lena R. TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Parker's Cove; *owned by* Roy Halliday.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”)

Lena Pickup. 282 ton tern schooner;130” X 30.3’ X 12’; *built in* 1890; *built by* John Wagstaff; *built at* Mills Shipyard, Granville Ferry; *owned by* Samuel W. W. Pickup.

Armstrong and Wager explain: This ship is interesting because it was a replacement copy of a vessel that was never launched because of a fire. The earlier ship had been constructed at the Bohaker mill yard across from the United Church in Granville Ferry. This vessel was a cooperative venture of Captain Joseph Hall and S. W. W. Pickup, and named for Mr. Pickup's daughter, this vessel worked shipping timber south, the crew and captains where Annapolis County men. In 1900, when under the command of Captain Norman Roop, wrecked in Black River, New Brunswick.

Referred to in a *Spectator* clipping from the 2nd of September 1898: “Sch. **Lena Pickup**, Roop, cleared at Philadelphia on the 29th for Bear River.” Two more clippings from the same Newspaper tell us that on September 15 the **Lena Pickup** left Bear River bound for Cienfuegos and on December 2 it was reported that the vessel had reached Pascagoula on the 16th of November*. The *Spectator* Shipping Notes from February 16, 1900 tell us that this vessel, under Captain Norman Roop had left Mobile for Havana on February 9th. (Armstrong & Wagner pg 77, 197) (Parker, 1959, pg 210) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* Newspaper clippings from 1898, 1900)

Leo 77 ton TYPE; *built in* 1845; *built by* BUILDER; *built in* Clements; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 197)

Leona 146 ton schooner; *built in* 1868; *built by* BUILDER; *built in* Granville; *owned by* Charles A. DeWolf, merchant of New York as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 197) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Lequille 115 ton schooner; *built in* 1867; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 197)

Lerose 86 ton TYPE; *built in* 1881; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 197)

Levinia 49 ton TYPE; *built in 1851; built by BUILDER; built in Wilmot; owned by OWNER.*

INFO. (Armstrong & Wagner pg 197)

Lewis Smith Jr. 82 ton schooner; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 197)

L. H. DeVerber 615 ton barque; *built in 1871; built by BUILDER; built in Bear River; owned by L. H. DeVerber & Sons, Saint John.*

INFO (Armstrong & Wagner pg196) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Lillian TONNAGE and brig; *Built in DATE; Built by BUILDER; built in LOCATION; owned by Captain James E. Slocomb.*

Another vessel lost by the unlucky Captain J. E. Slocomb. (Armstrong & Wagner pg 43)

Lilla Dale 14 ton schooner; *built in 1864; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 197)

Lily 50 ton schooner; *built in 1876; built by BUILDER; built in Margaretville; owned by Captain Amos Burns & others.*

Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. In 1876 while carrying potatoes and cordwood to Boston the vessel capsized killing the captain, John Harris, the mate, Chas. Harris and John Moody, the cook. Two men survived and sought help at the house of Fabrice Melanson. The three dead shared a funeral on October 24th. (Armstrong & Wagner pg 50, 51, 197)

Lilly 22 ton TYPE; *built in 1839; built by BUILDER; built in Granville; owned by OWNER.* INFO. (Armstrong & Wagner pg 197)

Lily 6 ton schooner; *built in 1862; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 197)

Linnet 8 ton schooner; *Built in 1829; Built by BUILDER; built in Annapolis; owned by OWNER.*

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter. (Armstrong & Wagner pg 44, 50, 197)

Linvis 8.65 (NT) ton Fishing boat; 9.24x3.47x1.34m; *built in 1965; built by Edward J. Deveau; built in Beaver River??. Owned by Llewellyn Reagh Halliday, Granville Ferry.*

This Carvel-planked wooden vessel is registered in Digby, it runs a 190hp Gasoline engine. (<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/326280>)

Lioness 83 ton TYPE; *built in DATE; built by BUILDER; built in Granville; owned by OWNER Bent and others.*

INFO. (Armstrong & Wagner pg 30, 197)

Lipcus. WEIGHT; TYPE; *built in ? built by ? built at ? Owned by* Walter Longmire;

The vessel sank off Delaps Cove. Walter Longmire, Sherman Clayton, and Victor Hamilton were on board when the engineroom of vessel caught fire. Unable to stop the vessel, they had to launch the lifeboat while still moving ahead and were nearly swamped. Thankfully, all men survived as they came ashore in Delaps Cove area. They walked through the night in a snowstorm to Victoria Beach for help.

Listeven TONNAGE scallop boat; *built in* 1986; 65 feet long; *built by* Annapolis Industries Ltd.; *built in* Parker's Cove; *owned by* Rodney McCaul.

Also involved in the ground fishery. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Listeven II. WEIGHT; Dragger; *built in* 1989; *built by* Annapolis Industries Ltd; *built at* Annapolis Royal; *Owned by* Rodney McCaul;

This was the second vessel built by Annapolis Industries Ltd, named after the kids of Rodney McCaul (*The Spectator*, February 21, 1989).

Little Pilgrim 43 ton schooner; *built in* 1836; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 197)

Lity 50 ton schooner; *built in* 1874; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 197)

Lively 60 ton schooner; *built in* 1833; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 97, 197)

Lizzie Chute 160/162 ton schooner; *built in* 1868; *built by* BUILDER; *built in* Bear River; *owned by* Harris Harding Chute.

The second of three vessels owned by Harris Harding Chute, merchant, mill and ship-owner of Bear River who had a tragic tale; he lost all three vessels in only four years, and aboard this one, also his only son, Charles. In January 1868 this vessel has headed home with sugar and molasses from the West Indies when it was wrecked on Cheggogin Point. J. Murray Lawson is quoted from Yarmouth Past and Present in "The Age of Sail", saying; "All of the crew perished as follows: John Graham, master, David M. Pyne, mate, George A. Vroom, steward, Jacob / Johnson, Robert Hawkins, Norman Corkes and Edgar Turner, seamen. Charles H. Chute, 17 years of age was a passenger and also perished. Captain Graham left a widow and 6 children, Vroom a large family. Hawkins and Johnson also left families...All bodies were recovered"" (Armstrong & Wagner pg 137-138, 197)

Lizzie Troop 207 ton half barque; *built in* 1864; *built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 197)

Lloyd TONNAGE two-masted schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Captain Herbert Anderson.

Sailed as a packet ship between Parkers Cove and Saint John. (Armstrong & Wagner pg 62)

The **Lloyd** was mentioned in the autobiography of “Frederick William Wallace,” in which he states the boat was 29 years old in the year 1912 – meaning it was built in 1883 (p. 98). On this day, in 1912, Wallace was leaving Hillsburn, after visiting his fishing friend, Captain Arthur Longmire (Walter Longmire’s Grandfather) (p. 98). The **Lloyd** departed from Parker’s Cove Wharf enroute for Digby. The **Lloyd** was carrying a load of salt dried fish and three other people, including Wallace (p. 98)

Lochee 432 ton barque; *built in 1866; built by BUILDER; built in Granville Ferry; owned by John Johnson, trader of Granville (managing owner).*

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 72, 197)(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Loda 428 ton barque; *built in 1862; built by BUILDER; built in Granville; owned by J. Johnson and others*.*

INFO. (Armstrong & Wagner pg 197) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Lois L TONNAGE Scallop Dragger; *built in DATE; built by BUILDER; built in Hillsburn; owned by Bernard Longmire.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”)

Lola TONNAGE TYPE; *built in 1864; built by BUILDER; built in Clementsport; owned by OWNER.*
INFO. (Armstrong & Wagner pg 197)

Lollipop TONNAGE Scallop boat; *built in 1940s; 60 feet long; built by Raymond Longmire; built in Bay Shore. Hillsburn?; owned by Raymond Longmire.*

Built by Raymond for himself and the scallop fishery. (Boats Built of the Bay Shore by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

London 647 ton barque; *built in 1840; built by David Dill; built in Wilmot; owned by OWNER.*

Active in trade, was wrecked 1847 near Shelburne on a voyage between Saint John, NB and Europe carrying “deals”. (Armstrong & Wagner pg 27, 197)
(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=2916>)

Londra 142 ton Brigantine; *built in 1864; built by BUILDER; built in Bear River; owned by OWNER.*
INFO. (Armstrong & Wagner pg 198)

Lora T. 15 ton schooner; *built in 1883; built by BUILDER; built in Bear River; owned by OWNER.*
INFO. (Armstrong & Wagner pg 198)

Lorraine O. 29.07 (NT) ton Fishing boat/trawler/dragger; 65 feet long¹; 19.02x4.88x2.16m; *built in 1951; built by Dannie Robinson; built in Parker's Cove. Owned by Elwood Oliver Sr. for himself and the scallop fishery¹; R & D Oliver Enterprises Ltd., Digby.*

Registered in Annapolis Royal. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel->

registrations/details/190849) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Lone Star TONNAGE and schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner pg 44)

Lotus 124 ton brig.; *built in* 1859; *built by* BUILDER; *built in* Granville; *owned by* J. Johnson and others as of 1864*.

INFO. (Armstrong & Wagner pg 198) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Louisa 326 ton Brigantine; *built in* 1865; *built by* BUILDER; *built in* Hillsburgh; *owned by* OWNER. INFO. (Armstrong & Wagner pg 198)

Louisa Cook 280 ton barque; *built in* 1864; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 198)

Louisa Whitman / Telefon 1220 ton ship; *built in* 1877; *built by* Laurence Delap & Co.; *built in* Hog Island Shipyard, Annapolis; *owned by* Thomas S. Whitman.

In customary fashion this vessel is named after the owner's wife. This vessel ended her working days under Norwegian ownership. No longer registered in 1905. (Armstrong & Wagner pg 101, 102, 167, 198) (IMAGE: Armstrong & Wagner p167)

Lowland Lass 89 ton square-sterned, two-masted schooner; *built in* 1820; *built by* BUILDER; *built in* Saint John/Annapolis Royal (198); *owned by* Captain Isreal Ruggles, Annapolis.

This vessel was based at the Robertson wharf at Port of Annapolis in the period after the American Revolution. It operated as a merchant ship carrying on trade between it's home port, Saint John and the West Indies. This vessels' owner, Captain Isreal Ruggles was also the captain. (Armstrong & Wagner pg 95)

Lucknow 57* ton schooner; *built in* 1858; *built by* BUILDER; *built in* Granville/Wallace, Cumberland County*; *owned by* Albert D. Mussels, mariner of Granville as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 198) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*) [RESEARCH FURTHER: Where was this vessel built?]

Lynnefield 97 ton schooner; *built in* DATE; *built by* A. W. Vroom; *built in* ?Clementsport?; *owned by* William Ray (managing owner).

INFO. (Armstrong & Wagner pg 126)

Mackarel 33 ton TYPE; *built in* 1866; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 198)

Maggie M. 16 ton TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 198)

Maggie Miller 107 ton ship/barque (Bear River Telephone, 15th December, 1897 – Wayne Morgan); *built in* 1875; *built by* George F. Miller (Bear River Telephone, 15th December, 1897 – Wayne Morgan); *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 198)

Maggie Quinn 105 ton schooner ; *built in* 1868; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Referred to in the *Halifax Morning Herald* issue of July 17, 1882, when the ship had just arrived in Thorne's Cove from Gloucester under a Captain Conely. (Armstrong & Wagner pg 87, 198)

Maggie Blanche 47 ton schooner; *built in* 1878; *built by* BUILDER; *built in* LOCATION; *owned by* T. H. Miller and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.”. (Armstrong & Wagner pg 135) (POSSIBLY NOT LOCAL)

Maid of France / Fundy King / A.S. Publicover 376/412 (Armstrong & Wagner p 49,198) ton schooner; 141’ X 32.7’ X 13.5’; *built in* 1919; *built by* J. A. Balcom; *built at* Margaretville; *owned by* F. K. Warren.

Abandoned on the Lunenburg mud flats for several years, before being bought by Captain Archie Publicover of LaHave. Unfortunately the captain fell on poor luck when the vessel began to leak and sunk near Bermuda in 1942. (Armstrong & Wagner pg 49,192, 198) (Parker, 1959, pg 206)

Maid of the Mist TONNAGE steamer; *built in* 1833; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This vessel was a steamer which followed the *Saint John* as the second steam vessel on the Saint John to Digby to Annapolis circuit. (Armstrong & Wagner pg 96)

Majestic Lady 26.17 (NT) ton Scallop Dragger; 15.73m x 5.79m x 2.32m dimensions, *built in* 1988; *built by* Walter Raymond Longmire; *built at* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Delaps Cove Fish Products, Granville Ferry.

This is a carvel planked wooded vessel powered by a 365 hp single screw diesel engine. Registered as a fishing vessel based in Digby since October of 1988. Captained by Lawrence Everette. (Visit, Walter Longmire May 2017) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s).

<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/810599> (Rodney Magarvey and Julie Magarvey McPhail, 2017)

Majestic Mariner TONNAGE ground fishing boat; *built in* 1980¹; 60 feet long¹; *built by* Robinson Fisheries¹; *built in* Parker's Cove; *owned by* D.B Kenny and then owned by Peter Burnie¹, who eventually sold it. (Dana Robinson, Interview, 2017).

The scallop dragger was launched from the Parker’s Cove wharf in 1980. Wilbur H Robinson was father of Wylie and David Robinson. Wylie and David owned and operated Robinson Fisheries at this time. (Dana Robinson Visit, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at

the O'Dell House Museum in Annapolis Royal¹)

Malta 848/826 (Armstrong & Wagner, pg 57/198) ton ship; *built in 1863; built by Abram Young; built in Young's Cove; owned by Troop Fleet.*

The Troop Fleet was based in Saint John, New Brunswick but founded by Jacob Valentine Troop and his son originally of Granville Ferry. This fleet worked as trading and merchant vessels to supply the business on the North Market Wharf. (Armstrong & Wagner pg 57, 198)

Malta 106 ton schooner TYPE; *built in 1866; built by BUILDER; built in Granville; owned by OWNER. INFO.* (Armstrong & Wagner pg 198)

Mapleland/Primaro/Primiero²/Indomito² 547 gross²/450 under deck net² 566/591 ton tern 3-masted² schooner; 173' x 35' x 13'²; *built in 1918; built by Annapolis Shipping Co. Ltd.²; built at Hog Island Shipyard, Annapolis (Parker, 1959; pg 212). Code letters: NTYL². Owned by Cl. Devoto fu G.B. and registered in Genoa² (Lloyd's Register 1925-1926²).*

“According to the *Digby Weekly Courier*, September 27, 1918, each auxiliary with screw propellers of 100 horse power each, driven by 'crude oil engines of the Diesel type, giving a speed independent of sails upwards of seven knots, and she carries over 3,000 feet of canvas.” Renamed **Primaro** when sold to an Italian shipping company. “December 1919 found the **Mapleland** at Mobile, Alabama, loading hard pine for Port of Spain, Trinidad. At that port, she loaded asphalt for New York, arrived there on May 20, 1920, and took on a cargo of hard coal for Saint John. She arrived at Saint John on June 17, 1920, and proceeded to Parrsboro to load deals for Preston, England.

Mapleland (2nd constructed²)II 518²/629 (Armstrong & Wagner, pg 110/198) ton 3-masted schooner; 173' X 35' X 13.3'; *built in 1919; built by Annapolis Shipping Co. Ltd.; built in Hog Island Shipyard, Annapolis; owned by F.W. Pickels. Code letters: TPCW. (Lloyd's Register 1925-1926²).*

Based and registered in Annapolis under the ownership of F.W. Pickels throughout her life. “Retained throughout her career by F. W. Pickels with Annapolis as home port, the **Mapleland II** made a few successful voyages in her early years. She crossed the Atlantic three times with Captain Randall of Parrsboro in command. On one speedy voyage, she left Parrsboro with a cargo of lumber for Liverpool, England, made the run in 20 days, discharged cargo and arrived back in Shelburne for orders after 23 days at sea.”

Armstrong and Wagner explain: When freight rates dropped, the **Mapleland** was laid up at Annapolis and kept in trim by her owner until either the economy brightened or a private sale could be negotiated. Neither event materialized. Zane Grey, a celebrated author of the period, expressed interest in purchasing the schooner but failed to come to terms with Frank Pickels. For many years thereafter, the **Mapleland** lay by the Annapolis wharf as a reminder of a fast fading era. In 1935, as an abandoned old wreck, she was towed down to Port Wade and beached.” (2000 pg 110, 111,198)

Ian Lawrence writes “The tern schooner **Mapleland**, 566 tons, was for many years a landmark in the town. **Mapleland's** story is one shared by many schooners built at the close of World War One. Ordered before peace brought an end to the urgent need for new shipping, ships continued to be built for a time. The **Mapleland** had a few successful voyages early in its career, including one fast passage carrying lumber from Nova Scotia to Gaston, England, and returning to Shelburne, Nova Scotia, in fifty-nine days. When freight rates fell, the schooner was laid up at the government Wharf in Annapolis Royal to await a brighter future. That never arrived, and in 1935 the decayed old wreck was towed down the Annapolis Basin to Port Wade and left on the beach to disintegrate.” (2002, pg 82-83) (IMAGE:“**Mapleland**, 1919” Annapolis Heritage Society) (ARTIFACTS: ‘Framed Photograph of **Mapleland** at Port Wade Pier’; Made by Bernard Dean, Annapolis Heritage Society Collection #

5.91.2) (**ARTIFACT**: “Wreck Wood – Oak Planking” (Annapolis Heritage Society - # 5.91.3. and “Wreck Wood – Model” by Bernard Dean (Annapolis Heritage Society – # 4-91.4) (Armstrong & Wagner pg 110-111, 198) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping”)

Maranatha TONNAGE scallop boat¹; *built in 1990¹; 65 feet long¹; built by Edward Robinson¹; built in LOCATION. Owned by Edward Robinson¹.*

Also worked in the ground fishery¹. Ian Lawrence and Mike Gunn both worked as carpenters on this vessel¹. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Margaret May Riley / Roclincourt 241 ton tern schooner; 123.5' X 30.5' X 11.2'; *built in 1900; built by John Wagstaff; built at Mills Shipyard, Granville Ferry.; Owned by Pickels & Mills. (Parker, 1959, pg 212)*

Armstrong and Wager write that **Margaret May Riley** worked shipping timber south, the crew and captains were Annapolis County men. Renamed under French ownership. (2000, pg 77, 78, 107)

Ian Lawrence writes: “The tern schooner **Margaret May Riley**, 241 tons, was launched from the Mills' shipyard in Granville Ferry in 1900. John Wagstaff was the master builder. The **Margaret May Riley** was placed in the southern timber trade and was manned for a time by local crews. Renamed **Roclincourt**, it finished its days under the French flag.”(2002, pg 101,198) (**IMAGE**: “The **Margaret May Riley**, 1900” Lawrence pg 109, AHS Collections) (**ARTIFACT** *Half-Model*: “**Margaret May Riley** built by Bill Wagstaff” Annapolis Heritage Society # G 8.9.8.9)

Margaretville TONNAGE schooner; *Built in 1840; Built by ? built at ?; Owned by OWNER.*

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner, pg 44, 198)

Margie Armstrong TONNAGE barque, *built in ?' built at Bear River; built by George F. Miller; owned by ?*

INFO (Bear River Telephone, 15th December, 1897, Wayne Morgan newspaper transcribing and indexing)

Maria TONNAGE brig; *built in 1833; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 198)

Mariner 35 ton TYPE; *built in 1838; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 198)

Mariner 58 ton schooner; *built in 1841; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 198)

Martha Ann 73 ton schooner; *built in 1826; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 198)

Martha Riordan 87 ton schooner; *built in 1868; built by BUILDER; built in Granville; owned by ?.*

INFO. (Armstrong & Wagner pg 198)

Martha S. K. Thorne 116 ton schooner; *built in 1859; built by BUILDER; built in Granville; owned by Gavaza, Ritchie and others as of 1864**.

INFO. (Armstrong & Wagner pg 198) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Martin Allan 26.78 (NT) ton Fishing boat; 16.61x5.73x2.99m; *built in 1980; built by Leigh O. Halliday; built in Hillsburn. Owned by Edmond Gagnon Ltd., Grand Barachois.*

This Wooden, Carvel-planked Fishing boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel/registrations/details/372332>) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Martin Burns 312/313* ton brig; *built in 1866; built by BUILDER; built in Granville; owned by Gilbert Saunderson, merchant of Yarmouth as of 1873**.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 199) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Marius Coipel 358 brigantine; *built in 1875; built by ?; built at ?; Owned by Richard Clarke and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." The *Digby Courier* of February 14th, 1879 reported that this vessel had met with disaster along with several others also owned at Bear River in the short period of time since the past October. Wrecked and "bilged" on rocks while on a voyage from Charleston to Beaufort, North Carolina in 1879. Thankfully the captain and crew all survived and were delivered to their destination via steam tug. (Armstrong & Wagner pg 135, 136)

Marquis of Lorne TONNAGE fishing schooner; *built in 1883; built by BUILDER; built in Granville; owned by the Caribbean Company.*

INFO. (Armstrong & Wagner pg 68)

Mary TONNAGE schooner; *built in DATE; built by BUILDER; built in LOCATION; owned by Delap Family.*

Worked in long distance trade with the West Indies. Captain John Harris of Upper Clements worked on one such voyage in 1818. (Armstrong & Wagner pg 24) Referred to in journal entries made by Captain John Harris. He wrote of a long four month journey from Barbados in 1819. February 16th he writes: "Got off the boat on the Granville shore at Cronin's to hear what's new. Gave John Worste charge of the vessel. In the/evening *Mary* came up and anchored off oat Island. At night hauled into Delap's wharf." The next day Captain Harris set to work settling the accounts and having his cargo of 950 bushels of salt unloaded. When the *Mary* had left Lower Granville she had been carrying "herring, cod, pickled herring, scale fish, apples and 200 bushels of potatoes"- a co-operative venture involving: Annapolis merchants William Ruggles and John Robertson as well as Stephen and Edward Thorne, James Hall, James Shafner, Joseph Anthony, William Letteney, Captain Johnson and Moses Shaw all from Granville. (Armstrong & Wagner pg 83-84)

Mary 44 ton TYPE; *built in 1827; built by BUILDER; built in Bridgetown; owned by OWNER.*

INFO. (Armstrong & Wagner pg 199)

Mary A. Marshall 518 ton bark.; *built in* 1868; *built by* BUILDER; *built in* Bear River; *owned by* L.H. DeVeber, Saint John.

INFO. (Armstrong & Wagner pg 199) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Mary Ann TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Operated as a sailing packet carrying mail, passengers and cargo from Annapolis Royal and Digby to Saint John, New Brunswick. (Armstrong & Wagner pg 19, 199)

Mary Ann TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 199) [RESEARCH FURTHER, several ships by same name (pg199: one 22 tons, built Granville 1824; one 466 ton built Bridgetown in 1863)(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=3062>) (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=3064>)

Mary Ann Star 55 ton TYPE; *built in* 1838; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 199)

Mary A. Troop 373 ton barquentine.; *built in* 1864; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Referred to in the shipping notes from April 7th, 1899 as stopping for provisions in St. Thomas on the 28th of March en route from Buenos Ayres to Hamburg. Under the command of a captain Baker at the time. This same newspaper clipping reports of a misadventure aboard this vessel: "Capt. Sproul, of the steamer *Capac*, at New York from Callao, etc, via St. Lucia, reports on the 23rd, lat 16 47 N, lon 62 04 W, barque *Mary A. Troop*, from Buenos Ayres for Hamburg, with signals of distress flying; her cheif officer came alongside and he reported the vessel 70 days out from Buenos Ayres; captain sick, short of provisions, crew starving and chronometer broken down; was trying to make for St. Thomas; supplied her with provisions in order to reach that port. The *Troop* arrived at St. Thomas March 28."* The *Spectator* Shipping Notes from January 5, 1900 tell us that the vessel was in Portland loading lumber for Buenos Ayres "at \$10.00" (Armstrong & Wagner pg 199) (AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* "Shipping Notes" from April 7th, 1899*; January 5, 1900.)

Mary Blair 114 ton schooner ; *built in* 1854; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 199)

Mary Celeste TONNAGE brig; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Mystery shrouds the end of this vessels' life. As Armstrong and Wagner write: "Why was the vessel abandoned so hastily on November 25, 1872, while proceeding from New York to Genoa with 1700 barrels of alcohol in the hold? What was the fate of the captain's wife and young daughter? This mystery became the inspiration for countless/newspaper articles, several books and

numerous theories ranging all the way from murder, mutiny and piracy through to collusion and insurance hoax.

The ill-fated voyage of the *Mary Celeste* got under way on November 10, 1872, when she cleared New York for Genoa, Italy. Five days later, the *Dei Gratia*, Captain David Reed Morehouse, left New York for Gibraltar with a cargo of petroleum and an eight-man crew on board. On December 5, the *Dei Gratia* was mid-way between the Azores and Cabo da Roca, Portugal, when the crew sighted a vessel drifting aimlessly about under reduced canvas. On closer inspection, the derelict proved to be the *Mary Celeste*. After hailing the brigantine and receiving no response, Captain Morehouse sent his first mate, Oliver Deveau, and two other seamen to board her.

It immediately became evident that the *Mary Celeste* had been completely abandoned. The vessel's boat was missing and signs of a hasty departure were everywhere – the bed in the captain's cabin was unmade, personal effects were left behind, logs and sea charts were in their appointed places and the wheel had not been lashed. The log slate lay on the cabin table with the last entry reading '8 a.m. 25 November 1872.' Further inspection found a certain amount of water seepage in various parts of the vessel, the hatch door blown open and some damage to the rigging. However, the hull of the vessel was new and strong and the cargo well-stowed and intact. Overall, there appeared to be no logical reason why the vessel had been abandoned.

Captain Morehouse placed Oliver Deveau and seamen Augustus Anderson and Charles Lund on board the *Mary Celeste* as a salvage crew and ordered her to Gibraltar. The *Dei Gratia* anchored at Gibraltar on December 12 where Captain Morehouse immediately filed a claim for salvage. The *Mary Celeste* arrived one day later, having travelled a distance of 600 miles with only three men to manage her.

The arrival of the *Mary Celeste* at Gibraltar and the subsequent investigation by the Vice Admiralty Court made headline around the world. Oliver Deveau was the principal witness and held his own amidst intense grilling by officials of the Court.

The discovery of a rusty sword and inexplicable cut marks on both bows of the *Mary Celeste* gave rise to world-wide speculation about mutiny, bloodshed and all manner of dire deeds. Newspaper reporters had a field day, firing off sensational items such as the following which appeared in the *Morning Chronicle* of March 15, 1873:

'The owners of the abandoned brig *Mary Celeste* picked up near Gibraltar under suspicious circumstances some time ago, / have now received additional information leaving little doubt that the crew mutinied and overpowered the officers, killing them or taking them prisoner. Nothing, as yet, has been heard of the captain, his family or crew.'

Eventually, after a thorough examination of the *Mary Celeste* by John Austin, surveyor of shipping, it was decreed that there existed no apparent reason why the vessel had been abandoned. When the *Dei Gratia* was released and returned to New York, each of the crew received \$700.00 as his share of the salvage.

According to the family of Oliver Deveau, the mystery of the *Mary Celeste* was not really a mystery at all. Oliver's story, as told by R. Baden Powell in his *Scrap Book Digby Town and Municipality* (1968), is based on a letter dated December 15, 1872, which was written to his wife from Gibraltar. Deveau tells of boarding the *Mary Celeste* and finding that her foresail and upper topsail were blown from the yard and the lower topsail hanging at all four corners: 'I think she was hove down and they got scared and left in a hurry.'

Baden Powell also writes of an Visit with Amber Fortune, a daughter of Oliver Deveau. Mrs. Fortune spoke of her father's oft-repeated theory that fumes from the cargo of alcohol had built up below decks and the subsequent pressure had blown open the hatch. Fear of an imminent explosion caused the occupants of the *Mary Celeste* to take to the lifeboat. Amidst strong gales and heavy seas, the small boat foundered and all were drowned. Truth or fiction?" Eventually this infamous ship was

lost, January 3, 1885 on the reefs near Rochelais, Haiti. (Armstrong & Wagner pg 141-143)

Mary Eliza 11 ton TYPE; *built in 1853; built by Asa Foster; built in Clementsport; owned by Albert Purdy.*

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 199)

Mary Jane 116 ton schooner; *built in 1856; built by BUILDER; built in Hillsburg; owned by OWNER.* INFO. (Armstrong & Wagner pg 199)

Mary Jane 25 ton schooner; *built in 1861; built by BUILDER; built in Clements; owned by J. Robinson as of 1864*; Alonzo Merritt, mariner of Clements as of 1873¹.*

Registered at the port of Annapolis as of 1873¹. (Armstrong & Wagner pg 199) (AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" page of the *Yarmouth Herald*, section entitled 'Shipping of Granville'*; Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"¹)

Mary S. Lent/Mary E. 96 ton TYPE; *built in 1872; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 199)

Mary Snow 96 ton TYPE; *built in 1849; built by BUILDER; built in Granville; owned by OWNER.* INFO. (Armstrong & Wagner pg 199)

Maryborough 107 ton ship; *built in 1854; built by BUILDER; built in Granville; owned by OWNER.* INFO. (Armstrong & Wagner pg 199)

Maryetta 135 ton schooner; *built in 1863; built by BUILDER; built in Hillsburgh; owned by OWNER.* INFO. (Armstrong & Wagner pg 199)

Master Mariner TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Matilda 50 ton schooner; *built in DATE; built by BUILDER; built in LOCATION; owned by Phineas Lovett and Associates.*

Robertson's wharf and sail loft, located in the Lower Town, Annapolis Royal was one of the earliest in the area and it was the location used by Phineas Lovett. Although this vessel was small it carried five guns and 40 men. The **Matilda**, under the command of Captain John Burkett, "was one of the most successful of the 21 privateers issued Letters of Marque by the province in 1813, sending in 12 prizes in a period of three months." (Armstrong & Wagner pg 95,199)

Matilda 28 ton schooner; *built in 1820; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 199) [RESEARCH FURTHER, Several vessels by the same name; Armstrong and Wagner list: a brig, built in Bear River, date and tonnage unknown; a 28 ton schooner built 1820 in Granville]

Maud / Maude TONNAGE TYPE packet; *built in 1829; built by BUILDER; built in Hampton; owned by OWNER.*

Bay Packet vessel under the command of Captain Joseph Mitchell. (Armstrong & Wagner pg 56, 199)

Maudie 25 ton schooner; *built in 1913; built by BUILDER; built in Port Lorne; owned by OWNER.*
INFO. (Armstrong & Wagner pg 199)

May 78 ton TYPE; *built in 1815; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 199)

Mayflower 40 ton schooner; *built in 1830; built by Samuel Hall Jr; built in Granville; owned by Samuel Hall Jr.*

Owner and builder was also ship master. (Armstrong & Wagner pg 85, 199)

Maytt TONNAGE TYPE; *built in 1940s; 55 feet long; built by Gordon Longmire; built in Bay Shore; owned by Gordon Longmire.*

Built by Gordon Longmire for himself and the scallop fishery. (Boats Built of the Bay Shore by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Max H. TONNAGE Scallop Dragger; *built in DATE; built by BUILDER; built in Hillsburn; owned by Bernard Longmire.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Max Longmire. WEIGHT; TYPE; *built in 1964; built by ?; built at ?; Owned by ?;*
INFO (Dana Robinson interview 2017)

M. D. S. TONNAGE two-topmast schooner; *built in DATE; built by BUILDER; built in LOCATION;*
owned by OWNER.

Captain Joseph Anderson of Port Lorne served on this vessel. (Armstrong & Wagner pg 53)

Mechanic 23 ton schooner; *built in 1852; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 199)

Medford 20 ton TYPE; *built in 1745; built by BUILDER; built in Annapolis Royal; owned by OWNER.*

INFO. (Armstrong & Wagner pg 199)

Medina 342 ton brigantine; *built in 1873; built by BUILDER; built in Granville; owned by James E. Shafner, shipbuilder of Granville*.*

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 199) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Melanie Lynn 14.84 (NT) ton Scallop Dragger; 16.7m x 5.33m x 1.89m dimensions; *built in 1987; built by David Morrison; built in Port Wade. Owned by Richard Percy Morrison, Granville.*

Carvel planked wooden boat powered by a 179 hp, single screw diesel engine. (David and Daisy Morrison, April 2017) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/808281>)

Melba TONNAGE three top-masted schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Captain Joseph Anderson of Port Lorne served on this vessel. (Armstrong & Wagner pg 53)

Melda Francis 4.38 (NT) ton Fishing boat; 8.23x2.74x1.10 m; *built in* 1966; *built by* Deschamp & Jackson; *built in* Shelburne?. *Owned by* Wayne Edwards, Granville Ferry.

This Wooden, Carvel-planked Fishing boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/323822>)

Menelty TONNAGE TYPE; *built in* 1833; *built by* BUILDER; *built in* Clements; *owned by* OWNER. INFO. (Armstrong & Wagner pg 199)

Mercedes TONNAGE schooner; *built in* 1909; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 200)

Merlin TONNAGE schooner; *built in* 1852; *built by* BUILDER; *built in* Lower Granville; *owned by* OWNER.

Included in a group of trading schooners frequenting the Littlewood wharf in Port Royal between 1865 and 1870 and documented by Captain Silas Littlewood. (Armstrong & Wagner pg 87-88, 200)

Merry Roamer 8.75 (NT) ton Lobster Boat; 8.81x3.66x0.64 M; *built in* 1986; *built by* clayton G. Atwood Boat Shop Ltd.; *built in* Bear Point. *Owned by* Emily Kaye Fisheries Ltd., Granville.

This moulded reinforced plastic/fiberglass boat aunched in Parker's Cove on September 1st 1986, Registered in Digby. Two generations fished aboard this vessel, James and Murray, who eventually bought the vessel from his father. This vessel once caught a blue lobster. (Visit, Murray Longmire, May 2017) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/806088>)

Messenger 230 ton brig.; *built in* 1864; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner pg 200)

Meteor 88/89* ton schooner; *built in* 1865; *built by* BUILDER; *built in* Annapolis; *owned by* Isaac B. Bonnett, merchant of Bridgetown as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 200) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Mic Mac / Micmac TONNAGE schooner; *built in* 1833; *built by* BUILDER; *built in* Annapolis; *owned by* James Potter.

Located near Ryerson marsh, Upper Clements, James Potter was a shipbuilder, merchant and shopkeeper. This schooner was registered in Annapolis. (Armstrong & Wagner pg 132, 200)

Mildred K. 40 ton schooner; *built in 1908; built by Captain Edward Keans; built in Port Wade; owned by OWNER.*

Worked in coastal trade hauling “lumber, cordwood, apples and local produce”. (Armstrong & Wagner pg 89)

Milicete 444 ton barque; *built in 1866; built by Granville B. Reed; built in Margaretsville; owned by Troop Fleet, Saint John (commissioned) Built for the Troop Fleet of Saint John.*

INFO (Armstrong & Wagner pg 50, 200)

Militia 137 ton schooner; *built in 1874; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 200)

Mina German 148 ton schooner; *built in 1912; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 200)

Minesola 127 ton schooner; *built in 1866 (Armstrong & Wagner p 200: 1874); built by BUILDER; built in Bear River; owned by Alpheus Marshall and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.”. (Armstrong & Wagner pg 135) [RESEARCH FURTHER: DATE of construction Armstrong & Wagner pg 200 lists a 127 ton schooner built 1874 in Bear River]

Minnie R. 96/97 (p200) ton schooner; *built in 1891; built by BUILDER; built in Granville; owned by OWNER.*

Worked carrying pilings, lumber from Annapolis Royal to Boston. This is significant because it did not ship from Thorne's Cove, which was previously the Port of Registry. Purchased by Captain Jacob Roblee in 1893. (Armstrong & Wagner pg 87, 200)

Miss Annapolisa TONNAGE scallop dragger; *built in 1980; built by Walter Longmire; built in Parker's Cove. Owned by Walter Longmire.*

6 men were involved in the building of this boat, including Kevin Amero. It was launched February 12th, 1980. (Visit, Walter Longmire May 2017)

Miss Gail 37 (NT) ton TYPE; *built in 1963; built by James L. Longmire; built at Hillsburn Pier. Owned by James Longmire, who fished on this vessel with his son Murray. Sold in 1984/1985 to current owner, Seafaring Enterprises Limited, Louisbourg, Canada.*

The garage at what is still the family home was the location where beams were sawn and building preparation was done. Launched in 1964, registered in Digby since April 1964. This is a carvel-planked wooden fishing boat. James and his son Murray fished together on this vessel. Despite a slightly rough start to her maiden voyage, the **Miss Gail** was a great success. On this first trip out the bow dipped under waves several times as the vessel rounded Point Prim. James remarked to his son that they might not be fishing that day afterall but that they would just go and join some other fishing boats they could see. Not only did the men join the other vessels, they were gone a whole week on their first time out! While they were away Juanita, Murray's wife gave birth to the couple's first child. Murray bought this boat from his father in the 60s or 70s and used it for ground fishing, made several trips to Browns Bank and Georges Bank. On one such trip to Georges the fishing net caught on the bottom. James let the cable out and then tightened it again, hoping to dislodge the net. The water was

rough and the captain was worried about the safety of his crew, so he had them lie down on the deck to avoid being hit by cables or equipment should anything suddenly give way. Just as he was about to give up on retrieving the net by cutting the cable, the net was released from the bottom and despite a lost trawl door and badly torn net no other harm was done.

On another eventful offshore trip, this time to the Browns Bank the engine picked up a net and had to be towed to Freeport by two other vessels, including one captained by Carl Longmire. While being towed Murray Longmire consulted his nautical charts and leaned over to see a certain detail. Just as he bent his head forward the tow cable split and the severed end shot through the Portside window directly above the captains head. The cable penetrated straight through the cabin and came to rest near the winch on the rear of the deck. Thankfully the other men aboard were asleep and out of harms way and the only injury was a small cut and a piece of glass that Murray pulled out of his ear some time later. The vessel arrived in Freeport where a diver removed the net and they returned to fishing. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/320008>) (Visit, Murray Longmire, May 2017) [RESEARCH FURTHER: try to locate news coverage based in Hfx about the launch] **IMAGES:** Private collection of Murray and Juanita.

Miss June TONNAGE TYPE; *built in 1963; LENGTH; built by John Dickie; built in Steve's Cove; owned by OWNER.*

INFO. (Interview with Lorna Thibodeau and Robert Covert, Steves Cove near Parkers cove 2017) (Boats Built of the Bay Shore by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Miss Ruby II 5.47 (NT) ton Fishing boat; 10.82x4.33x1.22m; *built in 1987; built by Murray Gregory; built in Parker's Cove. Owned by Eugene Earl Milbury, Parrsboro.*

This Carvel-planked, Wooden fishing boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/809803>)

Miss Tasha 18.69 (NT) ton Fishing boat; 12.68x5.33x2.68 m *built in 1980; built by M. Cottreau Boatshop Ltd.; built in Lower Wedgeport. Owned by Delap's Cove Fish Products Ltd., Delap's Cove.*

This Carvel-planked Wooden fishing vessel is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/395444>)

Mistletoe 821 ton barque; *164 x 34.5 x 19.7 ft; *built in 1875; built by Hiram Young; built at Hiram Young Yard, Youngs Cove; owned by Troop Fleet of Saint John.*

Armstrong and Wagner explain: "At one time commanded by Israel Lettenay Delap. This captain, of Lower Granville is known for taking his wife Lucretia (Croscup) Delap and daughter Mary Amelia along on his voyages. Lucretia would often bring a companion along and the women spent their time sewing and crocheting while the men did their work. AHS records* include a record for expenses accrued in the building of this vessel, including \$63.17 owed to Joseph Croscup, \$68.10 owed to Charles Armstrong and \$39 owed to 'crew on board'; all of these debts were paid off on May 24th 1876. This document also states that the vessel was lost in the 1890s. (Armstrong & Wagner pg 58, 149-150)(**ARTIFACT:** Half-Model: "**Mistletoe** built by Hiram Young" Annapolis Heritage Society Collection – L.7.90.8) (*O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Mizpah 44 ton schooner; *built in 1865; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 200)

Mona Pearl TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. Owned by OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Moneta 199/235 ton tern schooner; 115' x 28.6' x 10.6' (Parker, 1959, pg 213); *built in* 1891; *built by* John Wagstaff; *built at* Mills Shipyard, Granville Ferry; *owned by* ?

Worked shipping timber south, the crew and captains with Annapolis County men. Armstrong and Wagner write; "Earnest Mills recalled that the timber was cut from the woods in back of Granville Ferry during winter of 1890-1891 and hauled to the shipyard by horse sled. Planking for the underwater section was beech and yellow birch, while spruce was used for the deck and top section of the hull. Lower, fore, main and mizzen masts came from British Columbia on three railway cars and were rafted across the river to the shipyard. Total cost ready for sea was \$13,836.13." As a boy Earnest saw this ship built in his grandfather's shipyard in Granville Ferry. This vessel did not enjoy a long life, after only 6 years at sea while en route from Annapolis to Barbados carrying lumber with 6 crewmen under the command of Captain Edward C. Berry the vessel was caught in a hurricane and lost it's mast. Thankfully the schooner *Dove*, based in Maitland, NS was nearby and rescued the men, leaving the vessel to drift for 73 days (covering 60 miles) before being towed to Puerto Rico in November 1893. There the cargo was removed and the schooner was left beached to disintegrate. (2000, pg 77, 78, 156-157, 200)

Montreal 512/515 (p 200) ton barque; *built in* 1840; *built by* James Young; *built in* Youngs Cove (Granville, pg 200) Owned by OWNER.

Earliest record of a ship built in Young's Cove. (Armstrong & Wagner pg 57, 200)

Montrose 23 ton schooner; *built in* 1861; *built by* BUILDER; *built in* Wilmot; *owned by* Jacob Hudson, mariner of Granville as of 1873*.

Registered at the port of Annapolis as of 1873*. (Armstrong & Wagner pg 200) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Document entitled "From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873"*)

Morning Haze I / Little Jacob II 15.32 (NT) ton Fishing boat; 11.55x5.36x1.48 *built in* 2002; *built by* Stanley A. Greenwood; *built in* Barrington Passage. Owned by Morning Haze Fisheries Inc., Annapolis Royal.

This moulded, reinforced plastic vessel has been registered in Digby since August 2013. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/824914>)

Morning Light 291 ton Bq.; *built in* 1856; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 200)

Moses Black 68 ton schooner; *built in* 1858; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 200)

Motherland 398/384 (p 200) ton schooner; *built in* 1917; *built by* BUILDER; *built in* Meteghan (p 200: Annapolis); *owned by* OWNER.

Based in Saint John, NB. Built off-location for the Annapolis waterfront-based Annapolis Shipping Company. "The *Motherland* was sold to interests in St. John's, Newfoundland, and 'went to war' carrying case oil to France. The late Earnest Mills provided the following information:

"The *Motherland* was the only one of the Nova Scotia schooners which crossed together to France in 1917 or '18 to come back safely. Her Captain got cold feet after the *Percy B.* And *Minas Queen* were lost. The following spring, Captain W. H. Irving of the *Percy B.* Brought her back to Halifax. The *Motherland* burned off Mauritius on March 6, 1922, while on a voyage from Port Natal with a cargo of coal." (Armstrong & Wagner pg112) [RESEARCH FURTHER, was vessel built in Annapolis or Digby County?]

M.P. Reed TONNAGE TYPE; *built in* 1881; *built by* BUILDER; *built in* Bridgetown; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 198)

Muriel Anna 149 ton schooner; *built in* 1884; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 200)

Murray B. 43 ton schooner; *built in* DATE; *built by* James B. Martin; *built in* Margaretville; *owned by* OWNER.

Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter.. (Armstrong & Wagner pg 50) (**IMAGE:** Armstrong & Wagner p180)

Murray and Phil TONNAGE TYPE; *built in* 1952/1953; *built by* Harry Gregory; *built in* LOCATION. *Owned by* OWNER.

Green in colour. (Visit, Murray Longmire, May 2017)

Myrtle TONNAGE barque; *built in* ?; *built by* Georg F. Miller; *built at* Bear River; *owned by* ? (Bear River Telephone, `15th December 1897 – Wayne Morgan Newspaper transcribing and indexing)

Myrtle L. TONNAGE schooner; *built in* 1913; *built by* BUILDER; *built in* Hillsburn; *owned by* Roy Longmire .

Captained by Roy Longmire in 1913. (Armstrong & Wagner, pg 63-64)

Nancy Lew TONNAGE; TYPE; *built in* ?; *built by* ? Robinson Fisheries ?; *built at* ? *Owned by* ?; INFO. (Dana Robinson, Visit, 2017)

Nathan Nova TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Native 55 / 59 ton TYPE; *built in* 1853; *built by* P. & C. Hogan; *built in* Clementsport; *owned by* Pardon Saunders.

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 200)

Nellie Pickup 175 ton brigantine; *built in* 1890; *built by* H. C. Longmire; *built in* Lonmire Yard, Parkers Cove. *Owned and commissioned by* S. W. W. Pickup and Captain Samuel Groves.

Registered in Annapolis. (Armstrong & Wagner pg 61)

Neptune 140 ton brig.; *built in 1819; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 200)

Neptune 52 ton schooner; *built in 1829; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 200)

Neva 255 brigantine; *built in 1862; built by BUILDER; built in Granville; owned by J. Smith and others.*

INFO. (Armstrong & Wagner pg 200) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Nevada 37 ton schooner; *built in 1878; built by BUILDER; built in LOCATION; owned by Wm. Spear and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878."(Armstrong & Wagner pg 135)

New Dawn 11.78 (NT) ton Fishing boat; 10.82x3.63x1.40m; *built in 1964; built by John Deveau; built in Mavillette?. Owned by Tony Vandewiel, Amherst.*

This Carvel-planked wooden boat is registered in Annapolis Royal.

(<http://www.wapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/323361>)

New Day TONNAGE TYPE; *built in 1897; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 200)

New York TONNAGE side-wheel steamer; *built in DATE; built by BUILDER; built in LOCATION; owned by The International Steamship Company.*

"In 1882 the Hatheways [Hatheway Steamship Line] chartered the steamer *Secret* from The International Steamship Company and placed it on the Boston route to run opposite their own steamship *Hunter*. When this venture proved to be unprofitable, the Hatheway Line withdrew from the local scene. In 1883 the route was taken over by the Nova Scotia Steamship Company Ltd. and Mr. Whitman became General Agent for the Boston service. Two side-wheelers, the *New York* and *Secret*, sailed on the summer schedule, while the screw steamer *Cleopatra* took over the winter run. These vessels docked at the Acadia Pier." Eventually both the Yarmouth-based interests and The International Steamship Company removed support from the Nova Scotia Steamship Company and ran the service, using the three steamers *Cleopatra*, *New York* and *Secret*, themselves. When this change was implemented Mr. Whitman was replaced by Captain George Corbitt and the vessels used the Railway wharf.(Armstrong & Wagner pg 119)

Nimbus TONNAGE Schooner*; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Referred to in a September 2nd 1898 issue of the *Spectator*: "The four masted schooner *Nimbus*, now on the voyage from Turk's Island to Boston with load of salt, is due here about Oct. 1st. She will be loaded with lumber by H. J. Crowe of Bridgetown. Mr. Crowe is now having bought around from the Bay Shore on schooners about 300,000 ft. Lumber for shipment.*" This same newspaper reported on December 2nd that the *Nimbus* had sailed towards Rosario the previous Wednesday*.

(*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* Newspaper clippings from 1898)

No Name TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Annapolis Royal; *owned by* W. Melanson.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

No Name TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Victoria Beach; *owned by* Charles Taylor.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

No Name TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Delap's Cove; *owned by* Francis Coates.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

No Name TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Hillsburn; *owned by* Bernard Longmire.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Nonparell 76 ton TYPE; *built in* 1853; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 200)

Nora TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Harry Delap wrote of a Granville Ferry waterfront scene in 1890 and recalled seeing this vessel, which was captained at the time by E. Berry, having recently arrived from the West Indies. (Armstrong & Wagner pg 80)

Norman 97 ton brigantine; *built in* 1834; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 200)

Norman 14 ton schooner; *built in* 1836; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 200)

Northern Light 84 ton TYPE; *built in* 1847; *built by* Edwin Ditmars; *built in* Clementsport (pg 200: Granville); *owned by* Thomas Tracy.

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 200)

Nova Delight TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Novalette / Lady Sharon 23.43 (NT) ton Scallop Dragger; 15.97x5.76x2.35m; *built in* 1987; *built by* Walter Raymond Longmire; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* John Longmire, now Morning Dove Fisheries, Granville Ferry.

Built for son John Longmire who fished aboard this vessel for 20 years. Carvel-planked wooden fishing boat registered in Digby since February 1988. Runs a 365hp single screw diesel engine. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vesselregistrations/details/809801>) (Walter Longmire May 2017) (Rodney Magarvey and Julie Magarvey McPhail, 2017)

Nova MRS TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Nugget 195 ton schooner; *built in* 1895; *built by* BUILDER; *built in* Bridgetown; *owned by* OWNER.

This vessel was included on a list put together for the Fort Anne archives by Captain Fred LeCain in 1954. This document states that the Emma E. Potter carried “lumber, coal and pilings” as well as salt and cordwood. We also learn from this document that the *Nugget* was at one time captained by an A. Mailman wrecked on Turk's Island. (Armstrong & Wagner pg 128, 200)

Ocean Bird 44 ton schooner; *built in* 1878; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter. (Armstrong & Wagner pg 50, 201)

Ocean Pearl 521 ton Bq.; *built in* 1860; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 201)

Ocean Spray / Spray TONNAGE TYPE; *built in* DATE; *built by* Charles Moody?; *built in* Margaretsville; *owned by* OWNER. (Dan Conlin, May 2017)

Ocean Swell TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Ocean Wave 119 ton schooner; *built in* 1862; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 201)

Oddfellow 34 ton schooner; *built in* 1876; *built by* Mills Shipyard; *built in* Granville Ferry; *owned by* a large group of Granville shareholders (15) and Albert D. Parker of Saint John. Captained for many years by Wesley Amberman.

This vessel was written about by Harry Delap, who wrote about what he witnessed on the Granville Ferry waterfront in 1890, recalled the preparations carried out on Amberman wharf by

Captain Dave Robinson for the weekly trip to and from Saint John made by the *Oddfellow*. (Armstrong & Wagner pg 77, 80, 201) (**IMAGE**, pg 80, Armstrong & Wagner)

Odessa O TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Port Wade; *owned by* Ansel Casey.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Oerits TONNAGE TYPE; *built in* 1866; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Offshore Mariner TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Olive 38 ton schooner; *built in* 1831; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Olive Branch 39 ton TYPE; *built in* 1816; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Oliver Killham TONNAGE schooner; *built in* 1913; *built by* BUILDER; *built in* Port Wade; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Only Son 67 ton schooner; *built in* 1829; *built by* Henry Rutherford Lovett; *built in* Annapolis. Lovett was builder, owner and captain of this ship. Captained by Joseph Mitchell, who commanded packet vessels frequently in the Bay area. Mentioned in the *Monitor* in 1902 as being involved in coastal trade and using the wharf in Margaretville during the winter. (Armstrong & Wagner pg 16, 50, 201)

Only Son 61 ton schooner; *built in* 1836; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Only Son 16 ton schooner; *built in* 1839; *built by* BUILDER; *built in* Hillsburgh; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Only Son TONNAGE packet; *built in* 1880; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner pg 201)

Ononette 569 (Armstrong, Wagner p 64)/483(pg 201)/ 570 gross² 3-masted² schooner; 156' X 35.2' X 13.2' (Parker, 1959, pg 214); *built in* 1919; *built by* J. Willard Smith of Saint John; *built in* Hillsburn / Annapolis²; *owned by* J.W. Smith² (Lloyd's Register 1925-1926²).

Armstrong and Wagner explain that the **Ononette** was the last sailing vessel built in Hillsburn, built from the same mold as the **Kathleen Crowe** built two years earlier. Captained by J. Willard Smith

until sold to owners in Moncton who employed it trading between NS ports and New York. In 1930 this vessel ran aground and was lost in Advocate Harbour, NS while under the command of Captain Pike. (2000, pg 64, 201) NOTE: No record on Maritime Museum of the Atlantic Find a Wreck Database.

Onora 137 ton three-masted tern schooner; *built in 1890; built by Laurence Delap Shafner; built at the Water Street wharves Bridgetown; owned by OWNER.*

It was on the deck of this vessel that Captain Reuben Chute of Hampton began his career at sea. The *Annapolis Royal Spectator* reported that “Schooner *Onora* sailed yesterday for Trinidad with 150,000 feet of lumber shipped by T.S. Whitman...” On September 16th the *Spectator* reported that the *Onora*, under command of a Captain Berry had sailed to St. John's Newfoundland from Boston on the 11th. The *Spectator* Shipping Notes from January 5, 1900 state that on the 4th this vessel had sailed toward Trinidad with 150,000 board feet of lumber aboard, shipped by T S Whitman. (Armstrong & Wagner pg 32, 55, 120, 201) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* newspaper clippings from 1898 ; The *Spectator* Shipping Notes from January 5, 1900.)

Onward TONNAGE schooner; *built in 1913; built by BUILDER; built in Lower Granville; owned by OWNER.*

The Littlewood wharf was once the site where this vessel, under the command of Captin Johnson, loaded a cargo of wood bound for Rockland, Maine. (Armstrong & Wagner pg 88, 201)

Ora TONNAGE brigantine; *built in 1902; built by BUILDER; built in Annapolis; owned by OWNER.* INFO. (Armstrong & Wagner pg 201)

Oranhyateka 21.37 ton screw steamer; *built in DATE; built by BUILDER; built in LOCATION; owned by Aubrey Beardsley of Hampton, then Delbert D. Clayton, of Parker's Cove in 1925.*

Sale contract between Beardsley and Clayton was witnessed by Ralph Hogan of Young's Cove. (Armstrong & Wagner pg 60)

Orella TONNAGE Scallop Dragger; *built in DATE; built by BUILDER; built in Hillsburn; owned by Bernard Longmire.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”)

Orbit 53/55 (p 201) ton schooner; *built in 1851; built by BUILDER; built in Granville; owned by Robblee, Anderson and Littlewood families. Owned at Thorne's Cove..* (Armstrong & Wagner pg 86, 201)

Oriental 64/65* ton schooner; *built in 1865; built by Asaph B. Stronach; built in Wilmot*; owned by Asaph B. Stronach, mariner of Wilmot as of 1873*.*

Registered in Annapolis Royal as of 1873*. Captain James Cochrane and others. Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner pg 47, 50, 201) (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Document entitled “From a List of Vessels on the Registry Books of the Dominion of Canada, December 1873”*)

Orilla 23 ton schooner; *built in 1870; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 201)

Orion 84 ton schooner; *built in 1851; built by BUILDER; built in Clements; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Orion 120 ton TYPE; *built in 1854; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Orris 103 ton TYPE; *built in 1856; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Otra TONNAGE ship; *built in 1909; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Ottis 103 ton TYPE; *built in 1856; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Ouida TONNAGE schooner; *built in 1898; built by Cary Woodworth; built in Delaps Cove; owned by Earnest, Annapolis Royal.*

According to a memo belonging to the Mills family, this vessel was designed by Lowell Oliver, Digby. (Armstrong & Wagner pg 65)

Packet TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Operated as a freight and passenger service connecting Bridgetown and Saint John, NB between 1884 and 1911. Ran between the first open water in Spring and the winter freeze and weather dependant (Armstrong & Wagner pg 35)

Palermo 799 ton barque; *built in 1872; built by Laurence Delap; built in Granville; owned by OWNER.*
According to the notes of Robert Delap, this vessel sold for \$6,000.00 in 1883. (Armstrong & Wagner pg 73, 201)

Paradigm TONNAGE schooner; *built in 1850; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 201)

Paradise 115 ton schooner; *built in 1855; built by Ambrose Bent; built in Paradise; owned by Bent and Longley.*

INFO. (Armstrong & Wagner pg 26-27, 201)

Paragon 43 ton schooner; *built in 1835; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 201)

Parquet TONNAGE Scallop Dragger; *built in DATE; built by BUILDER; built in Parker's Cove; owned by Reg Robinson.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Patriarch 1066 ton ship; *built in* 1848; *built by* Francis Smith; *built in* Margaretville (Armstrong & Wagner p 202: Wilmot); *owned by* OWNER.

INFO. (Armstrong & Wagner pg 40, 202)

P. Blake 89 ton schooner ; *built in* 1880; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Referred to in the *Halifax Morning Herald* issue of July 17, 1882, when the ship had just arrived in Thorne's Cove from Boston under a Captain Anthony. (Armstrong & Wagner pg 87, 201)

Peaceland 203/262/228 (p 202) ton schooner; 114' x 30' x 10.6'(Parker, 1959, 214); *built in* 1919; *built at* Hog Island Shipyard, Annapolis; *owned by* W.E. Wasson, Parrsboro (in 1930), R.M. Ogilvie, finally sold to American owners.

Armstrong and Wagner explain that the ***Peaceland*** was built in 146 days and was the last vessel built by the Annapolis Shipping Company and the final tern schooner based in the Bay of Fundy area. "The Peaceland, Captain Walsh, took on a cargo of cement and machinery at Norfolk, Virginia. It was the winter of 1943 and heavy seas were running. Shortly after clearing port, the schooner began to leak so badly that Captain Walsh dropped anchor behind a sheltered point to wait/ for better weather. George Noble, the vessel's cook, requested permission to go ashore in the cutter in order to get new lenses for his glasses. The other six crew members lined up at the rail to cheer him off and that was the last George was ever to see of them. When he returned 24 hours later, the ***Peaceland*** and crew had vanished forever without a trace." (Armstrong & Wagner pg 111 ("2000, pg 111-112)

Peapod TONNAGE double-ended fishing boat; *built in* DATE; *built by* Daniel Lewis; *built in* Port Lorne; *owned by* Mr. Daniel Lewis (Laura Lewis, 2017).

Pearl 40 ton schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Sedequist family.

All men aboard died , including the captain James Sedequist and his brother William when the *Pearl* ran aground at Cheggogin sailing from Boston to Granville. (Armstrong & Wagner pg 84) (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=3793>)

Pearl/Saeta² 103 ton schooner; *built in* 1855; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 202)

Pearline 159 ton² tern schooner; *built in* 1896²; *built by* Pickels & Mills²; *built in* Annapolis Royal²; *owned by* C.D Pickels²/ Pickels & Mills (Lloyd's Register 1899-1900²).

Staffed by local men and captains. AHS records* include a Newspaper clipping from the *Digby Weekly Courier* from November 13, 1898: "Pickels & Mills' new schooner was launched at Annapolis on Monday afternoon. She is a very pretty modelled vessel of 132 tons register and is named 'Pearline.' She was built under the superintendence of John Wagstaff. Her dimensions are as follows: Length of keel 86 feet; length over all 109 feet; depth of hold, 9 feet; breadth of beams 27 feet; length of main boom, 60 feet. The main boom, 60 feet The masts are of hard pine and the vessel is copper fastened. Capt. E. C. Berry will command the craft and she will be employed in the coasting and West India trade. Up to the time of launching it was the intention to give the schooner another name, says a correspondent to the *Chronicle*, but Mr. B. B. Hardwick, of Pearline fame, appearing on the scene and wishing to perpetuate the name of the famous article in whose interesets he travels so extensively, with the consent of the owners, christened her 'Pearline.' He presents the vessel with a suit of colors" The

Spectator reported on September 16th that the vessel, under command of Captain Berry had sailed towards Jamaica on the 14th. The *Spectator* also reported on December 2nd that the Pearline had sailed from Savanna La Mar to New York, leaving on November 14th *. Shipping notes for April 7th 1899 state that this vessel had arrived on the 4th in St. John from Porto Rico¹. The *Spectator* Shipping Notes from January 5, 1900 state that this vessel “sailed Monday for Porto Rico with 187,940 ft lumber, 20,000 shingles and 169 bundles of clapboards, shipped by Pickels & Mills.” (Armstrong & Wagner pg 107) (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Digby Weekly Courier* and *Spectator* newspaper clippings from 1898) (AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *Spectator* “Shipping Notes” from April 7th, 1899¹; The *Spectator* Shipping Notes from January 5, 1900²)

Penguin 78 ton schooner; *built in 1878; built by BUILDER; built in LOCATION; owned by D.W. Henderson and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.” (Armstrong & Wagner pg 135)

Persey TONNAGE; Scallop Dragger; *built in ?; built by ?; built at ?; Owned by ?* (Dana Robinson 2017)

Perseverance 40/44 ton schooner; *built in 1819; built by John Johnson; built in Granville; owned by John Sedequist of Victoria Beach.*

One of the first ships owned in Victoria Beach, an area focused on fishing. In 1815 Sedequist was awarded 8 pounds by the Grand Jury of Annapolis County, to operate a ferry service between Digby township at Burkett's Beach and Lower Granville (Armstrong & Wagner pg 84, 202)

Petrel TONNAGE TYPE; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.* INFO. (Armstrong & Wagner pg 202)

Phoenix 201 ton brigantine; *built in 1876; built by BUILDER; built in ?Bear River? Owned by Harris H. Chute.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title “List of Shipping to December 31, 1878.” March 20th, 1883 this vessel capsized and then destroyed on rocks near Port Medway. (Armstrong & Wagner pg 135, 138)

Phoenix 42 ton schooner; *built in 1860; built by BUILDER; built in Wilmot; owned by OWNER.* INFO. (Armstrong & Wagner pg 202)

Pineland / Georgina Roop / Argo 398 ton tern schooner; 162' X 35.3' X 12' (Parker, 1959, p 207); *built in 1906* (Armstrong & Wagner p 202: 1914); *built by John Wagstaff; built at Mills Shipyard, Granville Ferry* (Armstrong & Wagner p 202: Annapolis Royal). *Owned partly by Captain Norman Roop*

Armstrong and Wager explain that the wood used to build this schooner, except for the mast, was local. Worked for F. W. Pickles & Co. shipping timber south, the crew and captains where Annapolis County men. One of the Captains who served on this vessel was Captain Norman Roop. In 1918 name was changed by owners at the time, Thomas Harley & Son. Sold to Estonians and renamed again the next year. (Armstrong & Wagner pg 77, 78, 192, 202)

Piolet TONNAGE packet schooner; *built in 1889; built by BUILDER; built in LOCATION; owned by*

OWNER.

Operated as a packet service between Saint John and Port Lorne until 1896 when the vessel was wrecked near Parkers Cove and eventually came to rest near Port Lorne. (Armstrong & Wagner pg 52, 202)

Ponona 92 ton TYPE; *built in 1856; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 202)

Port Royal 119 ton schooner; *built in 1857; built by BUILDER; built in Clements; owned by OWNER.*
INFO. (Armstrong & Wagner pg 202)

Port Wade 132 ton TYPE; *built in 1909; built by BUILDER; built in Port Wade; owned by OWNER.*
INFO. (Armstrong & Wagner pg 202)

Portland 70/72 ton schooner; *built in 1876; built by BUILDER; built on leased land on the Garrison grounds adjacent to the Queens wharf, Annapolis Royal; owned by Pickels and Mills.*

Sailing packet operating between Annapolis Royal and Portland, followed by working the Annapolis to Boston circuit. "The *Halifax Chronicle* of June 23, 1878, carried the following article about the Annapolis-Boston service: 'The Boston packets *Atwood* and *Portland* are fast sailing craft. They left here [Annapolis Royal] at the same time, arrived at Boston within a short time of each other, discharged cargo, reloaded and sailed to their respective wharves in Annapolis, making the round trip from Boston in the fast time of eleven days.'" (Armstrong & Wagner pg 104, 202)

Preference 243 ton topsail schooner; *built in 1893; built by BUILDER; built in Canning; owned by OWNER.*

"The vessel **Preference**, 243 tons, laying at the Railway Wharf in town in about 1900. Built in Canning, Nova Scotia, in 1893, and described in the registers as a barquentine, Preference was actually what was termed a 'topsail schooner,' a freak rig that featured yards on the mainmast. This variation on rigging never caught on to any extent, and soon disappeared. The Preference was abandoned off Massachusetts on December 18, 1910." ("Historic Annapolis Royal; Images of Our Past" Ian Lawrence. 2002, pg 70) (**IMAGE:** Lawrence, pg 70) The *Spectator* of October 14th 1898 reported that under command of Captain Baxter the **Preference** had arrived in Annapolis on the previous Sunday from Boston and was loading lumber destined for Havana, Cuba*. The same newspaper wrote on November 11th that this vessel had made the voyage from Annapolis Royal to Havana in 11.5 days*. (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" *Spectator* newspaper clippings from 1898)

Prentice Bay TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

Found amongst the Johnson papers (1865) at the O'Dell House Museum is the following account as quoted by Armstrong & Wagner: "'Woodboat Prentice Bay from Lower Granville to Lynn, Mass. Captain Joe Johnson, mate Ed Slocum, cook Edgar Johnson, sailors George Johnson & Thunis Boart. 3 Passengers, Mary Winchester, Georgie Winchester, Bob Shafner going to Lynn to find work. Cargo-90 cords wood, 4 barrels tallow, 100 boxes (20 lbs each) Digby Chicks , 40 lbs. Butter, 2 bushells eggs, 3 barrels dried apples, 2 bags woollen mittens & socks, 25 bags turnips.' The eight-day voyage to Lynn was definitely not a luxury cruise. Individual sleeping accommodations in the 10 x 10 cabin consisted of ' a piece of canvas for a mattress and a bag of mittens doubling as a pillow.'" (Armstrong & Wagner pg 86)

Pride of Karsdale TONNAGE TYPE; *built in* DATE; *built by* Aavard Morrison; *built in* Karsdale. Owned by Aavard Morrison (Richard and David Morrison 2017) Involved in a collision with another vessel, the ***Gashlo***, a fishing boat registered in Digby, in July 1971. The ***Gashlo*** sank and crew of the ***Pride of Karsdale*** rescued the fishermen from the other vessel.
(<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=1814>)

Primrose 18 ton fishing boat; *built in* 1824; *built by* BUILDER; *built in* Clementsport. Owned/commissioned by Annapolis-based owners Bonnet and Spurr.
INFO. (Armstrong & Wagner pg 125)

Prince Albert TONNAGE Brig; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Joseph Wheelock & William Y. Foster. Part of a trading fleet doing business between the West Indies and Annapolis, Saint John, Yarmouth, Halifax and New England. (Armstrong & Wagner pg 28)

Prince Albert 7 ton TYPE; *built in* 1840; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 202)

Prince Leboo 65 ton schooner ; *built in* 1865; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 202)

Princeport 122 ton schooner ; *built in* 1883; *built by* BUILDER; *built in* Middleton; *owned by* OWNER.
INFO. (Armstrong & Wagner pg 202)

Prince Regent TONNAGE TYPE; *built in* 1815; *built by* John Harris with help from uncle, Henry Harris; *built at* Woodbury's Landing, Upper Clements, NS; *owned by* OWNER.
Built between March and August, then loaded with a cargo of cheese made on the Harris farm. Sailed by captain John Harris with his uncle aboard as cook, they stopped along the way at Digby Neck, Yarmouth and then Liverpool to sell the cheese and visit friends. The final port on their journey was Halifax where the boat was sold to Isiah Shaw, John's brother-in-law and the Harris's returned to the Annapolis Valley via stagecoach
"The Journals of Captain John Harris indicate the presence of early nineteenth century docking and launching facilities at Woodbury's Landing. Captain Harris built at least three vessels on his farm at Newfoundland Creek with the assistance of Captain Henry Harris, a vessel owner in his own right."
(Armstrong & Wagner, p132) (Armstrong & Wagner pg 22, 132)

Princess Louise 21 ton schooner; *built in* 1883; *built by* BUILDER; *built in* Granville; *owned by* the Caribbean Company.
INFO. (Armstrong & Wagner pg 68, 202)

Princess of Avon TONNAGE schooner; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION; *owned by* OWNER.
Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John..
(Armstrong & Wagner pg 44)

Prize 7 ton Fishing Schooner; *built in* 1885; *built by* BUILDER; *built in* Granville; *owned by* Captain

John Templeman.

INFO. (Armstrong & Wagner pg 56, 202)

Proctor 30 ton schooner; *built in 1855; built by BUILDER; built in Granville; owned by the Brinton family.*

INFO. (Armstrong & Wagner pg 41, 202)

Prospect 24 ton schooner ; *built in DATE; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 202)

Prowess 49 ton TYPE; *built in 1827; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner pg 202)

Pursuit 731 ton Bq.; *built in 1839; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 202)

Queen 24 ton schooner; *built in 1848; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 202)

Queen Charlotte TONNAGE TYPE; *built in 1805; built by BUILDER; built in LOCATION; Owned by Isaac and son William Bonnell and Elisha Budd, of Digby in association with Ambrose Height and John Stewart.*

Set sail from Digby to carry timber and fish to Barbados under command of Captain Adam Walker but was never seen again. This led to the ruin or near-ruin of all involved; the captain's property was sold, Isaac Bonnell and Elisha Budd died not long afterwards and the remaining business partners, including Budd's widow continued to conduct business until 1837 when William Bonnell died. (Armstrong & Wagner pg 20)

Queen of the Sea TONNAGE sloop; *built in 1894; built by BUILDER; built in Sabeen's Brook; owned by OWNER.*

INFO. (Armstrong & Wagner pg 202)

Quickstep TONNAGE fishing schooner; *built in 1906; built by Captain Arthur W. Longmire; built in Hillsburn; owned by OWNER.*

Crewed by 23 men. (Armstrong & Wagner pg 63)

Quickstep TONNAGE Scallop Dragger; *built in DATE; built by BUILDER; built in Hillsburn; owned by Esteen Longmire.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Radiant 24 ton schooner; *built in 1854; built by BUILDER; built in Annapolis; owned by Richard McCarty, trader of Saint John, NB.*

Registered in Saint Andrews, NB in 1873. (Armstrong & Wagner pg 202) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Rafatam TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Randar TONNAGE Scallop Dragger; *built in* 1972; *built by* Walter Longmire; *built in* Parker's Cove. *Owned by* OWNER.

INFO. (Visit, Walter Longmire May 2017)

Reliance TONNAGE TYPE; *built in* 1858; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Rescue 17 ton schooner; *built in* 1883; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Restless 209 ton brig*. ; *built in* DATE; *built by* BUILDER; *built in* Granville; *owned by* *as of 1864 owned by M'Cormick, J. Johnson and others.

INFO. (Armstrong & Wagner pg 203) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Retribution TONNAGE Scallop Dragger; *built in* DATE; *built by* BUILDER; *built in* Parker's Cove; *owned by* Howard Magarvey.

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. "Scallop Fleet")

Return 53 ton TYPE; *built in* 1858; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Revello 937 ton barque; *built in* 1876; *built by* Laurence Delap & Co.; *built at* Hog Island Shipyard, Annapolis; *owned by* ?; *Captained by* Captain S. J. Bogart.

INFO (Armstrong & Wagner pg 101, 102, 203)

Rialto / Rialton 443 ton barque; *built in* 1867; *built by* Laurence Delap; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 73, 203)

Ripple 19 ton schooner; *built in* 1877; *built by* BUILDER; *built in* Bear River; *owned by* Thos. H. Harris and others.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." Describing a busy day in Bear River, Armstrong and Wagner write: "On June 22, 1877, the *Dei Gratia* and the brig *Annie Bogart* were loading lumber for the West Indies, the schooner *Alert*, Captain Beeler, cleared with wood for Boston and the schooner *Ripple*, Captain Morehouse, was being loaded by E. Walsh & Co. With lumber for Nantucket Island. On her return trip, the *Ripple* was slated to bring back the rigging of the condemned barque *W. F. Marshall*, wrecked off Nantucket Island on March 16."(Armstrong & Wagner pg 135, 136)

Rising Sun 44 ton schooner; *built in 1826; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 203)

Rita 197 ton three-masted tern schooner; 115.1' X 28.6' X 10.4' (Parker, 1959, pg 215); *built in 1891; built by Laurence Delap Shafner; built at the Water Street wharves, Bridgetown; owned by OWNER*
INFO (Armstrong & Wagner pg 32, 203)

Ritchie Lee 5.13 (NT) ton Fishing boat; 7.80x3.08x1.25m; *built in 1975; built by Leigh O. Halliday; built in Hillsburn. Owned by Larry Walter Thibodeau, Meteghan.*

This carvel-planked wooden boat is registered in Annapolis. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/348293>)

R.K.S. 74 ton schooner; *built in 1891 built by ?; built at ? ; owned by C. L. Piggot, E. L. Fisher and Captain William Tupper.*

Worked carrying bricks to Saint John from Bridgetown. (Armstrong & Wagner pg 36)

Robert TONNAGE TYPE; *built in 1835; built by BUILDER; built in LOCATION; owned by OWNER.*

INFO. (Armstrong & Wagner pg 203)

Robert Burns 300 ton brig; *built in 1825; built by BUILDER; built in the Eaton Yard, Bridgetown, NS. Captain Crosskill; owned by ?*

INFO. (Armstrong & Wagner pg 27, 203)

Robert Parker 861 ton TYPE; *built in 1854; built by BUILDER; built in Granville; owned by Gilbert Bent.*

Was engaged in long distance freight for Gilbert Bent and Sons based in Saint John. Lost between New York and Queenstown in 1862. (Armstrong & Wagner pg 27, 203)

Robert Reed 124 ton brigantine TYPE; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 203)

Robert Stone 77 ton schooner; *built in 1849; built by BUILDER; built in Wilmot; owned by OWNER.*
INFO. (Armstrong & Wagner pg 203)

Robin Hood 33 ton TYPE; *built in 1831; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 97, 203)

Rock 367 ton brigantine; *built in 1875; built by BUILDER; built in LOCATION; owned by Wm F. Marshall and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." The *Digby Courier* of February 14th, 1879 reported that this vessel had met with disaster along with several others also owned at Bear River in the short period of time since the past October. (Armstrong & Wagner pg 135, 136)

Rocket 73 ton TYPE; *built in 1853; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 203)

Roclincourt / Margaret May Riley 241 ton tern schooner; 123.5' X 30.5' X 11.2' (Parker, 1959, pg 212); *built in* 1900; *built by* John Wagstaff; *built at* Mills Shipyard, Granville Ferry.; *Owned by* Pickels & Mills.

Armstrong and Wager write that **Margaret May Riley** worked shipping timber south, the crew and captains were Annapolis County men. Renamed under French ownership. (2000, pg 77, 78, 107)

Ian Lawrence writes: "The tern schooner **Margaret May Riley**, 241 tons, was launched from the Mills' shipyard in Granville Ferry in 1900. John Wagstaff was the master builder. The **Margaret May Riley** was placed in the southern timber trade and was manned for a time by local crews. Renamed **Roclincourt**, it finished its days under the French flag." (2002, pg 101) (IMAGE: "The **Margaret May Riley**, 1900" Lawrence pg 109, AHS Collection and **HALF MODEL**: AHS Collection)

Ronald C. Longmire 149 ton 3 masted tern schooner (183 ton, pg 203); Built in 1920; Built by BUILDER; built in Meteghan (Bridgetown Armstrong & Wagner pg 203). Commissioned by W. R. Longmire. One of the last Bridgetown based sailing ships. Worked in trade, both local Fundy area and long distance American and West Indies trade had a long career but sunk with all crew members on a voyage from Abaco, Bahamas to Jamaica carrying lumber in 1943. Sold to a string of owners including Digby county resident Captain L. F. Barkhouse and Captain Van Sande based in Jamaica (Armstrong & Wagner pg 36, 203)

AHS records include a Spectator clipping from September 8th, 1921: "new 3-mast schr. **Ronald C. Longmire**, Capt. Trehan, passed up the river intow last Friday for Bridgetown with a cargo of Hard coal from New York for J. H. Longmire & Son." (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Roger Boy 5.03 (NT) ton Fishing boat; 8.90x3.02x1.16M; *built in* 1974; *built by* Fred J. Theriault; *built in* Belliveau Cove. *Owned by* Lynette Suzanne Foote, Grand Manan.

Registered in Annapolis Royal. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/348291>)

Ronald C. Longmire 183 ton schooner; *built in* 1820; *built by* BUILDER; *built in* Bridgetown; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Rothsay 1444 ton ship; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Describing a photograph taken sometime around 1875, Ian Lawrence writes: "Elizabeth Pritchard Hall, pictured here with father, Captain Joseph Hall, became a legendary figure at the age of twenty when she navigated her father's ship, the 1444-ton **Rothsay**, across the Atlantic Ocean. She was reputedly the first woman to do so. The ship had left New Orleans on March 24, 1870, with a depleted crew and cargo of cotton bound for Liverpool, England. Within days, as the ship rounded the southern tip of Florida and entered the Gulf Stream, the first mate, and then her father, came down with smallpox. Rallying long enough to set the storm canvas for the approaching bad weather, the captain placed his daughter in command and promoted the 72-year-old ship carpenter to first mate. Captain Hall then took to his bunk where he remained for the next five weeks. With the support of the remaining crew, 'Captain Bessie' decided to continue on to England rather than sail to the ship's home port of Saint John, New Brunswick. For twelve days the **Rothsay** was buffeted by stormy weather between Florida and the Grand Banks of Newfoundland. On April 18, the storm ended and the young captain set a course for Cape Clear, Ireland, using the basic navigational skills she had learned from her father on

previous voyages. With storm sails still set, the *Rothesay* slowly crossed the Atlantic and docked in Liverpool on May 12. The ship had been given up for lost; the normally thirty-day voyage had stretched into forty-nine days at sea. 'Captain Bessie' retired from the sea at age twenty-one and returned to Granville Ferry where she married and raised a family.”(IMAGE “Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 111)

Rose 31 ton schooner; *built in* 1859; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 203)

Rose 87 ton schooner; *built in* 1853; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 203)

Rothiermay TONNAGE cargo vessel; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

In 1897 the name board and a large section of the bottom of a vessel washed ashore in Hampton. (Armstrong & Wagner pg 56)

Rover 53/50 ton schooner; *built in* 1845; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

“During the 1850s and '60s, the Reciprocity Treaty (1854-66) between Canada and the United States and the American Civil War (1861-65) proved to be a bonanza for Maritime shipowners, and the enterprising merchants of Annapolis reaped their fair share of the profits. Throughout this period, cargo after cargo of sawn lumber, pine boards, cordwood, fish and farm produce was shipped off to New England markets in locally owned and skippered vessels such as the 240 ton brig *Juno* and the 53 ton schooner *Rover*. On the home run, these vessels carried molasses, sugar, spices, and salt from the West Indies, along with New England manufactured goods, household supplies, kerosene and any other commodity which could be bartered or sold at the local level. ” (Armstrong & Wagner pg 96, 203)

Roving Lady TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* Murray Longmire after 1964.

Fished, including at the George's Bank. (Visit, Murray Longmire, May 2017)

Royal Dawn 4.29 (NT) ton Fishing boat; 8.72x3.20x1.07 M; *built in* 1963; *built by* Fred J. Theriault; *built in* Belliveau Cove. *Owned by* Stephen Paul Amero, Plympton.

Registered in Annapolis Royal, runs on a 165hp Gasoline engine. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/319625>)

Royal Standard 207 ton brigantine; *built in* 1864; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Royal Wave TONNAGE scallop boat; *built in* 1962; 55 feet long; *built by* Floyd Oliver; *built in* Bay Shore; *owned by* OWNER.

Rodney Magarvey writes that this vessel was built by Floyd for himself and the scallop fishery. He also notes that Peter Blinn was the main ship carpenter on this boat; he was from the French Shore.. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Roycroft 619 ton barque; *built in* DATE; *built by* Laurence Delap; *built in* LOCATION; *owned by*

OWNER.

INFO. (Armstrong & Wagner pg 73, 203)

Ruby L. TONNAGE steamer; *Built in* DATE; *Built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. Referred to in an issue of the Spectator of June 1980, describing a photograph of the vessel it reads: "Pictured above is the Ruby L. Tied up at the wharf in Port Lorne. She used to take on cargo of fish and apples from Port Lorne; Parkers Cove; Hampton; Port George and Margaretsville and sail to Saint John, N.B., in the early 1900s. Capt. Clair Baker was captain He was drowned off Westport January, 1930 on a trip from Port Lorne to Saint John on another ship"* (Armstrong & Wagner pg 44) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Ruby L. I TONNAGE steamship; *built in* DATE; *built by* J. A. Balcom; *built in* Margaretville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 49)

Ruby L II TONNAGE steamship; *built in* DATE; *built by* J. A. Balcom; *built in* Margaretville; *owned by* OWNER.

Following the establishment of the Eastern Coastal Steamship Company in Saint John this vessel was sold and met its end while being towed to have a new engine installed in Liverpool. In 1930 the ship as well as the vessel that had been towing it, the *S. S. Grace Hankinson*, were both wrecked off Digby Neck and four men lost their lives; the captain St. Clair Baker, Captain Bayard Powell and seamen Frederick Hill and Charlie Kennedy. A monument now stands to the heroic effort of Captain Bayard Powell to save the crewmen, as well as to the other three men stands near Margaretville. (Armstrong & Wagner pg 49, 51)

Ruth & Clara 10.57 (NT) ton Fishing boat; 10.18x3.60x1.34 m; *built in* 1971; *built by* Jeremiah H. Nickerson; *built in* Lower Woods Harbour?. *Owned by* Martin Allen Kaye, Granville Ferry.

This Wooden Carvel-planked fishing boat is registered in Digby and runs on a 270hp Gasoline engine. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/345262>)

Ryan Royale 24.76 (NT) ton dragger; 15.94 x 5.94 x 2.10 M *built in* 1984; *built by* Floyd Elmer Oliver of Granville; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Ryash Enterprises Limited, Granville Ferry.

Moored off of the Annapolis Causesway. The first vessel worked on by Ian Lawrence of the Annapolis Royal Boat-Haul-up. Registered as a fishing vessel based in Digby since March 1984. Runs on a 365 hp single screw diesel engine. (**IMAGES:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s. Dan Froese Photographs, 2017.) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/803118>) (Rodney Magarvey and Julie Magarvey McPhail, 2017) (Ian Lawrence 2017)

Ryco TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Sadie O. Holmes 114 ton TYPE; *built in* 1904; *built by* BUILDER; *built in* Annapolis Royal; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 203)

Saeta (*see Pearlina*)

Saint John TONNAGE paddleboat; *built in* 1827; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This 89 foot vessel could use steam power or sail and it was the first steam vessel to run the Saint John-Digby-Annapolis circuit.(Armstrong & Wagner pg 96)

Sainval Coipel 290 ton brigantine; *built in* 1872/1873 (Armstrong & Wagner p203); *built by* BUILDER; *built in* LOCATION; *owned by* Thos. H. Rice and others, in the 1880s *owned by* Clarke Bros. Of Bear River.

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." "This vessel's career came to an abrupt end on January 16, 1888, when, West Indies bound in a blinding snow storm, she was wrecked off Mud Island near Yarmouth. Captain and crew managed to scramble ashore on the Island where they were stranded for four days before a rescue ship appeared." (Armstrong & Wagner pg 135, 140)

Sally TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Operated as a sailing packet carrying mail, passengers and cargo from Annapolis Royal and Digby to Saint John, New Brunswick. (Armstrong & Wagner pg 19)

Sally Ann 18 ton schooner; *built in* 1821; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 204)

Samuel B. Johnson/S.B. Johnson 104 ton brigantine; *built in* 1859; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 204)

Sandalphon 91 ton schooner; *built in* 1886; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 204)

San Jose / Havelock / Tres Amigos / Jose Luis Orive 212 ton schooner; 112' X 30.3' X 11.2' (Parker, 1959, pg 208); *built in* 1901 *built by* Laurence Delap Shafner; *built at* Water Street wharves, Bridgetown.

Spent eight years transporting timber before running aground in Cuba in 1909. Was salvaged and renamed **Tres Amigos**, followed by **Jose Luis Orive** and **San Jose** (Armstrong & Wagner pg 32, 34, 193)

Sarah 23 ton schooner TYPE; *built in* 1850; *built by* BUILDER; *built in* Clements; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 204)

Sarah 56 ton TYPE; *built in* 1845; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 204)

Sarah Ann 112 ton schooner ; *built in 1811; built by BUILDER; built in Bridgetown; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sarah E. Ells 19 ton schooner; *built in 1889; built by BUILDER; built in Margaretsville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sarah Harris 235 ton brig; *built in 1866; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sarah Jane 18 ton TYPE; *built in 1832; built by BUILDER; built in LOCATION; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sarah Johnson 79 ton schooner TYPE; *built in 1856; built by BUILDER; built in Hillsburgh; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Satellite 824 ton TYPE; *built in 1840; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Saucy Nancy TONNAGE schooner; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

This vessel was shipwrecked at Margaretville on a stormy night in December 1797. The first person to live in Margaretville, also known as Reagh's Cove was a man named Peter Barnes. Although there has since come to light evidence of his innocence, legend holds that on that December night Peter Barnes robbed three hapless victims of the shipwreck and left them in the forest. Two decades later Mr. Barnes died in a similar situation during a trip home from the Wilmot pub in a snowstorm. (Armstrong & Wagner pg 46) (NO LISTING IN SHIP WRECKS DATABASE)

Sceptre TONNAGE TYPE; *built in 1852; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Scotia Gold TONNAGE scallop boat; *built in 1974; 58 foot long; built by Boyd Robinson; built on Bay Shore; owned by Stewart Robinson.*

Was also used for ground fishing. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Scotia Harvester TONNAGE ground fishing dragger boat¹; *built in 1984; 64-foot 11-inch* long; built by Robinson Fisheries Ltd.; built in Parker's Cove. Owned by Bev Payne, Digby¹. /Misty Sea Trawling Ltd.**

Captained by Bev Pyne and Allan Walker*. The dragger holds a 3412 Cat engine* (*The Spectator*, Date Unknown*). (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Scotia Princess TONNAGE scallop boat; *built in 1979; 60 feet long; built by Raymond Magarvey; built in Magarvey Boat Shop, Parker's Cove; owned by Gerald Oliver.*

Was also used for ground fishing. (Boats Built of the Bay Shore by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Scotia Provider 42.29 (NT) ton TYPE; 18.14x6.77x2.99M; *built in 1979; built by A.F. Theriault & Son LTD, Meteghan River; built in Meteghan?. Owned by D.R.A.G Fisheries Limited, Overton.*

Carvel-planked wooden fishing boat running on a 520 hp single screw diesel engine. Registered in Digby since January 1980. (Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/372323>)

Scotia Queen TONNAGE schooner; *built in 1919; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner, pg 204)

Scotia Voyager 23.74 (NT) ton scallop boat; 17.47x5.76x2.59M; *built in 1988; 60 feet long¹; built by Frederick Eric Kay; built in Hillsburn. Owned by Terry Kay¹; 4 Us 2 Sea Fisheries LTD, Granville Ferry.*

Carvel-planked wooden fishing vessel. Registered in Digby since December 1988. Mike Gunn and Ian Lawrence both worked as carpenters on this vessel¹. (Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/810602>) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Sea Bird 76 ton schooner; *built in 1877; built by George F. Miller; built at Bear River; Owned by Luke Bogart and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878."

(Armstrong & Wagner pg 135 / [Bear River Telephone](#), 15th December 1897 – Wayne Morgan newspaper transcribing and indexing)

Sea Breeze 13 ton schooner; *built in 1866; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sea Breeze 189 ton brigantine; *built in 1878; built by BUILDER; built in LOCATION; owned by Wm. F. Marshall. This vessel was one of 22 included in the Digby Weekly Courier, January 31st, 1879 under the title "List of Shipping to December 31, 1878." (Armstrong & Wagner pg 135)*

Sea Foam 28 ton schooner; *built in 1883; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sea Foam 55 ton schooner; *built in 1853; built by BUILDER; built in Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sea Fox TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER. Captained by Jonas Banks in 1901. (Armstrong & Wagner pg 53)*

Sea Rebel TONNAGE scallop boat; *built in* DATE; 55 feet long, 18 feet wide; *built by* Hilliard Sabean and Armand Lewis, with Earnest Corbett; *built in* Port Lorne; *owned by* Armand Lewis.

Also worked ground fishing. Was so large it had to be built outside next to Brinton Rd and bow extended above roofline. Took one year to construct and was based on blueprints purchased in Halifax, Armand also built a half model to assist with the building of vessel. The men hand harvested the timber required for the construction from the surrounding area, used simple tools like a chainsaw and broad axe to complete their work. (Armand Lewis and Kevin Corbett interviews, 2017) (IMAGE: Courtesy of Dean Sabean)

Sea Robber TONNAGE TYPE; *built in* 1964; LENGTH; *built by* Alan Longmire; *built in* Hillsburn; *owned by* Max Longmire. (Alan Longmire, 2017)

Sea Shepherd TONNAGE; Scallop dragger; *built in* 1989¹; 60 feet long¹; *built by* Annapolis Industries Ltd; *built at* Annapolis Royal; *Owned by* Llewellyn Robinson (Walter Longmire, visit, 2017) (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Seaside / Sea Side 245 ton brigantine; *built in* 1868; *built by* Captain Charles Brinton; *built in* Port Lorne(52)/Granville(204); *owned by* Captain Elias Brinton, who was also builder and captain of the vessel.

Active in long distance trade with destinations such as the West Indies until it was lost in 1872 near Louisbourg. (Armstrong & Wagner pg 52, 204)

Season Air TONNAGE TYPE; *built in* DATE; *built by* Roy Longmire? Or Gerald Longmire?; *built in* Parker's Cove, near the fishplant and smokehouse?. *Owned by* OWNER.

Built near the smokehouse building which is still visible near what used to be the Hillsburn Wharf, then towed down to the wharf for launching in early March 1964. (Visit, Murray Longmire, May 2017)

Sea Wife No.1 / Lady Marielle? 16.15 (NT) ton fishing boat; 11.83x5.27x2.38M; *built in* 1979; *built by* Raymond Magarvey; *built in* Parker's Cove. *Owned by* OWNER.

This Carvel-planked wooden fishing boat is registered in Yarmouth.

(<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/392158>)

Secret TONNAGE side-wheel steamer; *built in* DATE; *built by* Sam Hall; *built in* LOCATION; *owned by* The International Steamship Company.

“Established in 1869, the Whitman firm got off to a good start as a shipping and commission agency. In the 1880s, the firm shipped 12 to 15 overseas cargos of lumber a year, chiefly in chartered foreign square-riggers. Prior to the construction of the Acadia Pier, or the 'long wharf' as it was known locally, the foreign vessels tied up at the railway wharf. The Whitmans also shipped tons of dried and pickled fish annually to the Boston market in locally owned packets and schooners. In 1881 Thomas Whitman became general agent for the Hatheway Steamship Line between Annapolis and Boston, and subsequently diverted his fish shipments to this Line./ In 1882 the Hatheways [Hatheway Steamship Line] chartered the steamer *Secret* from The International Steamship Company and placed it on the Boston route to run opposite their own steamship *Hunter*. When this venture proved to be unprofitable, the Hatheway Line withdrew from the local scene. In 1883 the route was taken over by the Nova Scotia Steamship Company Ltd. and Mr. Whitman became General Agent for the Boston service. ” Eventually

both the Yarmouth-based interests and The International Steamship Company removed support from the Nova Scotia Steamship Company and ran the service, using the three steamers *Cleopatra*, *New York* and *Secret*, themselves. When this change was implemented Mr. Whitman was replaced by Captain George Corbitt and the vessels used the railway wharf. The *Secret*, based in Boston steamed into Annapolis Royal every Saturday. (Armstrong & Wagner pg 118-119, 120)

Seraphine / Clara E. Comee² 120 ton schooner; *built in 1888; built by BUILDER; built in Bear River; owned by OWNER.* (Lloyd's Register 1907-1908²).

INFO. (Armstrong & Wagner pg 204)

Seven Brothers 38 ton schooner; *built in 1876; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Shaffner Bros. 148 ton schooner; *built in 1894; built by BUILDER; built in Clementsport; owned by OWNER.*

This vessel was included on a list put together for the Fort Anne archives by Captain Fred LeCain in 1954. This document states that the ***Emma E. Potter*** carried "lumber, coal and pilings" as well as bricks. We also learn from this document that the vessel was eventually wrecked on Briar Island. (Armstrong & Wagner pg 128, 204)

Shawn-E-Boy 19.49(NT) ton Fishing boat; 15.24x5.24x2.32m; *built in 1968; built by Leigh O. Halliday; built in Hillsburn. Owned by Shawn-E-Boy Fisheries Ltd.*

This Wooden Carvel-planked fishing boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/328063>)

Shenandoah 198 ton tern schooner; 109.5' X 28.3' X 11.2' : *built in 1891; built by J. A. Balcom; built at Margaretville; owned by 11 shareholders, especially significant because for the first time they included three women, Ruby L. Balcom, Ruby L. Burns and Hannah A. Fales.*

Burned in Chesapeake Bay on June, 1898. (Armstrong & Wagner pg 48, 204) **(IMAGE: Armstrong & Wagner pg 180)**

Silver Oar 280 ton brig.; *built in DATE; built by BUILDER; built in LOCATION; owned by *as of 1864 owned by A. Troop and others.*

INFO. (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Simoda 409 ton brig.; *built in 1865; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

Sims 42 ton TYPE; *built in 1829; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 204)

S. J. Bogart 836 ton barque; *built in 1873; built by William Weatherspoon, John Johnson Sr. and Robert Mills; built in Hillsburn, NS; owned by OWNER.*

At the time, Hillsburn was referred to as Granville, Bayside. (Armstrong & Wagner pg 2, 63, 72, 203)

Sleuth TONNAGE TYPE; *built in 1859; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 204)

Soda / Loda 428 ton barquentine; *built in 1862; built by BUILDER; built in Granville Ferry; owned by John Johnson (managing owner).*

This vessel burned in 1866 close to Lady Eliot's Island, Brisbane. (Armstrong & Wagner pg 72, 204)

Sokoto 988/975 (pg 204) ton barque; *built in 1875; built by Laurence Delap & Co.; built in Hog Island Shipyard, Annapolis; owned by Captain John Killam, Yarmouth (comissioned).*

Launched June 18th. (Armstrong & Wagner pg 101, 102, 204)

Sophia 88 ton brig.; *built in 1827; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner pg 204)

Sophia 19 ton TYPE; *built in 1838; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner pg 204)

Sou West Nova TONNAGE; TYPE; *built in 1977; built by ?; built at ? Owned by ?;* (Dana Robinson, visit, 2017)

Sovereign Star TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Sparmaker / Spar Maker 24 ton schooner; *built in 1879; built by BUILDER; built in Margaretville/Granville (p 204); owned by OWNER.*

INFO. (Armstrong & Wagner pg 51, 204)

Special K II TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Speed 99 ton TYPE; *built in 1856; built by BUILDER; built in Annapolis; owned by The Mills family.*

Lists of crew and wages paid in pounds and shillings in 1856 exists in the form of a company ledger. (Armstrong & Wagner pg 76, 205)

Speed 12 ton schooner TYPE; *built in 1880; built by BUILDER; built in Clementsport; owned by OWNER.*

INFO. (Armstrong & Wagner pg 205)

Spitfire TONNAGE schooner; *built in 1851; built by BUILDER; built in Margaretville; owned by ?*

INFO. (Armstrong & Wagner, pg 205)

Spray TONNAGE Replica; *built in 1971; built by Donald Magarvey; built in The Donald Magarvey Boat Shop, Parker's Cove wharf. Owned by Mr. Strebb's of Saint John, NB.*

This vessel was built indoors while an unnamed 58 foot herring carrier and pumper boat was built beside the shop¹. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) IMAGES and newspaper clipping from Rodney Magarvey

Spray / Ocean Spray 9 ton sloop; *Built in* DATE; *Built by* BUILDER; *built in* Margaretville; *owned by* OWNER.

This was the boat sailed by Captain Joshua Slocum on his renowned feat of sailing when he sailed around the world, 46,000 nautical miles, in 1895. This journey took three years, two months and two days, beginning in Yarmouth and ending in Newport, Rhode Island. This vessel was an Oyster boat given to Slocum by his friend Captain Eben Pierce of Fairhaven. Although there have been claims that the origin of this boat is unknown, it was reported in the *Middleton Outlook* in 1901 the boat was built by a Mr. Charles Moody and originally named *Ocean Spray* (Armstrong & Wagner pg 45)

Spy 34 ton TYPE; *built in* 1841; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

S. S. Empress 650 ton* sidewheel steamship barquentine; *built in* 1865*; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

According to Ian Lawrence “The Railway Wharf was for over twenty years the western terminus for the Windsor & Annapolis Railway. The opening of that line in 1869 was a pivotal event in the development of the town. Some twenty or more buildings in Lower Town were moved to make way for the rail line, and Church Street was renamed Railway Street for a time. Annapolis Royal became the locus for produce from the western end of the Annapolis Valley. Cooperages and warehouses to store that produce and related manufacturing concerns sprang up in town. The coming of the railway coincided with Nova Scotia's 'Golden Age' in shipping and shipbuilding, and Annapolis Royal reached its commercial zenith in the period from 1870 to 1890. As advertised in the *Weekly Journal* in 1878, the *SS Empress* left Annapolis on Monday, Wednesday and Saturday evenings at 8:00 P.M. for Reed's Point, Saint John; the fare was \$2.00. A line connected Halifax with the Windsor & Annapolis Railway in 1872, and a one-way trip from Saint John to Halifax via Annapolis Royal cost \$5.00. The Digby to Yarmouth line was opened in 1875, and there was considerable support for the completion of the so-called 'missing link,' the section between Annapolis and Digby. With four rivers to cross in a distance of less than twenty miles, finishing that link was an expensive proposition. The support in town for the idea proved to be short-sighted. The completion of that section on July 27, 1891, resulted in the town becoming just another stop on the railway line from Halifax to Yarmouth, and signalled the end of the town's advantage as a port.” (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 66) (Armstrong & Wagner pg 98) (: Armstrong & Wagner 98; Lawrence 66) The **Empress** was replaced by the **Scud**, a steel sidewheel steamer built in England in 1871. This new vessel took over the same route and took three trips a week between Annapolis, Digby and Saint John. Fare on the **Scud** was \$1.50 from Digby to Saint John and \$2 from Annapolis to Saint John, NB*. (*AHS O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” *The Chronicle Herald* newspaper clipping from Friday, May 21 1971)

S. S. Topeka TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* ?France? *Owned by* OWNER.

This French vessel brought a detachment of men in military uniform and a marching band to the Tercentenary Celebrations on June 28th, 1904, in Annapolis Royal. This ships' band played “God Save the King” while the Lieutenant-Governor Alfred Gilpin Jones used a silver trowel to lay a cornerstone

to a monument. This would commemorate Pierre du Gua, Sieur de Monts the French leader of the group who first attempted to settle in the Annapolis Basis area. ("Historic Annapolis Royal; Images of Our Past" Ian Lawrence. 2002, pg 10)

St. Andrews 553 ton TYPE; *built in* 1835; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

Stan 22 ton TYPE; *built in* 1860; *built by* BUILDER; *built in* Clements; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

Star 32 ton schooner; *built in* 1835; *built by* BUILDER; *built in* Granville; *owned by* Joseph Wheelock & William Y. Foster.

Trade between Annapolis, Saint John, Yarmouth and Halifax as well as New England and the West Indies. (Armstrong & Wagner, pg 28, 205) Captained by J. V. Roblee, this vessel sailed the circuit to Boston and back to Digby, Granville and Annapolis. Cargo carried South included cordwood and pilings while on the return leg of the journey the ship carried commodities, flour and processed goods to markets in NS. (Armstrong & Wagner pg 76, 205)

Star 23 ton schooner; *built in* 1860; *built by* BUILDER; *built in* Clements; *owned by* J. Purdy as of 1864*.

INFO. (Armstrong & Wagner pg 205) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Star TONNAGE TYPE; *built in* 1882; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

Star 118 ton schooner; *built in* 1891; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

Stashelor TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Stephante and Carrell TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Stillman TONNAGE TYPE; *built in* 1836; *built by* Samuel Bent; *built at* Paradise, NS; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 27)

Still Water 1052 ton bq.; *built in* 1879; *built by* BUILDER; *built in* Bridgetown; *owned by* OWNER. INFO. (Armstrong & Wagner pg 205)

St. Nicholas II/St. Nicholas' 40.49 (NT) ton ground fish trawler/scallop dragger fishing boat¹;

17.86x7.07x2.56m; *built in* 1982¹; 62 feet long; *built by* Harold Malcolm Robinson; *built in* Granville Ferry? Parker's Cove?. *Owned by* Harold Robinson¹; D. B. Kenney Fisheries Ltd., Westport.

This Wooden Carvel-planked fishing boat is registered in Digby. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/800729>) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

St. Patrick 651 ton full rigged ship; *built in* 1835; *built by* Israel Fellows; *built in* Hampton; *owned by* Isreal Fellows.

INFO. (Armstrong & Wagner pg 40, 54, 205)

Stranger / Hilda M. Stark 510/573 ton schooner; 171.5' X 35' X 13.2'(Parker, 1959, p 208); *built in* 1918; *built by* ?; *built at* Hog Island Shipyard, Annapolis; *owned by* W. R. Grace & Company.

Renamed **Stranger** when sold to owners based in Mobile, Alabama in 1922. (Armstrong & Wagner pg 110, 194)

Stranger 86 ton TYPE; *built in* 1853; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 205)

Steven R./Stephan R. TONNAGE; Scallop Dragger; *built in* 1949; 55 feet long*; *built by* Wilbur and Reg Robinson/Dannie Robinson, master builder^{1*}; *built at* Parker's Cove; *Owned by* Wylie Robinson.

Wylie Robinson owned and fished off this boat for 16 years. It was eventually sold to Bud Stevens. Sold to Elwood Oliver Jr. in the spring of 1968, then sold to Rodney Magarvey in October 1968^{1*}. (Dana Robinson, Visit, 2017). Diesel engine, originally registered in England. All 64 shares sold by Elwood Earl Oliver to Rodney Magarvey in 1968. (DOCUMENTS: Certificate of Registry and Bill of Sale provided by Rodney Magarvey*) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Success TONNAGE TYPE; *built in* 1777; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 205)

Sulis TONNAGE TYPE; *built in* 1859; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 205)

Sultan 60 ton schooner; *built in* 1853; *built by* BUILDER; *built in* Bridgetown; *owned by* Joseph Wheelock & William Y. Foster.

INFO. (Armstrong & Wagner pg 28, 205)

Sunny South 542 ton bktn-bhglt?; *built in* 1892; *built by* BUILDER; *built in* 1892; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 205)

Susan M. 48 ton TYPE; *built in* DATE; *built by* BUILDER; *built in* Margaretville; *owned by* Captain Joseph Ray and others.

Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner pg 50)

Susan M. Ex Agnes 597 ton barque; *built in* 1871; *built by* BUILDER; *built in* Granville; *owned by*

OWNER.

INFO. (Armstrong & Wagner, pg 205)

Susanna TONNAGE schooner; *built in* 1880; *built by* BUILDER; *built in* Bear River; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Susannah 35 ton TYPE; *built in* 1821; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Susannah 62 ton schooner; *built in* 1845; *built by* BUILDER; *built in* Hillsburgh (Bear River?); *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Swan TONNAGE barque; *built in* 1850; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Swanhilda 120 ton schooner; *built in* 1892; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

Referred to in a *Spectator* clipping form Sept. 2nd 1898: "cleared at Yarmouth on the 26th for Cheverie*". On the 11th of November the same paper reported that the vessel had arrived from Maitland in Boothbay on the 5th*. (Armstrong & Wagner. 2000, pg 205) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Swan Hilda

Talisman 54/55 ton schooner; *built in* 1868; *built by* BUILDER; *built in* Margaretville; *owned by* Captain I. Harris.

Shipping vessel, listed in *The Monitor* in 1914 as being owned in Margaretville. (Armstrong & Wagner pg 50, 205)

Tamar E. Marshall 1270/1325 (p205) ton barque; *built in* 1883; *built by* Alpheus Marshall; *built in* Marshall Shipyard, Bear River; *owned by* Alpheus Marshall and family.

Worked in long-distance international trade. This vessel was built at the zenith of Alpheus Marshall's career as a shipbuilder, however you might have not known that fact had you been there on May 7th and witnessed the ship get stuck on the bridge and have to be cut free. In Saigon during July 1892 the vessel's captain at the time, David Parker, died. "Four years later, the *Tamar* foundered at sea while en route from Savannah to Santos, Brazil. Captain and crew were rescued by the Norwegian barque *Louise*." (Armstrong & Wagner p134)(Armstrong & Wagner pg 133, 134, 205)

Tami Joan TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (IMAGE: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Telegraph 34 ton schooner; *built in* 1850; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Temple Bar TONNAGE packet schooner; *built in* DATE; *built by* BUILDER; *built in* Bridgetown;

owned by OWNER.

Operated as a freight and passenger service connecting Bridgetown and Saint John, NB between 1884 and 1911. Ran between the first open water in Spring and the winter freeze and weather dependant. Harry Delap wrote of a Granville Ferry waterfront scene in 1890. He recalled seeing this vessel sailing through the Digby Gut toward Saint John under the command of Captain John Longmire. At only 12 years of age Alexander Sabeau began working aboard this vessel and when only 20 years old he earned his Captain's papers. (Armstrong & Wagner pg 35, 80, 151)

Temperance TONNAGE TYPE; *built in* 1831; *built by* Thomas Rice; *built in* Bear River; *owned by* OWNER.

“Thomas Rice was the pioneer mill owner and shipbuilder of Bear River Village. Construction of his vessel *Temperance* in 1831, marked the beginning of an industry that was to continue for 70 years and produce upwards of 100 vessels which were launched from Bear River yards.” (Armstrong & Wagner pg 133)

Terraplane TONNAGE Scallop Dragger; *built in* 1940s¹; 55 feet long¹; *built by* Elwood Oliver¹; *built in* Parker's Cove; *owned by* Elwood Oliver.

Rodney Magarvey writes that this vessel was built by Elwood for himself and the scallop fishery. Licensed for Annapolis County for the 1936/37 season of Scallop dragging. (O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Thebes 49 ton TYPE; *built in* 1843; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 205)

Thelma TONNAGE packet ship; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Traded between Parkers Cove and Saint John under the command of Captain David Milner. (Armstrong & Wagner, pg 62)

Thelma 49 ton two masted schooner; *built in* 1890/1895 (p 206); *built by* Lowell Oliver; *built in* Mills Shipyard, Granville Ferry; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 77, 206)

The Schooner TONNAGE TYPE; *Built in* 1812; *Built by* Charles Dodge and three grandsons of Captain Oldam Gates; *built in* LOCATION; *owned by* Wilmot merchant Charles Dodge and brother Jacob Dodge.

Possibly the first vessel *built in* Port George, and “possibly on the entire Bay Shore”. Captured by Americans en route to Halifax and turned into privateering ship (Armstrong & Wagner pg 40)

The Twins 19 ton schooner; *built in* 1813; *built by* BUILDER; *built in* New Edinburgh; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 205)

Thistle 38 ton TYPE; *built in* 1847; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 206)

Three Friends TONNAGE TYPE; *built in* 1777; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 206)

Tiber 268 ton brig; *built in* 1865; *built by* BUILDER; *built in* Clementsport; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 206)

Tony & Reg TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION. *Owned by* OWNER.

INFO. (**IMAGE**: Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

Topsy 88 ton; *built in* 1854; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

Included in a group of trading schooners frequenting the Littlewood wharf in Port Royal between 1865 and 1870 and documented by Captain Silas Littlewood. (Armstrong & Wagner pg 87-88, 206)

Trader 51 ton schooner; *built in* 1867; *built by* BUILDER; *built in* Wilmot; *owned by* James E. Slocomb, master mariner of Wilmot.

Registered in Saint John in 1873. (Armstrong & Wagner. 2000, pg 206) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Traffick / Traffic 41 ton schooner; *built in* 1863; *built by* BUILDER; *built in* Wilmot; *owned by* James Ray as of 1864.

INFO. (Armstrong & Wagner. 2000, pg 206) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Transit 886/866 ton (Armstrong & Wagner p206/155) barque; *built in* 1849; *built by* William Clarke & Company; *built at* the Clarke Yard, Upper Granville; *owned by* James Hill, Bristol, England.

This vessel was 154.5 feet long, 21 feet deep and covered in copper. Wrecked en route to Quebec with pulpwood off Tignish, PEI during a storm in October 1880. The Captain and his crew of 18 all survived and were led to safety up a fog-covered bluff-face by locals carrying lanterns. Parts of the vessel including her hull were sold but the wreckage was swept away to sea in another storm before work could begin. (Armstrong & Wagner, pg 28, 155, 206) (**IMAGE**: picture of a painting Armstrong & Wagner pg 168) (No Maritime Museum Record of the wreck)

Transit 855 ton barque and type; *built in* DATE; *built by* BUILDER; *built in* Granville Ferry; *owned by* Samuel Pickup III (managing owner) and family.

Worked for a New York agency J. W. Parker as a long-distance charter vessel in the 1880s to regions such as Europe and Asia. In 1889 this vessel struck a reef in the North Pacific while en route from Singapore to Hong Kong; although the crew escaped unscathed the vessel and its general cargo were lost. (Armstrong & Wagner pg 75-76)

Tres Amigos / Havelock / Jose Luis Orive/San Jose 212 ton schooner; 112' X 30.3' X 11.2'; *built in* 1901 *built by* Laurence Delap Shafner; *built at* Water Street wharves, Bridgetown.

Spent eight years transporting timber before running aground in Cuba in 1909. Was salvaged

and renamed *Tres Amigos*, followed by *Jose Luis Orive* and *San Jose* (Armstrong & Wagner pg 32, 34, 193) (Parker, 1959, pg 208)

Trial 55 ton schooner; *built in 1810; built by The Johnson family; built in Granville Ferry; owned by OWNER.*

INFO. (Armstrong & Wagner pg 71, 206)

Trident 420 ton barque; *built in 1864; built by BUILDER; built in Mill's Shipyard, Granville Ferry; owned by Managing owner was William Delap Pickup of Liverpool, England.*

Based in London, England. Other shareholders in this vessel were John Delap, Edwin Purdy, Laurence Delap, John Bogart, Samuel Pickup and Asa Porter. (Armstrong & Wagner pg 75, 206)

Triton 770 ton TYPE; *built in 1839; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Triumph TONNAGE TYPE; *built in 1838; built by BUILDER; built in Clements; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Troude TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION; owned by OWNER.*

This vessel joined the S. S. Topeka in delivering a second detachment of military men to act as guards of honour to the Lieutenant-Governor Alfred Gilpin Jones at the Tercentenary Celebrations in Annapolis Royal, 1904. (“Historic Annapolis Royal; Images of Our Past” Ian Lawrence. 2002, pg 10)

Twila L/Twillia L TONNAGE scallop boat; *built in 1940s¹; 55 feet long¹; built by Bernard Longmire¹; built in Hillsburn; owned by Bernard Longmire.*

Licensed for Annapolis County for the 1936/37 season of Scallop dragging.(O'Dell House Museum Research records: filing cabinet in file titled “Ships, Sailing Vessels and Shipping” Newspaper clipping from the *Spectator*, November 26th, 1936. page 7. “Scallop Fleet”) Built by Bernard Longmire for himself and the scallop fishery. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

Twilight 455 ton bq.; *built in 1861; built by BUILDER; built in Wilmot; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Twilight Traveller TONNAGE scallop boat¹; *built in 1983¹; 65 feet long; built by Robinson Fisheries; built in Parker's Cove*; owned by Darrel Potter.*

This vessel also worked ground fishing¹. (Dana Robinson, visit, 2017) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) (Alan Longmire 2017)

Two Brothers 96 ton schooner; *built in 1816; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Tyro 49 ton schooner; *built in 1844; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Unicorn 69 ton schooner; *built in 1857; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 206)

Union 65 ton schooner; *built in 1850; built by Ed Copeland; built in Clementsport; owned by William Mirritt.*

Clementsport became an official port of entry in 1835 and this vessel was listed in the shipping list for the port. (Armstrong & Wagner pg 126, 206)

Union 36 ton TYPE; *built in 1832; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 206)

Unnamed TONNAGE Cape Island boat; *built in 1940s; 38 feet long; built by Donald Magarvey; built in Bay Shore; owned by Donald Magarvey until sold to Nessbit Brothers, Centerville Digby when four years old.*

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Unnamed TONNAGE Cape Island boat; *built in 1950s; 38 feet long; built by Donald Magarvey; built on Bay Shore; owned by Alvin Ellis, Victoria Beach for lobster and ground fishing.*

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Unnamed TONNAGE Cape Island boat; *built in 1965s; 38 feet long; built by Donald Magarvey; built on Bay Shore; owned by Pat Haynes, Victoria Beach for lobster and ground fishing.*

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

Uruguay / Uruquay TONNAGE TYPE; *built in 1866; built by BUILDER; built in Annapolis; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 206)

Utica 100 ton schooner; *built in 1848; built by BUILDER; built in Wilmot; owned by Thomas Maloney, mariner of St. Andrews.*

Registered in St. Andrews, NB in 1873. (Armstrong & Wagner. 2000, pg 206) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Valdare / Valdares TONNAGE schooner; *built in 1913; built by Clarke Brothers; built in Bear River; owned by OWNER.*

This vessel had reportedly been active for 44 years already when it was purchased as a co-operative venture of Captain Edward Keans and Captain John Snow. Despite the fact that the ship had been "new-topped several times" these men put it to use hauling lumber from Bear River, Port Wade and Windsor. The vessel was still in use in 1926 when Captain Snow died and his 32 shares were purchased by Bill Chisholm who was the vessels' new mate in addition to Captain Kean's new partner. (Armstrong & Wagner pg 89, 206)

Valinda 125/117* ton steamer/woodScSr*; *built in 1911*; built by George Edward Wagstaff¹ for*

Hendry Ltd.*; *built in* Liverpool, NS*; *owned by the* Bridgetown Steamship Company.

The Bridgetown Steamship Company was founded in 1911 by the Longmire family and it carried on another era of river shipping and ferry service between Saint John, Bridgetown and Clementsport. Harry Fash of the well known seafaring family worked aboard the *Valinda* for 17 years. Official number of this vessel was 87538 and it was managed by P.W. Longmire of Bridgetown. Dimensions of the vessel were 95.0x21.5x9.3. (Armstrong & Wagner pg 35, 55) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Valinda 125 ton steamer; *built in* 1911; *built by* Hendry Ltd.*; *built in* Bridgetown, NS¹; *owned by the* Bridgetown Steam Boat Company. Captain was Frederick Merriam, Bridgewater, NS¹.

The Bridgetown Steamship Company was founded in 1911 by the Longmire family and it carried on another era of river shipping and ferry service between Saint John, Bridgetown and Clementsport. Harry Fash of the well known seafaring family worked aboard the *Valinda* for 17 years. Official number of this vessel was 87538 and it was managed by P.W. Longmire of Bridgetown. Dimensions of the vessel were 95.0x21.5x9.3. (Armstrong & Wagner pg 35, 55) Vessel sunk in 1948 (<https://memoryns.ca/captain-f-r-merriam-fonds1>) (Armstrong & Wagner pg 35, 55) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping")

Valinda II TONNAGE Freight and Packet boat; *built in* May 1933; *built by* George E. Wagstaff; *built in* *Port Greville, NS. *Owned by the* Bridgetown Steamship Company.

Another ship carrying the second era of Longmire river shipping and ferry service between Saint John, Bridgetown and Clementsport. Also operated occasionally as a tug boat or hosting sailing parties and excursions. During the Second World War went into service to the war effort and following this worked on the Newfoundland coast. (Armstrong & Wagner pg 35)

According to page 6 of this document which was compiled from the diaries of George Wagstaff, this vessel was built between January and May 1933 and the men involved in the building of this vessel were: George E. Wagstaff, Rich Ayer, Ben Tibbetts, Harry Crossman, C. Parsons, Herb Pettis, George McGillvray, Alva Graham, Hubert Murphy, Ryerson Winters and his horse, Charlie Winters, Gilbert Wagstaff, Don Merriam, John W. Winters, Bill McLellan, Russ Parsons, Maynard Hatfield, Jim Cole, Blair Hatfield, Jim Cole, Blair Hatfield, Wes Rector, John Canning, Clarence Parsons, Steward Ayer, Bill McWhirter, Dave Hatfield, Abe McCully, H.D. Merriam, Rand Merriam, Lester Cole, Jim McKay, Whitney McGillvray, Delbert Hatfield, Bob Hughes. Caulkers were Robert Parker, Seymore McCully, Havelock McCully, Charles Parsons, Earl Allen, Harry McCully. Men who worked on boiler of the mill were; Ernest Hatfield, Rich Lambert, Whitney Parsons and Wiley Cochrane. (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping") (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" Folder with a blue cover entitled "George E. Wagstaff: Master Shipbuilder 1887 – 1978" produced by John R. Wagstaff from the diaries of George Edward Wagstaff. Published July 10th 1995.¹)

Venice TONNAGE TYPE; *built in* 1865; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 206)

Venus 477/467/476* ton barque; *built in* 1863/1865; *built by* BUILDER; *built in* Granville Ferry; *owned by* William S. McCormick (managing owner), J. Mills* and others*.

INFO. (Armstrong & Wagner pg 72, 206) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Veritas 149 ton schooner; *built in* 1866; *built by* Captain Charles Brinton; *built in* Port Lorne (Wilmot pg 206); *owned by* by Captain Elias Brinton (managing owner) with shares held by Captain Joshua Brinton and Captain Charles Brinton, James R. Murray and Ambrose Bent.

Lost at sea in 1873 while carrying salt from Turks Island to Providence, Rhode Island. All men aboard escaped with the exception of having to row for three days to reach safety in Harbour Island. (Armstrong & Wagner pg 52)

Vesta 500.73 tons barque; *built in* 1864; *built by* BUILDER; *built in* Granville Ferry; *owned by* Robert Mills (managing owner), German ownership after 1893.

At one point in her lengthy local career, this vessel was captained by Jacob Bent. (Armstrong & Wagner pg 72, 206)

Vesta Pearl 85 ton Wdbt-Bab; *built in* 1882; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 206)

Victor 43 ton schooner; *built in* 1836; *built by* BUILDER; *built in* Bridgetown; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 206)

Victor 121 ton TYPE; *built in* 1821; *built by* BUILDER; *built in* Granville; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 206)

Victoria 37 ton schooner; *built in* 1838. *built by* BUILDER; *built in* Bridgetown; *owned by* Joseph Wheelock & William Y. Foster (pg 30) in 1853 registered under A Munro and Bent as a shipping vessel out of the port of Annapolis.

Operated as a packet between New England and Bridgetown, even in the 1850s, after the great acceptance of the steam engine and despite targeted efforts such as the steam ship *Experiment*. (Armstrong & Wagner pg 28-30, 207)

Victory 10 ton schooner; *built in* 1859; *built by* BUILDER; *built in* Bear River; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 207)

Victress 362 ton bq; *built in* 1854; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER. INFO. (Armstrong & Wagner. 2000, pg 207)

Viking 377 ton barque; *built in* 1873; *built by* Hiram Young; *built in* Hiram Young Yard, Young's Cove; *owned by* Samuel M. Ryerson of Yarmouth.

Registered in Saint John in 1873. (Armstrong & Wagner pg 58, 207) (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Village Belle 20 ton fishing schooner; *built in* 1860; *built by* BUILDER; *built in* Wilmot; *owned by* James Ray. (Armstrong & Wagner pg 2) [RESEARCH FURTHER: (<http://novascotia.ca/museum/wrecks/wrecks/shipwrecks.asp?ID=4696>) (25 ton wreck 1879)] (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Village Queen 13.55 (NT) ton Fishing boat; 11.00x4.36x1.28m; *built in* 1976; *built by* Roy M. Doucette; *built in* Cape St. Mary. *Owned by* Frederick Melvin Ryan, Granville Ferry.

This Wooden Carvel-planked fishing boat is registered in Digby and runs on a 130hp Gasoline engine. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/369422>)

Virginian TONNAGE schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

Paid wharfage fees in Port George, involved in trade between this port, Boston and Saint John. (Armstrong & Wagner pg 44)

Vivid 131 ton schooner; *built in* 1864; *built by* BUILDER; *built in* Bear River; *owned by* Harris Harding Chute.

The first of three vessels *owned by* Harris Harding Chute, merchant, mill and ship-owner of Bear River who had a tragic tale; he lost all three vessels in only four years, and aboard one of them, also his only son. This vessel was under the command of Captain Daniel Johnson in 1867 and bound for Halifax carrying Cape Breton coal when it sunk. Everyone on board died; the Captain and crew, eight passengers, a minister and his family, including six children. (Armstrong & Wagner pg 137, 207)

Volant 75 ton schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This vessel was owned in Bear River and in 1878, Captain Abram Balcom and two crewmen died when there was an accident near Portland, Maine. "The *Portland Advertiser's* account of the tragedy was reprinted in the *Annapolis Journal* of September 7, 1878, under the headline, 'Unknown Schooner Collides with *Volant*':

'*Volant*, Captain Balcom, left Annapolis with a small cargo of flour with mate, steward, two men and two passengers, one young bricklayer bound for Halifax and an Indian. About 10 p.m. When off Sequin, lights burning, a large 3-masted schooner was seen bearing down on *Volant*. The 3-master struck *Volant* on the starb'rd side, a little aft of amidships, cutting the rigging and carrying away mainmast and rigging. The jib boom raked the group standing at the wheel and the Captain, Indian and steward were knocked overboard. Captain, 45 years of age leaves wife and 2 children at Annapolis. The steward, George Isles, a married man, belonged to Bear River.' The *Volant*, with the survivors, was towed into Portland by the American schooner *Dreadnaught*, while the unidentified 3-master slipped silently away into the night." (Armstrong & Wagner pg 137)

Vulture TONNAGE TYPE; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

This was a British ship posted in Annapolis to guard against privateers during the American Revolution. (Armstrong & Wagner pg 95)

Walder TONNAGE; TYPE; *built in* ?; *built by* ?; *built at* ?; *Owned by* ?;

Wylie Robinson fished on this vessel for a good portion of his career (Dana Robinson, Visit, 2017).

Waity Johnson 39 ton TYPE; *built in* 1826; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Walrus 93 ton TYPE; *built in* 1863; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Wanita 42 ton schooner; *built in* 1897; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Washington 112 ton schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Jonathan Woster and James Anthony. *Owned at* Thorne's Cove. (Armstrong & Wagner 86)

Washington 167 ton schooner; *built in* DATE; *built by* James Fleet; *built in* ?Clementsport?; *owned by* "the Anthonys".

In 1853 Clementsport became an official port of entry, and in 1855 this vessel was added to the registry list for this port. "The schooner Washington...had a short life. After clearing Clementsport for Boston in December 1856 with a seven-man local crew on board, the Washington ran into heavy gales and struck on Cow Ledge off Brier Island. The captain and two of the men perished and the schooner was a total write-off. Such were the hazards of the trade."(Armstrong & Wagner pg 126) [RESEARCH FURTHER: Armstrong & Wagner p 207: 106 ton schooner named Washington, built 1855, Clementsport; is this a reference to the above vessel? Tonnage is discrepancy]

Wasp 60 ton TYPE; *built in* 1831; *built by* BUILDER; *built in* Clements; *owned by* OWNER.
INFO. (Armstrong & Wagner. 2000, pg 207)

Wasp 59 ton TYPE; *built in* 1856; *built by* BUILDER; *built in* Granville; *owned by* OWNER.
INFO. (Armstrong & Wagner. 2000, pg 207)

Watch Mate 151 ton bqn/brig*; *built in* DATE; *built by* BUILDER; *built in* Clementsport; *owned by* J. Gilead and others as of 1864.

INFO. (Armstrong & Wagner. 2000, pg 207) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Watchman TONNAGE packet; *built in* 1893; *built by* BUILDER; *built in* Annapolis Royal; *owned by* OWNER.
INFO. (Armstrong & Wagner. 2000, pg 207)

Wave 45 ton schooner; *built in* 1834; *built by* BUILDER; *built in* Clements; *owned by* OWNER.
INFO. (Armstrong & Wagner. 2000, pg 207)

W.D. Bickford 44 ton schooner; *built in* 1860; *built by* BUILDER; *built in* Hillsburgh; *owned by* OWNER.
INFO. (Armstrong & Wagner. 2000, pg 207)

Wendy & Brothers TONNAGE scallop boat; *built in* 1967; 58 feet long; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Reg Hazelton, Digby.

Captained by Reg Hazelton. Also worked ground fishing¹. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

West Wind TONNAGE fishing schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* Captain John Templeman. Worked fishing for herring. (Armstrong & Wagner pg 56)

W. F. Marshall TONNAGE barque; *built in* DATE; *built by* BUILDER; *built in* Bear River ?; *owned by*

OWNER.

Referred to by Armstrong and Wagner as having been wrecked in 1877 on Nantucket Island. The schooner Ripple was delivering lumber to the Island and was tasked with retrieving the rigging from the wrecked vessel to return it to Bear River. (Armstrong & Wagner pg 136)

W.H. Prentice (William) 91 ton schooner; *built in 1849; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, 207)

W. H. Weatherspoon TONNAGE steamer; *built in 1890; built by BUILDER; built in LOCATION; owned by A.W. Corbitt & Sons.*

This was the final of three steamers owned by this company and design of this vessel was done by M.L. Oliver. The Weatherspoon worked transporting passengers and towing other vessels as well as working as an “excursion boat. With Captain George E. Corbitt at the helm, many a party comprised of Annapolis Royal and Granville Ferry residents ventured forth to the Cherry Carnival at Bear River, the picnic grounds at Raquette Beach in Digby, or across the Bay for a day's sojourn in Saint John. (Armstrong & Wagner pg 124)

Wilbur H Robinson 20.30 (NT) ton Scallop dragger; *built in 1980; built by Robinson Fisheries Ltd.; built at Parker's Cove; owned by D.B Kenny, then Peter Burnie (Dana Robinson, Visit, 2017), now owned by 2501745 Nova Scotia Limited, Cambridge. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/372330>)*

Registered in Digby, this scallop dragger was launched from the Parker's Cove wharf. Wilbur H Robinson was father of Wylie and David Robinson. Wylie and David owned and operated Robinson Fisheries at this time. This vessel was also used for ground fishing¹. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹) (Dana Robinson, Visit, 2017) (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s) (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/372330>)

Wild Wave 17 ton TYPE; *built in 1860; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 207)

Wilfred Snow TONNAGE schooner; *built in 1913; built by BUILDER; built in Lower Granville; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 207)

William 104 ton brigantine; *built in 1818; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 207)

William 52 ton schooner; *built in 1833; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 207)

William Croscup 462 ton brigantine; *Built in 1871 (p 207)1874; built by BUILDER; built in Granville; owned by OWNER.*

INFO. (Armstrong & Wagner pg 2, 207)

William Dow 3.78 (NT) ton Fishing boat; 9.05x2.29x1.16M; *built in 1947; built by Fred J. Theriault;*

built in Belliveau Cove. *Owned by* David Longmire, Granville Ferry.

This carvel-planked wooden boat has been registered in Annapolis Royal since June 1954. It runs on a 90hp Gasoline engine. (<http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/195717>)

William Graham 25 ton schooner; *built in* 1857; *built by* BUILDER; *built in* Hillsburg (Hillsboro); *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Willie D. TONNAGE TYPE; *built in* 1892; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Wilmot Packet 32 ton packet; *built in* 1846; *built by* BUILDER; *built in* Wilmot; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Windemere 297 ton tern schooner; *built in* DATE; *built by* BUILDER; *built in* LOCATION; *owned by* OWNER.

The tragic last words of Captain John Charlton, aged 39, as he was swept away in the troubled sea were a plea to his men to rescue his wife Gertrude. The schooner was off the coast of Mobile, Alabama when it ran into a major storm and capsized, trapping some of those aboard beneath her in the troubled waters. The couple perished along with three crew members and the remaining four crew members had to hold onto the upside-down hull for dear life for an entire week without anything to eat or drink before they were rescued by the steamer *Palentino*. (Armstrong & Wagner pg 53-54)

Windward 607 ton barque; *built in* 1872; *built by* BUILDER; *built in* Granville; *owned by* W.W. Turnbull, Saint John.

Registered in Saint John in 1873. (O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" document: "A List of vessels on the Registry Book of the Dominion of Canada")

Winifred TONNAGE TYPE; *built in* 1868; *built by* BUILDER; *built in* Bear River; *owned by* Dennis and Doane of Yarmouth, who commissioned the vessel.

Of the ships built in 1860s in Bear River, the Winifred was the largest. (Armstrong & Wagner pg 133, 207)

Winward 607 ton barque; *built in* 1870; *built by* BUILDER; *built in* Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

W. Mills 318 ton TYPE; *built in* 1904; *built by* Laurence Delap Shafner; *built in* Granville Ferry; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 33)

W.M. Richard W. Ross 323 ton TYPE; *built in* 1911; *built by* BUILDER; *built in* Annapolis; *owned by* OWNER.

INFO. (Armstrong & Wagner. 2000, pg 207)

Young Nova Scotia 294 ton barque; *built in* 1861; *built by* Laurence Delap; *built in* Granville; *owned by* J. H Bogart and others*.

INFO. (Armstrong & Wagner pg 73, 208) (*AHS O'Dell House Museum Research records: filing cabinet in file titled "Ships, Sailing Vessels and Shipping" age of the Yarmouth Herald, section entitled 'Shipping of Granville')

Youth 87 ton TYPE; *built in 1853; built by BUILDER; built in Annapolis; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 207)

Yreka 740/745 ton barque; *built in 1870; built by Laurence Delap; built in Granville; owned by OWNER.* INFO. (Armstrong & Wagner pg 73, 208)

Zack's Pride 25.70 (NT) ton TYPE; 12.89 x 5.58 x 2.74M; *built in 1988; built by BUILDER; built in Hubbies Boat Builders, Clarks Harbour. Owned by S & T Fisheries, Ferryland.*

Moulded and reinforced Plastic, registered in Digby as a fishing vessel since March 1989. Runs on a 443 hp single screw diesel engine. (**IMAGE:** Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)
(<http://wwwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/811709>)

Zealous 53 ton schooner; *built in 1835; built by BUILDER; built in Granville; owned by OWNER.*
INFO. (Armstrong & Wagner. 2000, pg 207)

Zebec (Xebec) 195 ton three-masted schooner; *Built in 1876; Built by David Rice; built in Bear River; owned by Captain J. E. Slocomb, David Rice and others.*

This vessel was one of 22 included in the *Digby Weekly Courier*, January 31st, 1879 under the title "List of Shipping to December 31, 1878." On its' very first trip from Saint John to Barbados and back in 1882, while under command of Captain C. B. Dunham. The ship stopped to drop a sick member of the crew on the Isle of Nevis and then proceeded to Fernandina, Florida where it was put under quarantine for several days and then fumigated. Directly after this procedure a fire began to burn in the hold and a nearby tugboat came to the aid of the cook and mate who were the only crew on board. However the owner of the tug took Captain C. B. Dunham to Admiralty Court demanding that they pay \$5,000.00. The case proceeded for two months, with owner Captain J. E. Slocomb writing letters to Hall & Fairweather, agents of his in Saint John, to the Prime Minister at the time Sir Charles Tupper, as well as to the British Consuls in Savannah and Mobile. Thanks to the work of his agents, Captain Slocomb had his debt lessened to \$2,500.00. Despite a change of command to Captain David Slocomb the ship was in trouble again by 1884, when it was stuck in spring ice pack near Annapolis Royal and sustained significant damage. Before this damage could even be paid off, while on a voyage from Buctouche to Boston carrying \$980.00 worth of cargo, a second fire broke out on the ship and this one destroyed the ship. In a letter to a friend dated October 1884 Captain Slocomb writes "David has lost *Zebec*, a total loss without any insurance... We have lost 7 and 8 thousand by the *Zebec*. Nothing but bad luck followed her from first to last" (Armstrong & Wagner pg 43, 134, 135)

Zebina Goudey 1087 ton barque; *built in 1881; built by Laurence Delap & Co./ George F. Miller / built at Hog Island Shipyard, Annapolis; Owned by Captain Zebina Goudey, Yarmouth (commissioned). launched on June 16th 1881.*

Lost in 1896 after developing a leak while en route to Sharpness, England from Mobile, Alabama carrying lumber. All crew were rescued by *Terisina* an Italian barque (Armstrong & Wagner pg 101, 102, 112, 208 / *Bear River Telephone*, 15th December 1897, Wayne Morgan newspaper transcribing and indexing)

Zenobia 47 ton schooner; *built in 1850; built by BUILDER; built in Hillsburgh/Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 208)

Zephyr 22 ton TYPE; *built in 1851; built by BUILDER; built in Hillsburgh/Bear River; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 208)

Zulu 18 ton schooner; *built in 1879; built by BUILDER; built in ?Bay Shore?; owned by OWNER.*

INFO. (Armstrong & Wagner. 2000, pg 208)

?Na-Shell Nova? TONNAGE TYPE; *built in DATE; built by BUILDER; built in LOCATION. Owned by OWNER.*

INFO. (Lawrence, Ian. Private collection of photographs taken by Hubert McDowel at the Annapolis Royal Haul-up in the 1980s and 90s)

?Vessel? 750 ton barque; *Built in 1874. Robert H. Young for Pickels and Mills. 750 ton. Garrison, Annapolis Royal, NS; owned by OWNER.*

INFO Built at a second shipyard to open in Annapolis Royal by a master builder (Young) of Belleisle. *The Nova Scotia Farmer and Annapolis County Times* reported on March 25th that this ship had a keel of 141 feet in length and measured 34 feet across with a hold of 19 foot depth and an elliptic stern. (Armstrong & Wagner pg 1)

?Vessel? TONNAGE TYPE; *built in 1817; built by Captain Edward Whitman, C. K. Prince; built at Lawrencetown Bridge; owned by Captain Edward Whitman, C. K. Prince. Departed Annapolis for Antiqua in 1817 and never returned.*

There is evidence that it may have mutinied. (Armstrong & Wagner pg 26)

?Vessel? TONNAGE TYPE; *built in 1824; built by Charles Dodge; built in Port George. Built for Elias Gates.*

Records exist of the invoice for plan drafting and 43.5 days labour performed by Charles Dodge which cost Mr. Gates 18 pounds, 14 shillings and 3 pence. (Armstrong & Wagner pg 40)

?Vessel? 80 ton schooner; *built in 1877; built by John Farnsworth; built in Hampton; owned by John Farnsworth and R. H. Bath.*

Mr. Bath was a Digby merchant. This vessel was described in the *Digby Weekly Courier* as having a 59 foot keel and being designed as a trading vessel. (Armstrong & Wagner pg 55)

?Vessel? TONNAGE schooner; *built in August 23rd, 1910; built by BUILDER; built in Longmire Yard, Parkers Cove; owned by Captain Arthur Longmire.*

Built to be a fishing boat. (Armstrong & Wagner pg 61)

?Vessel? TONNAGE Ferry boat TYPE; *built in 1777; built by BUILDER; built in LOCATION; owned by OWNER.*

The original ferry service from which the area gets its' name, operated between Annapolis and Granville by Samuel Harris from 1777 until 1805, when this role was taken on by Robert Jefferson and Elias Woodworth on the recommendation of the Grand Jury of Annapolis County. In 1815 Samuel Hall built a ferry slip in Annapolis with a grant of 5 pounds. (Armstrong & Wagner pg 81)

?*Vessel?* TONNAGE schooner; *built in* 1815; *built by* Hall and Delap Families; *built in* LOCATION; *owned by* Hall and Delap families.

Referred to in the journals of Captain John Harris. (Armstrong & Wagner pg 83)

?*Vessel?* TONNAGE brigantine; *built in* 1822; *built by* Sam Hall; *built in* Lower Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 83)

?*Vessel?* TONNAGE brigantine; *built in* 1823; *built by* James Delap; *built in* Lower Granville; *owned by* OWNER.

INFO. (Armstrong & Wagner pg 83)

?*Vessel?* TONNAGE ferryboat; *built in* DATE; *built by* Mr. Graves and Captain Graves; *built in* Annapolis; *owned by* OWNER.

Likely operated as a ferry connecting the two sides of the Annapolis river. ("Historic Annapolis Royal; Images of Our Past" Ian Lawrence. 2002, pg 64)

? *Vessel?* TONNAGE 55 ft long; *built* sometime between 1966-1990; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* OWNER.

Captained by Gelby Matthews. (Rodney Magarvey and Julie Magarvey McPhail, 2017)
(Possibly the: *Fundy Swan* or *Scotia Princess?*)

?*Vessel?* TONNAGE 55 ft; *built* sometime between 1966-1990; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* OWNER.

Captained by _____ Carter. (Rodney Magarvey and Julie Magarvey McPhail, 2017)(Possibly the: *Fundy Swan* or *Scotia Princess?*)

?*Vessel?* TONNAGE Herring carrier and pumper boat; *built in* 1970; 57 feet long; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* Galby Matthews, Campobello Island, NB.

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

?*Vessel?* TONNAGE Herring carrier and pumper boat; *built in* 1971; 58 feet long; *built by* Donald Magarvey; *built in* The Donald Magarvey Boat Shop, Parker's Cove wharf. *Owned by* New Brunswick interests.

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal¹)

?*Vessel?* TONNAGE 45 ft fish dragger; *built* sometime between 1966-1990; *built by* Raymond Magarvey; *built in* Parker's Cove. *Owned by* OWNER.

This Carvel-planked wooden fishing boat is registered in Yarmouth. (Rodney Magarvey and Julie Magarvey McPhail, 2017) (Possibly: *Sea Wife No.1/Lady Marielle?* <http://wwwapps.tc.gc.ca/Saf-Sec-Sur/4/vrqs-srib/eng/vessel-registrations/details/392158>)

Unknown TONNAGE ground fishing boat; *built in* 1979; 45 feet long; *built by* Raymond Magarvey; *built in* LOCATION; *owned by* unknown person from South West Nova Scotia.

INFO. (*Boats Built of the Bay Shore* by Rodney Magarvey, available at the O'Dell House Museum in Annapolis Royal)

?**Vessel?** # **04328** TONNAGE TYPE; *built in* DATE; *built by* James Longmire; *built in* LOCATION.
Owned by OWNER.

INFO. (Visit, Murray Longmire, May 2017)