ss *Nascopie*: The Early Years

Swan Hunter and Wigham Richardson delivery photograph. Note the description as a sealing steamer

The *Nascopie* played a vital role in the re-supply of the Canadian Eastern Arctic for close to 35 years; from her first voyage in 1912 to her sinking off Cape Dorset in the summer of 1947. Yet very little has been written about her, and not one of the sources referenced correctly attributed the genesis of the boat to Job Brothers of St. John's and Liverpool. All, either directly, or indirectly, claim that she was built by the Hudson's Bay Company (HBC), and Job Brothers (Job) (if mentioned at all) were retained to manage the vessel.

Following are the six published sources referenced, detailing how each treated ownership of the vessel:

1 RMS Nascopie: Ship of the North, Doug Grey, 1997 112pp

On page 24, Grey refers to Lord Strathcona's announcement at the 1911 Annual Court of Proprietors*: To put the Company's transport on a proper footing, and to avoid the necessity of chartering extra tonnage. A new type of vessel is being built. "This will assure suitable tonnage to the company for some years to come".* There is no mention of Job, who only appear on page 34 in the section on Ownership and Chartering, where the author states: *"To build the ship, HBC entered into an agreement with Job Brothers of St. John's and Liverpool, England".*

The implication is that the HBC built the ship, and perhaps saw Job as a partner who could provide alternate season employment. This supposition is strengthened by Grey noting that the HBC held 117 shares to Job's 107 shares[1] in the Nascopie Steamship Company, which was established as the ownership vehicle, and incorporated in St. John's Newfoundland.

2 The Nascopie Chronicles, Chapter 11 Merchant Princes, Vol III Company of Adventurers, Peter C Newman, 1991.

Newman states unequivocally that on 10 July 1911, Lord Strathcona commissioned construction of a 2,500ton supply vessel from Swan Hunter of Newcastle on Tyne. Newman's history of the ship does not even mention Job.

3 Nascopie: The Story of a Ship, CP Wilson, The Beaver[2], 1947, 11pp

This was, essentially, an obituary for the ship, but Wilson, like other authors, adhered to the notion that she was built by the HBC, and begins by quoting at length from the 10 July 1911 minutes. In the article's second paragraph he states that Job Brothers of Newfoundland were to own a minority interest, the capital of the company was to be $220,000[3], and that the name of the steamer was to be *Nascopie*.

4 ss Nascopie: Newfoundland Sealing Steamer, William Barr, The Newfoundland Quarterly 1978 7pp, 2pp photographs

Barr commences his article by quoting the full paragraph from the 10 July 1911 Annual General Court of Proprietors. However, the following statement offers the strong implication that the HBC were responsible for the construction of the ship:- *"Owner of the minority interest in the new ship was the St. John's sealing and trading company, Job Brothers. They were particularly interested in having a strongly built steamer, which could participate in the annual seal hunt off the Newfoundland coast…"*

This short paper is primarily concerned with the *Nascopie's* performance in the seal hunts for 1912, 13, 14 and 1915. It finishes with extensive quotations from Hon. R.B.Job's diary for 1915 covering the sale of the company interests in the Nascopie Steamship Company to the HBC, as well as sale of the St. John's steel sealing fleet to Russian interests.

5 ss/RMS Nascopie 1912-1947 Biography of a ship, Henry Nixon, Argonauta 1987 2pp

This was a short report of work in progress, with a request for assistance from members of the CNRS. It does not appear that the proposed paper, or book, was completed. Nixon states that the Nascopie Steamship Company was formed by Job Brothers of St. John's (49%), and the Hudson's Bay Company (51%). This is the closest any of the sources comes to suggesting the ship was built by Job, but is still not a definitive statement. He

[1] This was not the original shareholding by the two companies, and does not seem to be supported by other references.
[2] The Beaver was the HBC house magazine, and started publication in 1920. There were 23 articles of 4pp or greater length published between 1920 and 1989 about the *Nascopie*, mainly about the ship in wartime.
[3] Initial capital was $210,000. It was raised later to $220,000.

does point out that the ship only became entitled to the prefix RMS in 1933, when the complement began to include a postmaster.

6 Wikipedia

The Wikipedia entry for the ship states that the Hudson's Bay Company owned RMS *Nascopie*, which is technically correct from 1916 onwards. Although the article does not indicate for whom the ship was built, it does note that the ship was involved in sealing for Job Brothers. A footnote incorrectly states that the ship was designed and built by Swan Hunter.

7 Arctic Cargo: A History of Marine Transportation in Canada's North, Christopher Wright 2016

Drawing on four of the resources noted above, but particularly the unequivocal statement in *Merchant Princes* by the – usually- well researched, Peter Newman, together with the HBC Archival record for the ship[4], the author states on p260, that the HBC built the ship. As this brief paper demonstrates, further research has demonstrated the inaccuracy of this statement.

8 Primary Resources

- HBC Correspondence files for 1911-1915 in Microfilm reels 846 and 847. Although these are comprehensive, there are some gaps in the files that have been noted.
- Hon. R.B. Job diary for 1915, referenced in Newfoundland and Labrador Archives at The Rooms, St. John's NL.
- Files as noted relating to Job Brothers and the Nascopie Steamship Company from the Maritime History Archive of Memorial University St. John's NL
- Chafe Sealing Statistics 1923

Construction of the Ship

The first indication regarding construction of the *Nascopie* was a letter dated 21 March 1911 from the Liverpool branch of the Job family to "The Manager Hudson Bay Company London", in which Job note the success of steel boats in the seal fishery, and that they are supplanting the wooden ones. They state that their *Beothic* and others have been so successful, they are contemplating building another of larger dimensions[5], and *"it has occurred to us that possibly it might suit your company to take a half interest in her with us, as apart from sealing she would be suitable for your Hudson Bay work, and when the Port Nelson Railway opens she should be especially adapted for this business…"*

Job also pointed out that the *Beothic* had paid a 25% dividend each for the past two years, and that they expected at least as good a result from the 2011 season. On these results they expected no difficulty in getting shares taken.

[4] 1911 The Hudson's Bay Company and Job Brothers of St John's form the Nascopie Steamship Company Ltd.

[5] Prior to the construction of the *Beothic,* Job had canvassed yards in Norway and elsewhere regarding a new steel sealer.

The final paragraph of the letter was as follows: *"If this matter is worth the consideration of your board, one of our partners will be happy to call and discuss matters personally at any appointed time, but the sooner the better".*

Background regarding the new Steel Sealers.

A.J. Harvey delivered the first ice-strengthened steel sealer in 1906, and the *Adventure* [6] brought in valuable seal cargoes over the next few years. In addition, the ship was taken on a summer charter by Revillon Frères from 1907; Revillon were busy building a competitive presence to the HBC in the Eastern Canadian Arctic fur business. The HBC would have been aware of the capabilities of the ship, because Edmund Mack, who was captain of the HBC's re-supply ship *Pelican*, notes in a Beaver article in 1938 that the *Adventure* frequently passed his ship en route to Hudson Bay for Revillon.

Job's *Beothic* was delivered in 1909 and had her initial sealing season that year. She was joined by Harvey's *Bellaventure* and *Bonaventure* as well as Bowring's big passenger/cargo steamer *Florizel.* See below:-

Characteristics of Steel Sealers[7]

Name	Net. Reg	Del.	Sealing Crew[8]	Dimensions LxBxDxd, ft	Power nhp
Adventure	1,504	1906	270	265x38x?x22	-na-
Bellaventure	997	1908	270	241x36x?x17	350
Bonaventure	980	1909	270	239x36x?x17	325
Beothic	1,028	1909	203	241x35x?x17	328
Florizel	1,980	1909	270	306x43x30x?	437
Nascopie	1,521	1912	272	285x43.75x?x22.5	339
Stephano	2,144	1911	270	326x46.3x?x19.9	577

Relative Performance of Job Bros. Sealers in Dollars[9]

Sealer/Year	1909	1910
3 Wooden Walls	$34,218	$50,304
Beothic	$53,660	$62,314

Job's three wooden walls were *Diana, Neptune*, and *Erik*

To get a sense of equivalent values today, multiply the sealing revenue by 25, thus Job earned, in today's terms, nearly $3million, of which more than half came from their new steel sealer. Other steel ships also did well, with *Florizel* bringing in $90,800 value in 1910. Harvey's three steel sealers brought in over $120,000 value in catch in each of the two years, and one can understand Job's enthusiasm for the new type of ship.

Agreement to Build the Ship

The HBC, replying to Job's letter of 21 March 1911, sent Job (Liverpool) a telegram on 29 March, presumably suggesting a meeting as Job replied the same day by mail that their Newfoundland partner was away that day, but they would wire them on 30 March to

[6] See pp 259 *Arctic Cargo: A History of Marine Transportation in Canada's North* for details.

[7] From different sources, but mainly "Ships and Seafarers of Atlantic Canada". Some errors have been corrected. Some of the figures given for depth, are more than likely the ship's draft, and have been shown as such.

[8] These are the sealing crews given by Chafe for 1913 however, it is unlikely they were all the same.

[9] From Chafe

determine a day *"we may have the pleasure of calling upon you…."*. William G. Job then sent a hand written letter dated 30 March to The Secretary, Hudson Bay Company, from the Waldorf Hotel in London to say he would reply to telephone messages and telegrams on Monday, be back in London on Tuesday morning, and available for an interview any day during the balance of the week.

Although the actual date of the meeting isn't recorded in the correspondence file, a letter from Job (Liverpool) on 03 April confirms it took place, and that an important party to the meeting was a Mr. Cunliffe[10]. Job replied at length to a telegram sent to the Waldorf Hotel by the HBC, seeking particulars of a proposed agreement.

In the meantime there had been a flurry of telegrams and letters between the HBC, Captain John Ford and Captain Cleveland Smith regarding a suitable length and draft for the proposed new vessel, with particular reference to Charlton Island[11]. Job's letter alludes to the development of the proposed ship's dimensions, by stating that the HBC did not want a ship over 280' in length, but 18' draft would limit capacity to about 1,880tons, which they felt was *"inexpedient"*. Their suggestion was 280' length on a beam of 41', but 22' draft, which would give 2,500-2,700tons capacity. Such a boat could be built for the same price as the smaller one viz £38,000, perhaps a little less. They also pointed out that such a ship would be at 19-20' draft on arrival at *"your Bay"*, and suggested a very moderate coal consumption of 10tons per day at 9/10kts. *"If after considering these details you would like to have another interview, our Newfoundland partner Mr. William G. Job will be happy to call and discuss the matter further"*.

They also enclosed two years of audited statements regarding the *Beothic*, and referred the HBC to the Bank of Liverpool and the Bank of Montreal, London for financial references. We do not know to whom an HBC cable to St. John's NL on 04 April was sent, asking about Job's suitability as a business partner, but they received an affirmative answer the same day.

On 07 April, Job (Liverpool) sent the HBC two cables and an extensive letter, which more or less determined the characteristics of the new ship. She was to be 285' LOA, 43' beam and 2,500tons capacity on 21' draft. A table was provided showing that dwt capacity was reduced by 100tons for each 4" of draft reduction. At 18' draft, capacity would be 1,740tons. Job pointed out that the ship had an excellent cubic capacity[12] relative to the *Beothic*: 155,000ft^3 vs 92,000ft^3.

Apparently Job had been able to arrange a three-month charter of the *Beothic* with the HBC for 1911 at £1,200/month, and proposed the same charter rate for the new vessel, although only for two months. Job pointed out to the HBC that this was highly favourable, given its cubic capacity and that they would have to carry insurance for around £40,000 vs £30,000 for the *Beothic*.

Leonard Cunliffe appeared to be in favour of coming to an agreement with Job. On the following day (Saturday 08 April), he sent a handwritten letter to Thomas Skinner

[10] This would have been Leonard Cunliffe, who was a director of the HBC, and a crucial business advisor to the company. He was an influential financier in London, and a major investor in Harrods department store.
[11] Charlton Island was the HBC primary distribution point for James Bay trading posts
[12] The 155,000ft^3 was for bale and case goods. Grain cubic was 166,000ft^3

(appointed Deputy Governor in 1910), recommending the agreement with Job. He noted that: *"My impression is that we can come to quite a fair arrangement with Messrs. Job, both as to the annual charter at a price very favourable to the HBC, and also with regard to the management commission based on net profits".* He suggested coming to a final decision by Tuesday (11 April).

There is a gap in the correspondence at this point, but Job must have received an affirmative response as Liverpool sent the ship's hull specifications to the HBC on 18 April, and noted in the cover letter that the engine specifications would be sent the following day. These documents were copies of those sent to selected ship builders. Three days later they advised on progress with negotiations over the *Nascopie.* This is the first time the name was mentioned, but there is no indication as to who chose it, and when.

Shipbuilders contacted regarding the proposed new ship

Napier Miller & Co.	£45,800	Clyde, with Rankin and Blackmore Engines
	£46,700	with Dunsmuir Engines
Palmer Shipbuilding Co	£47,250	East Coast
Antwerp Engineering	£43,850	Antwerp
Swan Hunter & Co	£44,000	East Coast
D & W Henderson	£45,000	Clyde
Railton Dixon & Co	Unable to guarantee delivery in time	
Sir W.G. Armstrong & Co	Unable to guarantee delivery in time	

Job was concerned that the bids had come in considerably over their estimates, but after discussion with the builders found that the specification was much more expensive than necessary, and far in excess of the *Beothic.* They enclosed changes to the specification, which they expected to bring prices down to £42,000, but did not feel they could get it reduced much further. Job sought authority from HBC to negotiate at £42,000, as they intended to narrow the field down to two builders by Monday or Tuesday. Job stressed the need for a prompt decision to ensure that the boat was ready for the seal fishery in 1912.

A short letter from Job (Liverpool) on 26 April noted that there was keen competition for the contract, and on 27 April, Job sent the HBC a telegram advising that they had contracted for the ship at Swan Hunter at £38,600, which they considered an excellent price.

The contract with Swan Hunter was signed by Job on 28 April, and called for equal payments of £7,720 at keel laying, framing, plating, launch and delivery, with machinery at equivalent levels of completion. It would appear that the HBC did not want its association with the ship advertised, and Job only advised the yard of the HBC involvement on 08 May, after receiving HBC approval.

Hull and Engine Specifications

According to a letter of 24 April, Job had extensive discussions with the consulting engineer for Reid Newfoundland, as well as D&W Henderson who had built the *Beothic* and other steel sealers *…and thrashed out thoroughly the details of thickness of plating and spacing of framing…* The result was a page of minor changes to the hull

specification, and some amendments to the engine specification, mainly reducing the guaranteed speed from 14kts to $13^{3}/_{4}$kts, and a change in ash handling equipment.

The main change in the hull was a reduction of bow steel thickness from 2" to 1.76", shell plating reduced to .88" from .96", together with other minor reductions in the ice belt. However, one change that would come back to haunt them, and delay delivery, related to deck sheathing

Leonard Cunliffe wrote later (probably to the HBC Secretary) in returning copies of the specification and plans, that he did not see anything that materially affected the performance of the ship, and that Captain Smith could comment very well on the subject.

Naming the Ship

There is a gap of about two weeks in the correspondence files after 08 April, and the only reference to selection of the name comes in a much later letter from Job (Liverpool) – 31 May, which refers to the name *we have jointly agreed upon,* but questioned the spelling. However, Job left the final decision on this topic to *your chairman,* presumably Governor, Lord Strathcona.

Ownership and Management of the Nascopie Steamship Company.

Although Job initially approached the ownership on a 50/50 basis, and payments to the yard were split equally (£3,860 each) it would appear that the HBC wanted to ensure they had ultimate control over the ship. Company capital was to be $220,000 made up of 220 shares valued at £1,000 each. They settled on a subscribed capital of $210,000, which was seen as adequate for construction of the ship, and working capital; the HBC would own 107 shares with Job owning 103 shares. Each party had the right to subscribe up to $5,000 each to the balance of paid-up capital. In recognition of its management role, Job had the right to not less than 75 shares. The final agreement regarding shareholding and management was dated 02 January 1912.

Each company was to appoint two directors to the board, and Job, as managers, would earn commissions on net profits as follows:

< £6,000	5%
£6-7,000	$5^{1}/_{2}$%
£7-8,000	6%
£8-9,000	$6^{1}/_{2}$%
£9-10,000	7%
£10,000>	$7^{1}/_{2}$%

For 1912,1913 and 1914 the HBC would take the *Nascopie* on charter at £1,200/month, and would pay all coals, port charges, pilotage for a period commencing in July each year, and for a duration sufficient to deliver all goods.

The Job directors were: William G. Job, and Robert B. Job. The HBC directors were not given in the agreement, but elsewhere are identified as Thomas Skinner and Leonard Cunliffe[13].

[13] Leonard Cunliffe essentially saved the HBC from a slow death under Lord Strathcona's autocratic rule as Governor. His name appears frequently in correspondence regarding the ship. He had been elected to the

Construction, Launch and Delivery

A four-page worksheet for construction of the ship, dated 29 February 1912 indicates as follows for key events:

Keel Laid	12 June
Framing Commenced	11 July
Framing Complete	28 August
Plated	13 November
Launch	07 December
Trials run	24 January
Sailed	30 January

The General Arrangement that accompanied the work sheets shows that the *Nascopie* was 285' between perpendiculars, 43'9" extreme beam, 22'6", 2,600 tons dwt on a Summer Draft of 21'4$^{3}/_{4}$". Cubic capacity was better than originally expected at 177,000ft^3 Grain and 158,800ft^3 Bale. Interestingly the work sheets give a total cost of £31,239/6/3, which appeared to include the 5"x3" Oregon pine deck sheathing. Thus the yard made quite a decent profit on the contract, despite the apparent steep discount from the original price to the accepted bid. Job took a £2,500 cheque for extras with them to North Shields. It is not clear exactly what this covered, but it appeared to be the deck sheathing, Marconi wireless and other work connected with sealing that could be done at less cost than in St. John's.

The final price for the ship was thus £47,500, made up as follows:

Contract Price	£38,600
Premium for exceeding contract speed	£250
Other Extras, including partial sealing outfit	£2,450
Naval Architects Fee	£500
12 Months Insurance, steamer and freight	£3,200
Seal Fishery outfit St. John's	£2,500
Total	**£47,500**

An undated, and un-attributed, press clipping in the HBC correspondence file announced the launch of the *Nascopie* on Thursday 07 December 1911. She was named by Miss Mildred A. Job of Liverpool, and Mr. T.B. Job (*one of our juniors*) was also in attendance for the owners[14]. The HBC was only mentioned as ordering the ship in conjunction with Messrs. Job Brothers of Liverpool. It was also noted that the ship had been built under the supervision of Messrs. G. S. Goodwin, Consulting Engineers, of Liverpool, was especially heavily built, and had quarters for nearly 300 sealers. The work sheets included the cost of 250 iron beds[15].

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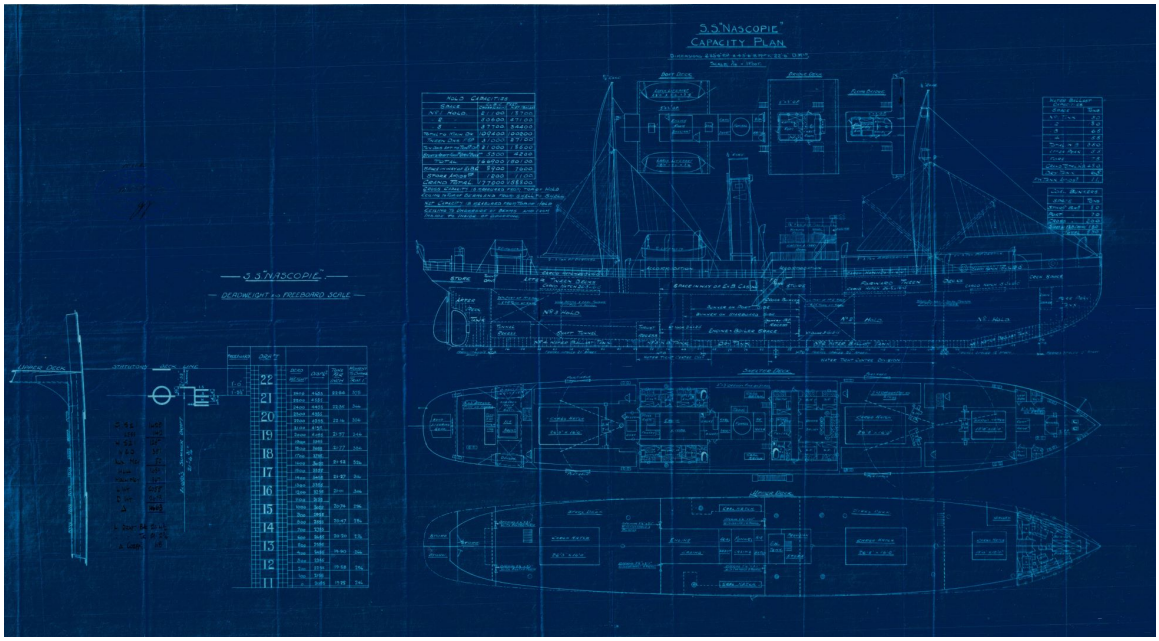
board in 1907, and was obviously a respected advisor to Ingram as Board Secretary. He and Skinner visited Canada in October 1912, but did not call on Job in St. John's.

[14] Job had tried to get the HBC to attend, but no one seemed to be available.

[15] Hoskins or equivalent portable iron berths in 2 tiers, steel laths, bottom frames fitted up complete in shelter tween deck, sufficient to berth 250 men.

The work sheets also showed that accommodation was provided for 16 1st Class passengers[16], and 16 officers in the deckhouse, while sealers would be in the shelter deck. The working crew were to be housed, as per tradition, in cramped quarters in the forecastle.



The launch was delayed because of the early decision by Job regarding the extent of deck sheathing, in order to reduce the bid price. Deck sheathing is essential for ships working in arctic waters, although it would seem it was not considered necessary for sealing ships. The question first came up on 30 November, and wood sheathing was quoted by the yard at £650, which Job considered excessive. The HBC countered with a suggestion of a product called Courtecene[17], which was roundly condemned by the yard and by the consulting engineers, who thought it good for the tween decks of a man-o-war, but not in any exposed location. The Yard also advised that it would cost more than wood sheathing. After several exchanges, £650 for wood sheathing was approved on 04 December.

As noted above, the ship was launched on 07 December, and ran her trials on 24 January 1912. The weather was stormy, but she achieved 14.1kts at a mean draft of 15'11$^{1}/_{2}$", equivalent to 1,270dwt – or slightly in excess of half load condition. This earned the yard a £250 premium as per contract.

ss ***Nascopie*** **construction cost work sheets from Tyne and Wear Archives**

[16] The General Arrangement shows four staterooms either side of the saloon. They appear to have four berths each.
[17] Probably a type of linoleum.

COST OF No. 870 S.S. "Nascopie" FOR Job Brothers

DATE 29th Oct 1912
YARD Neptune
No. OF BERTH 6

HULL.

General Description.

Type: Shelter deck
Class: 100 A1 Lloyds D in L 12.66 + 9.58
Numerals 1: 66 2: 18810 E: 20653
Framing: 8 × 3½ × .30 angle with reverse 6 × 3½ × .50 angle
Beams: Bulb angle on alternate frames
Pillaring: 1 Row solid 2 frame space apart
Bottom: Cellular all fore & aft
Decks: Upper steel
Shelter steel & sheathed 5 × 3 Oregon pine
Bridge steel " 5 × 3 "
Boat steel " 5 × 3 "
W.T. Bulkheads: 5
Other Bulkheads
Winches and Cranes: 4 - 7 - 10
Derricks: 5 - 3 ton P Pine
D.B. Type: Cochran [illegible] L. 16.3 Dia. 7.6 W.P. 100 lb

Dimensions.

Length B.P. 285'0"
Breadth Ex. 43'9"
Depth Mld. 22'6"
Excess Sheer

Tonnage.

O.M.
U.D. 1590.75
Gross 1870.47
Net 1004.01

Erections.

Poop —
Bridge —
F'casl —
Dk. Houses: Saloon on Shelter dk

Passengers.

	Cabins	Open Berths	Where Placed
1st	16		House D
2nd			
3rd	Sealers	250	Shelter tween deck
Emig.			
Crew	16	24	officers — [illegible]
Total	32	274	Seamen in forecastle

Weight of Hull: 1688
Machinery: 367
Other Items:
Finished Ship: 2055
Deadweight: 2608 / 4663
Displacement (S.F.) B.Co. 618 Pris. Co. 641
Lloyd's S.F. 1-5½ Mld. Draft S.F. 21.2½ Keel 2" Dft. 21-4¾
Tons per In. Loaded 22.55 Light 19.24

ENGINES AND BOILERS.

Descn.: Triple expansion
Cyl.: 21½, 35½, 58 Cooling Surface 2250 ft
Stroke: 42" Prop. Mtl.
L. of E. & B. Room: 45-11 Prop. Dia. 13-9
Boilers — No. 2 Dia. 15.0 L. 11-6 W.P. 180 lb
Draught: Howden Heating Surface 5400 ft.
Furnaces. - Type Morison No. 6 Dia. 3-11⅞

Speed.	I.H.P.	Condition.
14.10	2745	Trial Trip 15-11½ draft B.K.

No.	Section	Particulars	Weight	Rate	Material	Labour	Total Material and Labour	Summary
1		Steel Plates	950	6/15/-	6411			
2		,, Bars	365	6/7/6	2329			
3		Iron Plates						
4		,, Bars						
5		,, Moulding	2	7/1/4	16			
6		,, Packing	13	7/1/3	92			
7		Rivets £176 Rivets 31	63	7/5/-	455			
8		Extras for Sections, &c.			207			
9		Kneeing, Cambering & Cutting						
		Total	1393	6/16/6	9510			
10		Scrap 7½% 104 Tons		2/4/-	244			
		Total	1393	6/13/-	9266		9266	
11/24		Iron and Steel Labour	1393	4/13/2		6492	6492	15758
		Forgings & Steel Castings—						
25		~~Keel Bar~~ Stem Piece C.S.	3.6	26/-/-	95		95	
26		Stem Bar Forged iron	.8		20		20	
27		Stern Post C.S.	9.8	25/-/-	248		248	
28		Brackets and Struts						
29		Rudder Frame Forged iron	8.4	30/10/-	257		257	620
31	Other Ironwork	Hold Stanchions and Ladders			173	119	292	
32		Tube or Other Sectional Pillars						
33		Water or Oil Hatch Covers for Deep Tanks						
34		Watertight Bulkhead Doors	.2		11	9	20	
35		Manhole Doors	1.1		12	4	16	
36		Hold and Tunnel Ventilators			50	35	85	
37		Zinc Lining on Stern Frame						
38		Steel Masts, Derricks & Derrick Posts	6.8		46	53	99	512
41/51	Smithwork	General Smithwork	1424		228	316	544	
52		Galvanizing			20		20	
53/58	Castings 1344	Hawse Pipes 20, Bollards 39, Fairleads 9, Davit Stands 5, Ash Shoot Pipes, General 10			83		83	
59		Patterns			9	1	10	
61/65	Drf'tsmen, &c.	Dr'tsmen 175, Loftsmen 6.30, Moulds +, Templates 113. 21, W'king Model 1. 10			120	236	356	
66/85	Carpenters	Preparing Berth, &c. 20. 48, Constructing 895. 552, Launching 30. 100			945	700	1645	
86/108	Joiners	Cabin Work 603. 422, Deck Work 214. 161			817	583	1400	
109/120	Plumbers & Fitters	E.W 193/312			505	207	712	
121/125	Painters	Cabins:— 40. 69, Hull 126. 270, Bitumin. Enamel 43., Anti-Foul. 23.			232	339	571	
126/130	Cementers	Cementing 25. 60, Bitumin. Cement, Tiling 8. 8, Mosaic			33	68	101	
131/135	Brasswork	Brass Bells 2, Handrails, Stanchions & Rods 13, Name Letters 8			23		23	
136/139	Brass & other Lights	Sidelights 45, Deck House Lights 49, Prismatic Lights			94		94	
140/143	Outfit, &c.	Wd. Masts, Drks., & Spars 17. 7, Drk & Mast Mounts 17. 43, Drk. Gear 34. 8, ~~Heavy Drk. Gear~~ Look-out Barrels 12. 7			80	65	145	
144/147		Rigging, &c. 133. 5, Anchors & Cables 363, Warps, Reels, &c. 27, Sails, Awnings, &c. 101			624	5	629	
148/151		Boats 97. 7, Accom. Ladder 14. 10, Nautical Instrs. 80, Cooking Apparatus, &c. 60. 12			251	29	280	
152/157		Electro Plate +, Cutlery 16, Crystal +, Crockery 8, Bedding +, Napery 71			95		95	
158		Sundries (See "Details of Outfit")			101		101	6809
161/165	Sundry Labour	Discharging Material 72, Shipping Stores, &c. 24, Staging 174, Watching 20, Cleaning Out 132				422	422	
166/170		Moving Ship 1, Trial Trip Attendance 8, Hoist Man, Electricians' Attendance 6, Other Labour 220				238	238	
171		Foremen				391	391	
175/177	Sundries	Owners' Model 10. 25, Candles, Waste, &c. 72, Other Sundries 59			141	25	166	1217
181/186	Ins., Fees, &c.	Insurance 48, Tugs 16, Pilotage 7, Classification 72, B.T. Fees 7, Pass Cert.			150		150	
187/192		Launch Dues 17, Presents 7, Refts. 18, Travelling 12, Boatage 4, Petties 1			59		59	209
201/204	Aux. Machy., &c.	Steering Gear E.W. 278 206. 145, Windlass E.W. 38 131. 6, Capstan, Donkey Boiler E.W. 525			1178	151	1329	
205/206		Winches E.W 528 2. 5, Steam Cranes			530	5	535	
207/210	Special	Distiller, Heating 227 17, Hot Water Service, Steering & Dckg. Tgr. 30. 14			257	31	288	
211/214		Spkg. Tubes, Lightng. Condr., Fire Extinc. Inst., Sealing Outfit ~~Cattle Ftgs.~~ 461. 232			461	232	693	
215/218		Emgts' Berths, Electric Lighting 525. 3, Electric Bells, Small Fans			525	3	528	
219/222		Refrigerating, Insulation Work, Oil Installation, Cable Machinery						
223		Docking			10	8	18	3391
		Totals			17749 4/8	10767 3/3	28516 7/11	28516 7/11
225	Est. Charges	25% on all Labour 2691 15/10, 10% on Material and Labour 2753 16/10 (excluding etc by Cochran boiler), Total 5445 12/8 —2=						2722 16/4
		TOTAL COST OF HULL, OUTFIT &c.						31239 8/3

Machinery 226 By Contract Extras
Changing Ports 227 Tugs, Pilotage, Insurance, Dues, Runners, Allowances to Men & Travelling
Interest, &c. 228/230 Com., Interest—Add, Deduct 20/11, Season—Add, Deduct

Contract Price £
Extras £
Total £

E.Y. Total £31219. 4. 4

No. 870 Nascopie

DETAILS OF CARPENTERS CONSTRUCTING.

No.	Sections	Timber Quantity	Timber Rate	Timber £	Hardware, &c.	Total Material	Labour (Rate)	Total Cost
	Composite				26			
67	Decks — Teak	·97	31					
	P. Pine	1·98	15					
	O. Pine	41·43	386	432	46	504	246	750
68	Tank Top Ceiling 3478 2½ W.W. 8¼	17·59		60	2	62	58	120
69	Ceiling Doubling and Tunnel Lining							
70	Spar Ceiling 6038# 2" W.W. 2¾	10·71		37	1	38	29	67
71	Hatch Covers 2338# 3" W.W. 7¼	13·67		46	2	48	23	71
72	Hatch Fore and Afters							
73	Wood Bulkheads							
74	Shifting Boards							
75	Boats' Platforms 234# W.W. 5½	1·21		4		4	1	5
76	Fore and Aft Gangway							
77	Awning Ridges and Rafters O.P + P.P	·66		5	1	6	7	13
78	Teak Rail on Bulwarks							
79	Belting (Fenders)							
80	Pipe Casings W.W.	5·57		19	1	20	40	60
81	Sundries Pitch P. 2·62 £19 W.W. 2·22 £8 Oregon ·40 £3 Sundry ·62 £5	5·86		35	7	42	56	98
82	Portable beams in holds P.P. Logs (Plan measurement. 1679 Net Cub ft = 3/1½)	40·48		170	1	171	92	263
	Totals transferred to summary from cols. A & B			808	87	895 (A)	552 (B)	1447

Particulars of Decks.

Plan Measurement		Sq. Ft.		
Bridge dk.	3" O. Pine	1154	@ 1/11¼	112
Shelter " Exposed	3"	3962	1/11¼	384
Flying bridge	3"	406	1/11¼	39
Boat deck	3"	915	1/11¼	89
Windlass bed	4" P. Pine	161	@ 2/5½	20
Docking bridge aft	2" O. Pine	135	@ 1/6	10
B. Dk Margins	3" O. "	71	1/11¼	7
Fly Bᵉ "	3" O. "	52	1/11¼	5
Boat Dk "	3" "	59	1/11¼	6
Shelter Dk over crew	3½ O. Pine	340	2/1½	36
" " margins	3½" P.P.	34	@ 2/3	4
		7,289		712
Woodstone 157 @ 1½, 69 @ 1¼	226 sq. yds		@ 3/4½	38
				750

Cost.

		Sq. Ft.			Per Sq. Ft.
Teak	Dowells		31	–	
P. Pine	195	"	15	–	"
O. Pine		"	386	–	"
Woodstone			26		
			458		
H'ware			46		-/1·51
Labour	234 + 12		246		-/7·7
			750		

DETAILS OF JOINER WORK.

No.	Sections	Wood	Timber Quantity	Timber Rate	Timber £	Hardware	Upholstery	Fittings, &c. Pchsd. per Details	Man Sundries Ftgs	Total Material	Labour (Rate)	Total Cost	Floor Area	Rate per Foot
86/100	Cabin Work.	MAHOG	1·19	17										
		REDW	3·48	16										
		W.W.	1·63	6										
86	Dining saloon, staterooms, doctors room, pantry, bath & W.C.	BIRCH	·85	7										
		SUNDRY	·66	14	60	19	33	39	7	158	157	315	712	8/10
87	Captains room & chart room.	MAHOG	·46	6										
		SUNDRY	1·47	8	14	3	9	5	3	34	28	62	207	6/-
88	Wireless & operators rooms.	RED	·53	3										
		SUNDRY	·42	4	7	2	2	9		22	20	40	60	[illegible]
89	Wheelhouse	SUNDRY	·56	3	3	1				4	4	8	56	3/-
96	Rooms for officers, engineers, steward, cook, bath & W.C.	MAHOG	1·35	19										
		RED.	3·10	14										
		W.W.	1·81	7										
		SUNDRY	·79	11	51	18	19	22	6	116	106	222	555	8/-
98	Iron beds in tween decks for 250 sealing crew & companion stairs to same.	W.W.	1·60	6										
		SUNDRY	·30	3	9	2		164		175	25	200		16/- per man
99	Sailors, firemen, donkeyman, storekeeper, boatswain & carpenter & W.C.	W.W.	4·76	18										
		RED	·81	4										
		SUND	·24	2	24	5		24	1	54	53	107	644	3/4
100	Storerooms	W.W.	2·02	8										
		P.P.	1·10	7										
		SUND	·09	1	16	3		2		21	19	40	335	2/4
100A	Icehouse	W.W.	1·27	5										
		P.P.	·62	4										
		SUND	·01	–	9	1		11		21	10	31	80	7/9
	Totals transferred to summary from cols. C & D.				193	54	63	276	17	603 (C)	422 (D)	1025		
	Deck Work.													
101	Planing Decks										13	13		
102	Skylights	TEAK	·64		21	3		5		29	15	44	139	4/-
103	Wood Rails	ELM	·67		10					10	20	30	250	2/5
104	Wood Deck Houses TEAK 2·07 £58 SUNDRY ·46 £3		2·53		61	1		2		64	26	90	400	4/6
105	Deck House Doors TEAK ·70 £20 Pitch Pine ·28 £2		·98		22	12				34	19	53		
106	House top	R.W	·52		2	1		2		5	4	9	192	11d
108	Sundries TEAK 1·20 £33 P.P. 2·35 £16 SUND 1·10 £7		4·65		56	7		5	4	72	64	136		
	Totals transferred to summary from cols. E & F				172	24		14	4	214 (E)	161 (F)	375		

Details of Fittings, &c., Purchased.

Cabin Lamps	11
Timepieces	8
Carving	
Mirrors	2
Patent Berths	202
Patent Lavatories	
Wash Basins	8
Zinc Tanks and Receivers	5
Parcel Racks	
Name Plates	3
Chair Stands	5
Chairs	
Table Stands	2
Sideboard Tops	3
Parquetry	
I. R. Tiling	
I. R. Mats	
I. R. Treads	
Marble Work in Lavatories	
Cabin Vents	17
Ice Chest	
Guards for Skylights	3
Glass for Glazing	4
Upholstery	63
Silicate cotton &c	12
Sundries	3
Canvas	2
Total included in Joiner Work	353

DETAILS OF CARPENTERS' AND JOINERS' TIMBER.

	Imported Oregon Pine Decks	O. Pine	P. Pine	R. Pine	W. Pine	Teak	Imported Teak Planks	Birch	Elm	Mahogany	Pitch Pine Logs	Sundry Woods	Venesta & Plywood
Average Bought Price per Load — Logs			4/-/-			23/2/-		11/15/-	10/1/-	8/-/-	4/-/-		
Cut Decks	7/19/6	4/7/6		3/14/-	2/7/9		29/2/-						
Joiners' Timber													
Carpenters' and Joiners' Timber — Total Loads	37·14	4·59	10·08	9·95	65·90	3·65	2·03	·99	·67	3·23	40·34	2·40	–
Total Cost	353	38	72	46	229	119	48	8	10	45	170	22	13
Average	9.8.9	8.5.7	7.2.10	4.12.6	3.9.6	32.12.4	23.12.11	8.1.8	14.18.6	13.18.8	4.4.3		
Carpenters: Percentage added for waste	40%	10%	12½%	–	5%	–	–	–	–	–	5%		
Sawing, planing & stacking	12/-	17/-	25/-	–	7/-	–	–	–	–	–	–		
Percentage added for waste	–	–	45%	5%	5%	35%	10%	30%	30%	40%	–		
Sawing, interest & racking	–	–	[illegible]	12/-	13/-	30/-	12/-	27/-	27/-	35/-	–		

No. 870 Nascopie

DETAILS OF SUNDRY WORK.

No.	Sections.	Particulars.	Material £	Steel or Iron, &c. Weight	Rate	£	Sundry	Totals (see note at foot *)	Iron Work	Smiths	Fitters	Plumbers	Carpenters	Joiners	Painters	Cementers	Riggers and Sparmakers	Electricians	Labourers	Model Maker	Totals (see note at foot *)	Cost	Averages
31	Hold Stanchions and Ladders			26 6	6/10/-	173		173	84	35											119	292	
32	Tube or other Sectional Pillars																						
33	Hatch Covers for Deep Tanks																						
34	W. T. Bulkhead Doors 1-3'6×2', 1-3'×2'	Donkin	9				2	11	2	3	4										9	20	
35	Manhole Doors			1 2	6/5/-	7	5	12	4												4	16	
36	Hold and Tunnel Ventilators	Elvenes	46	4		2	2	50	25				10								35	85	
37	Zinc Lining Stern Frame																						
38	Steel Masts, Derricks and Derrick Posts			6 15	6/15/-	46		46	53												53	99	
140	Wood Masts, Derricks, and Spars	PITCH PINE	17					17					7								7	24	
140a	LOOK-OUT BARRELS	MACKENZIE	11					12					2								2	14	
141	All Derrick and Mast Mountings			1 3	11/10/6	17		17		38	3										43	60	
142	Runners, Ropes and Blocks for Derricks	runners	6	1 4	19/4/-	22	6	34		7	1										8	42	
143	Runners, Ropes & Blocks for Heavy Derricks																						
144	Rigging, &c. Chain £1 Screws 62 cwts £10 Blocks £38 Wire rope 17 cwts £12 Manilla 22 cwts £35 Smith iron 92 cwts £11 Rigging labour £22 Sundry 3			2 18	23/14/-	69	64	133		3									2		5	138	
149	Accommodation Ladders 1 ... £12	TEAK	9				5	14		7	1			2							10	24	
151	Cooking Apparatus, &c. 1-6ft range, 1-7ft range, 1-60 gall C.I. boiler		48		stove 6		6	60		12											12	72	
175	Model for Owners	FT&S	5				5	10						5	1					19	25	35	
201	Steam Steering Gear 9"×9" Hastie	Eng Dept	215	Piping 63				278															
	Quadrant							156															
	Hand Steering Gear 7½" Crawford	W S Crawford	46				4	50															
	Rudder Brake								26	49	38		23	7					2		145	629	
202	Windlass 1⅞" Class A	C C & Co	130	38			1	169		1	3		2								6	175	
203	Capstan																						
204	Donkey Boiler Cochran 16'	3×7-6 din Ed	265	260				525														525	
205	Steam Winches 2-7×10 Horiz 2.7×10	Bushell	236	292			2	530	1	1			3								5	535	
206	Steam Cranes																						
207	Distiller																						
208	Steam or other Heating	Charleton	222				5	227	10	1				6							17	244	
209	Hot Water Service																						
210	Steering and Docking Telegraph	Chadburns	23				7	30	5				8	1							14	44	
211	Speaking Tubes																						
212	Lightning Conductor																						
213	Fire Extinguisher and Connections																						
214	~~Cattle Fittings~~ SEALING OUTFIT	(Boats, Partitions & Flooring, Carpenter 6 ...)	Dinghy 9	Iron 48	Wood 210	Paint 71	123	461	64	33	1		109	21	1				3		232	693	
215	Emigrants' Berths																						
216	Electric Lighting Engine 7½×7 C.C. Co	Johnson Phillips	454	Conns 69			2	525				2							1		3	528	
217	Electric Bells Dynamo 12 KW ... 110 volts ... 300 revs p m																						
218	Small Fans ... 114 ... 16 cp lights																						
219	Refrigerating Installation																						
220	Insulation Work																						
221	Oil Installation																						
222	Cable Machinery																						

* NOTE.—Total Material and Total Labour for each Section Transferred Separately to Summary.

DETAILS OF GENERAL SMITH WORK.

No.	Sections.	Material Weight		Material £	Labour Smiths	Labour Fitters	Total	Rate per ~~Cwt.~~ Ton
41	Rails, Stanchions, and Tubes	8	4	63	155	1	219	26·14·2
42	Awning Stanchions and Awning Crutches	1	7	12	11	2	25	18·10·4
43	Davits and Mountings, and Boats' Grips	6	14	49	35	4	88	13·2·8
44	Boom Crutches		7	4	7		11	31·8·7
45	Deck Ladders							
46	Anchor Crane, including Leading Blocks for same							
47	Bulwark Stays							
48	Mountings for Doors in Shell of Ship including Bulwark Ports		3	3	1	—	4	26·13·4
49	Cargo Gear		15	13	13	1	27	36·0·0
50	Sundry Smith Work (Exclusive of Mast & Derrick Mountings)	6	4	84	71	15	170	27·8·5
	Totals transferred to Summary from Cols. G, H, I, & J	23	14	228	293	23	544	22·19·0
		G		H	I		J	

DETAILS OF PLUMBING AND FITTING WORK.

No.	Sections.	Material Deck Tanks	Pipes, Fittings, Valves	Deck Plates	Baths Pumps	Total	Labour Pl.	Ftrs.	Ckr.	Dlr.	Total	Totals
109	F. W. Service		14	1		15	11		1	3	15	30
110	S. W. Service		24			24	22			3	25	49
111	Baths 3		7		11	18	7			1	8	26
112	W.C.s 4		21		11	32	12			2	14	46
113	Troughs ~~and Urinals~~ 2				3	3						3
114	~~Pumps~~ Bilge 7				32							
	,, Downton											
	,, Other 1		26		3	61	16			5	21	82
115	Bilge Suctions E.W.		71			74				2	2	76
116	Ballast Suctions E.W.		120			120				4	4	124
117	Air and Sounding Pipes		72	8		80	7		41	5	53	133
118	Scuppers and Gratings		57			57	39		1	9	49	106
119	Other Plumbing		20			20	12			1	13	33
120	Wash basin wastes		1			1	3				3	4
	Totals transferred to Summary from Cols. K, L, & M		436	9	60	505	129		43	35	207	712
						K					L	M

SUMMARY OF ALL LABOUR.

	Labour.	Foremen.	%
Platers	2704	57	2·10
A. I. Smiths	218	16	7·33
Riveters	2370	72	3·03
Caulkers	495	30	6·06
Drillers	543	33	6·07
Shipwrights Erecting, &c.	628	13	2·01
Total Iron Work	6958	221	3·17
Smiths	490	23	4·69
Carpenters Constg. & Lanchng.	806	31	3·84
Joiners & Polishers	636	51	8·02
Plumbers	128	7	5·46
Fitters	81	3	3·70
Painters	330	21	6·19
Cementers	68		
Riggers	2		
Labourers	352	23	6·53
Sparmakers	16		
Loftsmen	34		
Patternmakers	2		
Mouldmakers	14		
Draughtsmen	175		
Model Maker	28		
Hoisting	12	11	
Electricians	9		
Other Labour not included above	229		
Other Labour %			2·18
Foremen %			3·85
Totals £	10376	391	

DETAILS OF OUTFIT.

29th Oct. 1912

COST OF No. 870

S.S. "Noxopie"

FOR

J. & R. Brothers

CONTRACT DATE 19

DATE FOR COMPLETION 19

KEEL LAID 12th June 19 11

COMMENCED FRAMES 11 July 19 11

FRAMED 28 August 19 11

PLATED 13 November 19 11

LAUNCHED 7 December 19 11

FINISHED Sailed 30 January 19 12

TRIAL TRIP 24 January 19 12

DS. S104/4/3/2/870

136 **SIDELIGHTS.**

36 8"	Bro side with dead (heavy) @ 1¾ lbs 5		30
36	extended spigot for above @ 2/6		4
36	additional screw fastners @ 3/-		5
4 10	Bro side (medium) @ 2/4 lbs 5		4
18 12"	Bro deckhouse (medium) @ 2/3 lbs 5		21
4 12 "	" (ordinary) @ 2/3 " "		5
9 10"	" " @ 1/6 " 3¾		8
9 10"	" (medium) @ 1/6 " "		9
2 10 "	" withdead (heavy) @ 2/6 " "		2
	Bro rims & glass circles		6
			94

145 **ANCHORS & CABLES—**

Bower Anchors	Type 1192	Cwt. 12/14	16
Stream "	" 201	"	
Kedge "	"	"	
Cables 3	Fath. 1¾	In. 12.7 " 13/14	277
Wire for Stream			10
7			363

146 **WARPS, REELS, &c.—**

100 fms 4" Steel Hawser	8-1-12	7/16 90	8
on 4½ winch	4-1-16		4
2.90 fms 2½ Coil Hawser	5-1-26	3/16 90	6
on 2 reels	2-1-0	19/6 ea	2
2.90 fms 2½ Coil Hawser	4-2-7	3/16 90	5
on 2 reels	1-3-22	18/6 ea	2
			27

147 **SAILS, AWNINGS, &c.—**

Sails	26
Awnings	20
Skylight & Other Covers, excluding Boats	19
Tarpaulins	36
	101

148 **BOATS—**

~~Steel~~

Launch

2 Wood Lifeboats 23×8·6×3·6 ½ tanks

1 " dinghy 16×5·3×2·3 " 73

Covers to sails	8
Outfit	16
Detaching Gear Sets @	
	97

158 **SUNDRIES**

Flags	
Signal Lamps	13
Medicine Chest Bottle	1
Safe	
Cooperage	2
Store Room Tanks	28
Life Belts	3
Life Buoys	2
Wire or Rope Netting	
~~Cork Fenders~~ PLANS	4
Cabin Stores	6
Boatswain or Deck Stores	12
Deck Chairs and Camp Stools	2
Piano	
Board of Trade Signals	7
LEATHER HOSE & COUPLING	1
Sundries	25
	101

DETAILS OF IRON AND STEEL LABOUR.

	Sections.	Weights.	Platers.	A. I. Smiths.	Rivet-ers.	Caulk-ers.	Drill-ers.	Ship-wrights.	Totals.	Rate per Ton.
										£
11	Frames, Reverse & Doublings, Beams & Carlings, Floors, Keelsons & Intercostals	445 -	726	15	357	76	76	64	1254	2 82
12	Stringers, Ties & Decks	180 5	259	9	288	35	67	19	677	3 76
13	Ballast Tanks, Tops & Sides, & Deep Tanks, excluding Bulkheads & Ordinary Decks	62 10	114	68	229	139	44	1	595	9 52
14	W.T. Bulkheads	44 10	106	18	111	29	21	1	286	6 43
15	Shell, Keel Plates, Stern, Rudder Plates, Trunk, Buttstraps, Stem, Brackets, & Struts	432 -	793	15	852	75	54	22	1821	4 21
16	Engine & Boiler Casings, Deck Houses, Screen Bulkheads, & Side Bunkers	96 -	355	45	313	87	57	2	859	8 95
17	Engine & Boiler Seats, & Tunnel Stools, Shaft Tunnel	22 -	72	11	61	10	9		163	7 09
18	Gangway, Coal-Port, & Other Doors in Shell of Ship	2 -	2	4	3	6	1		16	8 00
19	Bilge Keels									
20	Fresh Water Tanks	1 10	1	2	3				6	4 00
21	Cutting Holes for & Fitting Sidelights					4	11		15	
22	Fairing and Straightening		1					365	366	
23	Other Work	31 5	130	21	92	24	111	2	390	12 16
24	Labourers, Craftsmen, &c., assisting		28		7	3	3	13	54	
	Rivets Weight only	63								
	Packing	13								
	Totals	1393	2587	208	2323	428	457	489	6492	
	Rates per Ton on Total Weight		1 17 2	6 8·0	1 13·3	0 6·7	0 6·9	0 7·0	4 13·7	

REMARKS.

		Material	Labour	Total	
114 A.	Seal pounds including wood bulkhead + portable deck.	238	184	422	
C.	Providing 3 Booby hatches + ladders.	4	8	12	
D.	Providing 4 ice claws 12 seat hooks + 6 sisal bars.	3	7	10	
E.	Providing 264 lifebelts + 3 white pine boxes for stowing same.	22	3	25	✓
G.	Providing 30 wire rope side ladders each 15 feet long.	22	4	26	✓
H.	Storeroom filled at after end of Engine Casing.	8	8	16	✓
K.	Supplying 5 120 fms wire rope + 5 iron blocks.	30	3	33	✓
M.	Supplying fitting on the tops each 2 struts to support the foot of a wire ladder.	1	1	2	
N.	Supplying fitting at section 16 to divide with davits, falls, &c. on port side.	21	2	23	✓
O.	Supplying & fitting portable davits with 8 blocks falls, to the four sets working davits.	16	12	28	✓
P.	Supplying fitting a W.C. tube complete with all tanks complete on forecastle above W.T. bulkhead	4		4	✓
S.	Sundry items - anti fouling + anti corrosive other paint + pair flags	92		92	
		461	232	693	

Sealing and Trading

Trading started as soon as the ship was delivered, and in a letter dated 25 January 1912, Job (Liverpool) advise that they had secured freight of £-/9/3/ton for a cargo of coal from Cardiff to St. John's, and hoped to fit in a Sydney to St. John's coal voyage[18] as well before sealing. They opined that the revenue from these voyages should pay for the outbound voyage. There was apparently one storm after another during the delivery voyage and the boat rolled abominably, with the chief engineer commenting that the ship would have to be fitted with bilge keels[19]. The last 200 miles into St. John's were through ice, and the ship performed very well.

Problems over employment of the *Nascopie* commenced as soon as the Fur Trade Commissioner came into the picture. A Job letter of 12 May 1912 diplomatically points out that the request for the ship to be in Montreal by 15 June was far earlier than originally expected. Also, that the ship broke its propeller blades during the seal fishery, and the new blades would not leave England until the end of May.

Following the first season, Captain Cleveland Smith stated in a report[20] on her performance *"She is not a good sea boat, and a big deck cargo would be unsafe. At present she is the Queen of the Rollers, but I understand she is to have bilge keels put on – this may make her all right; without them she is hardly safe".*

The ship apparently went to Newcastle for repairs at some point during the winter of 1912/13, and a letter from Job dated 13 February 1913 notes that the bilge keels had been added, and that the ship was, again, loading coal for St. John's. In a letter of 27 February, they confirm a cable noting that the bilge keels have been effective, and the ship made a 7day transit from The Lizard, despite having to steam through quite a bit of ice.

On 12 March 1913, Job advised the HBC that the seal fishery would commence the following day and they had insured the ship as follows for 1913:

Hull and Machinery, all risks	£39,500
Disbursements, profits and sealing	£2,500
Freight	£1,200
Premium Reducing[21]	£3,500
Total	**£46,500**

In 1915, Harvey withdrew the *Adventure* from its charter with Revillon in favour of a contract with the Dominion Government to serve the proposed new port at Nelson River. The HBC had hoped to carry their 600-700 tons of cargo at $60 per ton[22], but the offer was declined (see pp 92 *Arctic Cargo: A History of MarineTransportation in Canada's North* for details on how Revillon solved their "supply chain" conundrum). This

[18] Coal from Sydney to St. John's remained a constant trading option as long as Job had the management of the ship.

[19] An undated copy of the Hull Specification has a hand written note that Bilge keels are to be fitted.

[20] There were three reports on the ship, Capt. Smith, Capt Freakley (supercargo), and Mr. A N. Hall Fur Trade Commissioner, who traveled from Montreal to York Factory. The latter report was apparently full of petty quibbles, and there is a highly aggrieved note from Capt. Smith in the *Nascopie* file.

[21] Unsure what this term means.

[22] As the HBC rate of 105/- was equivalent to about $25, of which Revillon would have been well aware, $60/ton represented a considerable premium.

apparently placed the HBC in a difficulty as they had counted on using Revillon's warehouse in Montreal to store English goods from the *Pelican* prior to the arrival of the *Nascopie* – alternatives were apparently expensive.

Representative Freight rates for Goods Loaded at Montreal 1912 Season

Destination	Cdn.Goods	Hardware	Coal & Salt
Labrador	50/-	25/-	
Hudson Bay	60/-	30/-	20/-
Ungava	60/-	30/-	20/-
Charlton	60/-		20/-

The above rates can be found on p263 of *Arctic Cargo*. They are also given in a letter 08 May 1912 from HBC to the Fur Trade Commissioner.

Note the considerable jump in rates from 1912 to 1915. Unfortunately, there does not appear to be advice from the HBC regarding any changes in 1913 or 1914.

Representative Freight rates for Goods Loaded at Montreal 1915 Season

Destination	English Goods	Cdn.Goods & Flour	Firewood	Canoes	Tug	Boats	Empty Barrels
Charlton	105/-	105/-					
York Factory	87/-	87/-			£30	£10	8/-
Chesterfield	165/-	165/-		48/-			8/-
Hudson Strait	80/-	80/-	60/-				
Ungava	140/-	140/-				£10	

Other items: Coal for the *Inenew* at Charlton 32/6. Toboggans 14/-. Codfish, per quintal 8/-

Comparative Performance as a Sealer

Performance in sealing was as much to do with the capability of the sealing master, as it was the ship. Pure luck and ice conditions also figured in the results as well, and the *Nascopie* did not have good luck with her for her sealing career. In 1912, she sheared off two blades from her propeller shortly after leaving St. John's, then took the third blade and part of the fourth shortly afterwards. Captain Barbour, working with John Ledingham, the Chief Engineer, undertook a risky repair in the ice. This took three days of round the clock work. The delay materially affected their returns as Captain Barbour was unable to find many harp seals, which were much more valuable than other types of seal. Then in 1913 bad ice conditions also affected returns. Her sealing career was capped by the disastrous 1915 season, where overall fleet returns were pitiful. The only ship to find a patch of seals was Bowring's *Stephano*, which returned about two thirds of the total catch.

Value of Seals Landed in St John's, Dollars

Year	Total	Number of Boats	Job Share: Percentage	Beothic	Nascopie	Best in Year
1910	674,296	20 (1)	17	62,314	-na-	90,800

1911	477,781	17 (1)	26	50,543	-na-	50,543
1912	392,204	23 (9)	28 (39)	60,016	35,540	60,016
1913	493,846	19 (3)	14 (26)	0	54,907	69,562
1914	497,980	20 (4)	28 (35)	61,630	38,248	61,630
1915	93,659	13 (11)	8 (10)	4,964	2,151	52,586

- **Under number of boats, the number returning less than $10,000 in value that season is given in brackets. Note particularly 1915**
- **Job share excludes contribution by *Nascopie,* figure in brackets if the *Nascopie* catch is included.**

In 1913, the *Beothic* was involved in a collision exiting The Narrows en route to the sealing grounds, and did not work that season, because of extensive damage. It would appear she sailed for the Clyde for repairs, as well as work that extended her capacity from 1,400 to 1,620tons, with corresponding increases in grain and bale capacity. It is not known if other work was undertaken.

Operation on behalf of the Hudson's Bay Company

Trading appeared to be the responsibility of Job (Liverpool), and only anecdotal information is available from the HBC correspondence files as to cargoes carried. Typically there would be anxious exchanges between the Secretary, and possibly the Fur Trade Commissioner, with Job towards the agreed date for delivery in Montreal. For the first three years, the ship arrived on time in Montreal, it was only 1915 (see following table) when there were real redelivery problems, and the ship was late.

It isn't known whether the ship spent some time each winter in the UK for repairs during this period, but she always seemed to arrive in St. John's in time for the sealing season, usually with a delivery cargo of coal. Following sealing, Job traded the ship on the spot market.

The table showing ss *Nascopie's* performance on behalf of HBC in the Eastern Arctic has been derived from logs provided in the correspondence files, but information about cargo and freight rates is very spotty, and while some years have extensive material, others are relatively sparse. No data on cargo quantities could be found for 1914, which had only 20 letters in the correspondence file. Master's orders, for most seasons, are also missing, although there is such a letter to Captain Cleveland Smith for 1912. This includes a comment regarding the reason for the call at Chesterfield Inlet, as well as instructions regarding a new boat for Georges River, as well as collecting the returns. There is no evidence, however, that the ship called there on its return voyage.

There were fourteen "saloon" passengers who joined the ship in Montreal, some of whom undertook a round trip, and disembarked in St. John's at the end of the voyage.

. **ss *Nascopie* Arctic Voyages 1912-1915**

Place	**1912**		**1913**		**1914**		**1915**	
	Arr	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
St John's		JN30		JN29				
Montreal[23]	JL03	JL24	JL03	JL17	JN25	JL06		AU02
Cartwright	Au01	AU06	JL23	Au04	JL13	JL30		
Port Burwell	AU09	AU10	AU09	AU10			AU09	AU09
Lake Hbr.	AU11	AU17					AU11	AU14
Wakeham Bay							AU15	AU16
Cape Dorset							AU19	AU21
Wolstenholme	AU19	AU22			Au13	AU16	AU21	AU23
Churchill	AU25	AU31	AU16	AU19	AU20	AU25	AU25	AU30
Chesterfield	SE03	SE05					AU31	SE02
Nelson Roads[24]	SE09	SE09						
York Factory	SE11	SE15			AU26	SE11	SE05	SE19
Charlton	SE23	OC02	SE03	SE19	SE17	SE26	SE25	SE30
Wolstenholme	OC06	OC06					OC04	OC04
Lake Harbour							OC06	OC07
Fort Chimo	OC10	OC16			OC07	OC11	OC10	OC13
Davis Inlet	OC19	OC20						
Rigolet	OC20	OC22						
Cartwright	OC25	OC29						
St. John's	OC31		OC08				OC18	
English Qtts.	903		949				230	
Canadian Qtts.	1,249.5		1,438				1,738	
Total	2,152.5		2,387				1,968	

- The log for the 1912 voyage does not include the places that the ship called. Calls have been re-constructed from a map by Captain Edmund Mack carried in the September 1938 issue of Beaver. However, the map, and his account do not agree with the log. It would appear that calls at Davis Inlet and Rigolet were only on the homeward leg, not the outward leg. Quantities from pp263 Arctic Cargo. Note that these are indents and not actual quantities carried. Indents for 1913 were 2,508tons.
- The 1913 outward voyage rendezvoused with the *Pelican* at Cartwright. English cargo, included gunpowder and oil, Canadian cargo for Ungava and the Straits delivered to the *Pelican* by the *Nascopie*.
- 1914 post calls and times from a handwritten note in the correspondence file. Transshipment of cargo to/from *Pelican* noted in master's orders letter.
- 1915 post calls and quantities as given in a tabulation by destination. Excludes extensive deck cargo, viz: 1 tug, 1 Dinghy, 44 Canoes, 12 Toboggans, 291 Empty Barrels, 16 quintals of codfish.

[23] Vessel bunkering July 04-JL08. Commenced Loading July 11, on July 22 ss *Saguenay* collided heavily with the ship.

[24] Call at Nelson Roads was to take advantage of the doctor on ss *Minto* for a sick 4th Engineer, and a Mr. Broughton from Lake Harbour who had been badly frostbitten.

Sale of Job Brothers share in the Nascopie Steamship Company.

The first intimation of an interest by the Tsarist Government in the *Nascopie*, is not from R.B. Job's 1915 diary, but from a brief sentence in a private letter on 27 April 1915 from J.W.R. Job of the Liverpool office to L.F. Cunliffe. In this he notes: *I was under the impression that the suggested visit by a member of our Firm to you was solely to discuss matters in event of an acceptable offer being made by the Russian Government for Nascopie, which from silence of our friends on the other side we now assume is off.*

The first diary entry regarding sale of ships to the Russians is on 27 July, and not about the *Nascopie*, but that Alick (Harvey) was not in favour of a charter, but favours selling the three *Ventures* for $225,000 each. Eventually, on 15 November, there is a diary entry that the *Ventures are practically sold at a net price of $210,000 each*. Five days later, the writer is *reliably informed*, that the *Adventure* and *Bellaventure* closed at $220,000 each less 5%. Harvey tried to get $230,000 for the *Bonaventure*, but was declined (the ship eventually sold around the end of the year). Harvey's shareholders were "much dissatisfied" with the price relative to the *Beothic*, which sold for $290,000 net.

> On 04 September there is a copy of a cable from Job Liverpool to Beaver that reads as follows:
> *St. John's cables have enquiry purchase Nascopie £90,000 indicated as possible kindly let us have your views by Monday*

In the meantime, trading went on as usual, with no mention of a possible sale in R.B.Job's diary. There is an entry for 29 September noting that Job (St. John's) had negotiated a charter with Newfoundland Shipping at $13,000/month for a round trip to the Mediterranean[25] for delivery in St. John's in the second half of October (expected discharge ports were Naples and Alicante).

R.B.Job's subsequent diary entries note the following:

08 October: Tasker Cook offered £85,000 for the *Nascopie* and $290,000 for the *Beothic*.

09 October: Called a meeting of the directors of the Thetis Steamship Company (holding company for the *Beothic*) and agreed to accept the price offered.

12 October: Liverpool advised that Beaver (HBC) unlikely to sell *Nascopie.*

13 October Beaver wires that they had requested a Liverpool partner to proceed to London to consult with them regarding the *Nascopie* sale. R.B. Job wrily comments *I thought someone would have gone there before*

18 October After encountering heavy ice in the straits**,** *Nascopie* arrived it St. John's, Captain Mack *thinks he may have started a few rivets.*

19 October Chartered the *Nascopie* to Harvey for coal at $1.60/ton.

[25] With the sale of Nascopie Steamship Company, Job negotiated a payment of $6,000 from Newfoundland Shipping for redelivery at Naples.

25 October *Nascopie* arrived from Sydney, master reported a leak in No. 3 hold. R.B.Job opines that this may need dry docking[26].

> Eventually, on 05 November, a letter from the HBC to Job Liverpool, commences with the statement:
>
> *We confirm the verbal arrangement made by you this morning on behalf of yourselves and your friends in Newfoundland, as follows:*
>
> *We agree to purchase, and you agree to sell at par the 108 shares held by yourselves and/or your friends, having a total value of $108,000.*
>
> *We agree to pay to you in addition such a sum by way of a bonus as will make a total of £42,218,3,7d, that is to say the equivalent of 108/220ths[27] of the total sum of £86,000, which was the price at which you desired us to sell the steamer to the Agents of the Russian Government.*
>
> The balance of the letter relates to the appropriate share in profits from the Naples voyage, as well as deductions for advances made on the shares. The balance was to be paid, at current exchange rates to *your friends in Newfoundland*.

06 November Notes acceptance of *Beothic* (by Russian representatives) and news from Liverpool as to arrangements for sale of shares in Nascopie Steamship Company. R.B.Job notes: *All together a red letter day in the history of the firm.*

24 November Notes that settlement of shares for Nascopie not very satisfactory, and R.B.Job fears that Liverpool's letter of 10 November to Beaver is rather committal.

27 December *Received notice today from bank of receipt of $118,187.00 as payment on account Nascopie*. Out of this sum Job paid Royal Stores (a Job subsidiary company), and the Hon.M.G. Winter, for their shareholding in the ship.

With the completion of this transaction, ownership of ss *Nascopie* finally transferred to the Hudson's Bay Company.

[26] This does not seem to have been needed as the ship finished discharge on 27 October and went on hire to Newfoundland Shipping the following day. She loaded 36.000 quintals of dried codfish valued at $300,000. At that time, the largest codfish cargo loaded at St. John's

[27] It is not clear when the shareholding changed from 103/107 to 108/112.