Kingston Stamp Club
Chapter 49 of the
Royal Philatelic Society of Canada

Table of Contents

1) Vice President's Update

Upcoming Schedule of Club Dates

April 9	Trading Nights
April 23	Cobourg Club Invited
May 14	Club Auction
May 28	Trading Night – Last meeting
Sept 11	Trading Night – First meeting
Sept 24	Trenton Club Invited

Nominating Committee
The following positions are open, as well we would appreciate any additional volunteer work on the Executive Committee. Please feel free to contact Bob Chadwick or Don Mann at any time up the Annual General Meeting Date.
President, Vice President, Treasurer, Secretary.

Annual General Meeting
Our Annual General Meeting will be held on May 14th, 2007.
A Nominating Committee has been formed consisting of Past President Bob Chadwick as Chairman. A Slate will be presented to the membership, of members who are prepared to serve the club Executive for a one-year term, for the year 2007/08. Additional nominations may be made in writing to the Chairman at any time leading up the AGM, or may be made in person from the floor, at the Annual Meeting. (Any person nominated must be a member in good standing of the Kingston Stamp Club.)
The following Executive Positions are to be filled at the AGM
President
Vice President
Treasurer
Secretary
Immediate Past President (Ex-Officio)

Directors
Bourse, Auction and Consignment Sales
Membership
Publicity
Projects

Also, even though our Committees structure is healthy at this point in time, the Executive invites and welcomes members to take an active part in all aspects of KSC events, and join a Committee.

For your information, our Committees are:

Librarian	Klaus Schwarz
KSC Stamp Festival	Mel Campbell
Displays	Colin Wright
Newsletter	Richard Weigand
Nominating	Bob Chadwick
RPSC Sales Circuit	Bob Chadwick
Program	
Social	

Mel Campbell
Mel Campbell, Vice President
30 Country Club Drive
Bath, ON K0H 1G0
Tel 613-352-7226
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2) Editor's Comments

Let me take this opportunity to thank our club members for their support of our newsletter in its first year of publication. Your comments, suggestions and financial support were much appreciated.

Over the summer the finishing touches will be made on early Newfoundland history for the fall issue and the Caribou Issue for the Winter (Remembrance Issue).

Enjoy the summer and we look forward to seeing all of you in September.
Editor – Richard Weigand
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3) Brief History of Envelopes

The First Real Envelopes

As history goes, the envelope is a comparative newcomer, but its predecessors go back as far as recorded history. Perhaps the first of these "envelopes" was the clay wrapper used by the Babylonians in 2000 B.C. to protect documents such as bookkeeping accounts, deeds, mortgages and, quite possibly, letters as well. The clay in its plastic state was folded over the original message, crimped together, and then baked. It was a foolproof system; for the outside wrapper had to be completely destroyed in order to gain access to the tablet hidden *under it.* This was hardly a convenient kind of package to transport, and such messages as had to be carried came to be written on lighter materials: tile, skin, leaves, papyrus.

Little is known about how these later documents were protected from prying eyes, but it is doubtful that anything like our present day envelopes were made of parchment or papyrus. Lengthy scrolls were sometimes rolled on thin wood, and then wrapped in a covering of the same material on which the message was inscribed.

Paper came into use in the 10th Century, and by the 15th Century posts were considered a necessary part of each well-run kingdom. From the very first the Crown, or central government, not only organized the posts but operated them as a monopoly of the state.

Henry VIII of England appointed Brian Tuke as his Master of the Posts in 1510, and from that time on such terms as royal posts and King's Highway are encountered in literature. The modern postal system was at least on its way!

Papers   in   the   US   and   European   Mail   Stream

There were three types of paper that passed into the mail stream in colonial days. One was the newspaper, beginning in 1699 with Publick Occurrences, a two-issue paper, and then beginning in 1702, the regular newspapers such as the Boston News-Letter and those that followed in other cities. Newspaper publishers took on the task of postmaster just to get the news early for their paper and to be able to exchange papers. It was a dispute between Benjamin Franklin and William and Andrew Bradford in Philadelphia over this privilege that led Franklin to seek the postmastership   of   that   city   in   1737.

From then on exchange newspapers could be found in the mail system, although not all papers used the mails, which is why we have 'subscription posts' during the 1770s of which Goddard's is perhaps the best known. In the mid 19th century the demand for paper for newspapers and magazines led London publisher Mr. Lloyd of Lloyd's Weekly to introduce esparto grass as a paper fibre and soon some London dailies had esparto farms in North Africa   to   supply   their   paper   mills.

Second of the colonial paper items was the envelope. These were almost entirely of European origin. Envelope history goes back to Sumer and the cuniform tablet envelopes (3,500 B.C. to 7 B. C.). The envelope was not revived until the Renaissance when a series of Venetian envelopes of the 15th century were part of the Frank Staff collection. The Edith Faulstich postal history sale at Robert A. Siegel of November 19-21, 1973 had as lot 122 a history of early envelopes beginning with a French parchment envelope of   1478.

The Meroni postal history sale by John Fox on February 14-16, 1983 had as lot 620 a homemade paper French envelope of 1719. A French commercial envelope (cream laid paper with pointed flaps and a border of flowers in red and green) was reported used by Madame de Pompadour in 1761. Marshall noted an even earlier envelope of May 16, 1696 used by Sir James Oglivie to William Trumbull, the British Secretary of State, which was probably   of   Continental   manufacture.

The commercial envelope seems to have appeared in England circa 1817 following the 1824 letter to Postmaster General Chichester by Francis Freeling (Secretary to the Post Office) discussing an 1817 legal opinion on the rate to be charged on unwanted comic Valentines sent in envelopes. This special ruling reduced the double postage normally required to a single rate. The first commercial manufacturer of envelopes in Great Britain according to Frank Staff was a Brighton stationer named Brewer who   sold   them   in   the   1820s.

Another early English envelope manufacturer was John Dickinson (of silk thread paper fame), whose sister wrote him in 1835 about the manufacture of 'pockets' and whose diary of July 1837 reported 'envelopes at 2/6d per 100 to be had at 200 Regent Street.' Rathbone Hughes & Dien, a well known forwarder, posted an early non-commercial envelope to America at Liverpool January 29, 1802. It arrived and was postmarked at New York April 12, 1802. The De La Rue firm constructed an envelope- making machine in 1845 and began producing large quantities of envelopes to meet the new demand. The firm was also known for the production of surfaced white art board. In 1840's Rowland Hill started postal reforms in England. Part of the reforms was prestamped envelope called "Mulready Envelope". (See Fall 2006 Issue for more details). Envelopes began to become common by 1849. James Logan in his Early History of the Envelope notes Josiah Loring & Co. of Boston was making hand-made envelopes in 1840 (cut by knives and folded by hand). One of the Loring envelopes was apparently used by Fletcher Webster, Acting Sec. Department of State, on April 18, 1841 and addressed to George W. Gordon of Boston. Logan noted that French-style envelopes were also made in Louisville, KY and Philadelphia,   PA   in   1831-41.

The third paper product to enter the American mail system was writing paper. Most of the better grade colonial writing papers were imported rather than domestic products. These were all hand-made until 1798 when Louis Robert, employed by Messrs Didot of the Essonne Paper Mills in France, invented a papermaking   machine. It   was   not   particularly   successful, however, it inspired Henry Fourdrinier (1766-1864) to develop a more successful machine for his paper mill at Dartmouth, Kent, and in 1803, he erected one at Frogmore in Herts. The first Fourdrinier machine was brought to USA in 1827 by Henry Barclay and installed in a paper mill at Saugerties, N.Y. In 1830 the manufacture of Fourdrinier machines began at South

Windham, CT.
Bibliography

http://www.nystamp.org/Topic_is_paper.html
http://www.royalenvelope.com

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4) Preservation and Care of Philatelic Material — Environmental Factors

Temperature, humidity, sunlight, and air are the major environmental factors, which can adversely affect our stamps, covers, and philatelic literature. In addition, certain of these factors interact and produce seriously deleterious effects on our philatelic treasures.

Mold spores are normally dormant if the ambient temperature is below 18 C. (64.5 F.) and relative humidity is below 65%. Otherwise, mold spores flourish and can attack our stamps, covers, and other materials. The damage caused by molds is known as "foxing," "rust," or "tropical staining." In addition, molds constitute a food source for insects, which, on their own, are capable of causing irreparable damage. Accordingly, we must store our philatelic materials in temperatures and relative humidities in which molds will not flourish.

Sunlight, on its own, can quickly cause a newspaper to become yellow and brittle. Even the best type of paper can be susceptible to the affect of not only direct sunlight but reflected sunlight as well.
Accordingly, we must strenuously resist the temptation to decorate our living areas with framed stamps. If such decoration is desired, it is far better to frame and display inexpensive (and easily replaced) photographic copies of our stamps and covers.

Ordinary air can have an adverse affect on our philatelic materials. The damage can be intensified when the air is laden with moisture. The three essential environmental elements necessary for preserving philatelic materials are pure air, a temperature of 70 F., and 50% relative humidity.

For removal of large amounts of water from the atmosphere, use an electric dehumidifier. For enclosed cabinets and cases in which albums are stored, there are three commonly available and relatively inexpensive drying agents useful in efforts to control excess moisture in the air:

1.   Calcium chloride crystals. Spread these crystals in a small saucer or similar container, carefully keeping the philatelic materials from contacting them. As small pools of water replace the crystals, discard the water and add fresh crystals.

2.   Silica gel. These crystals last for years because after they have absorbed water, they can be regenerated in a hot oven. Silica gel has approximately 40 times the drying power of calcium chloride crystals.

3.   Actuated alumina. This agent has a drying power of about 200 times that of calcium chloride. It costs about the same as silica gel, but it doesn't last as long.

Various atmospheric pollutants must be strenuously guarded against: particulate matter (such as smog), dusts, carbon, and -- perhaps most importantly -- tobacco smoke.

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5) The History of the Schooner - *Bluenose*
By Richard Weigand

Introduction

The Bluenose is a Canadian symbol of shipbuilding and sailing skill that won the ship and crew international recognition. These skills live on today and are seen in our business, scientific and medical communities.

Early Sailing Story
The crew of 28 fished off Sable Island with just a compass, sails and instinct to guide them. Only a few days into the trip a storm came up. Because of the high seas and the Sable Island's treacherous sandbars, they had to battle the sea and try for home. "I had never seen such a storm like that before and I haven't seen one in all my years since" said Hiltz. "The crew never thought they were going to make it home." Captain Walters made a daring decision – they would take the Bluenose across the sandbar. A wave hit their starboard side, breaking the rails back to the main rigging, which was also damaged. Fourteen-year-old Clem Hiltz watched Captain Walters stand at the helm all night praying for a shift in the winds and he got it.

"She was one of the greatest boats that ever graced the waters with one of the greatest skippers who ever sailed" said Hiltz. "He could talk to that boat and she would do anything for him. She got us out of that storm".

Lunenburgers were astonished when the Bluenose came into port. That storm in the spring of 1926 claimed many vessels and someone from almost every household in nearby Blue Rocks died.

"I watched her race before and they said she was an amazing racing vessel, never defeated, but most people don't know her greatest race was that night over the sandbar." Hiltz said.

"I only truly knew how fast that boat could sail when we headed for home. That boat went like a snake through water", Hiltz said.

Lunenburg, Nova Scotia
The Bluenose II home base is Lunenburg, Nova Scotia's premier fishing port and a UNESCO World Heritage Site. Lunenburg is one of the few communities on the continent where traditional shipbuilding is still practiced. Along distinctive Bluenose Drive are distinctive restaurants; shops and boatshops face the protected harbor. Nearby, a former fish-processing plant is now the acclaimed Fisheries Museum of the Atlantic. At the end of the parking lot is a memorial to the sailors who met their untimely end at sea.
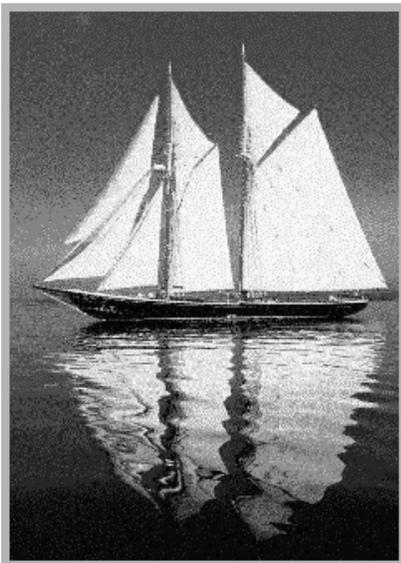Subdued, relaxed and refined, Lunenburg is a walking town of narrow, hilly streets that lead to the sea. Visitors enjoy the dozens of wonderful old wooden homes, gaily dressed in bright reds, whites, blues and yellows. A distinctive feature is the "Lunenburg Bump", a Scottish former that extends out from the roof to form an overhead protecting the front door.

Story of the Bluenose

In the early part of the 20th century, the fishing fleets in the Maritime Provinces and the New England states operated under sail. The Banks were the favoured fishing grounds of both Canadian and American fishermen. Their vessels were strongly constructed to weather the rigorous challenges of the North Atlantic fishing grounds but were also built for speed and holding capacity. During this era, a popular topic of discussion in the few free time hours that these fishermen had was the America's Cup races. These had started in 1851 and were a test of seamanship between the best British and United States racing schooners. In 1919, after years of domination by the Americans, a race was cancelled because of 25-knot winds and this created much disdain among the rugged Banks fishermen. They suggested that the racing schooners had become too fragile and a better test of seamanship would be a competition involving the sailing ships and men who fished the Grand Banks.

It was the owner of a Halifax newspaper, William H. Dennis, who finally put the enthusiastic talk of the fishermen into concrete action. He donated a trophy towards a race for working sailors called the International Fishermen's Race. Canadian eliminations were held near Halifax on October 11, 1920. The *Delawana*, skippered by Thomas Himmelman emerged as the winner; just beating out the *Gilbert B. Walters* captained by Angus Walters. The American eliminations near Gloucester resulted in a victory by the *Esperanto*, skippered by Marty Welch. A best-of-three race was set to start at Halifax on October 30, 1920. The *Esperanto* won handily in two straight races, the first by nearly twenty minutes and the second by just over seven minutes. Many Nova Scotians were shocked to be so badly beaten and plans were quickly drawn up to build a better schooner. The vessel had to meet specific conditions, as a working, economic fishing vessel but more speed was foremost in the minds and dreams of the Maritimers.

W. J. Roue, a young naval architect, was selected to design such a fishing schooner to try to restore some of the badly eroded Canadian pride. A sleek looking craft, designed to meet the race rule specifications of 145 feet overall maximum length and racing trim water line length not exceeding 112 feet, was constructed at the Smith and Rutland Yard in Lunenburg, Nova Scotia. She was christened the *Bluenose* and launched with great fanfare on March 26, 1921. Captain Angus Walters and four Halifax businessmen at a cost of $35,000 financed the Bluenose. The launch was well in time for the *Bluenose* to complete a successful fishing season on the Atlantic Banks. She soon proved to be an excellent sailing vessel as the *Bluenose* handily won the 1921 Canadian trials over seven other competing schooners. That year, the American trial winner was the *Elsie*, captained by Marty Welch. Two exciting races were held in late October, both won by the *Bluenose* to bring the International Fishermen's Trophy back home!

They would name her Bluenose, after the traditional nickname for Nova Scotians, and they would pay whatever was necessary to make her Canadian sailing royalty. Bluenose was the last great Nova Scotian Clipper Ships.

To the experienced eye, the Bluenose had a few distinctive features, but the source of her speed was always a matter of debate. Was it because she was a trifle longer at the waterline than most schooners or that her timbers had been hardened by a particularly very cold frost? Maybe her speed was the result of the magical relationship that developed between the craft and her captain.

But before they even commissioned a design, they recruited the best captain they could find -- Angus Walters of Lunenburg. Unlike most schooner captains, Walters was a small, wiry man, but he was unmatched for his ability to size up the wind and squeeze speed out of every inch of sail. And he was as tough as they came: a tongue-lashing from Captain Walters could send the biggest hand below. Walters drove a hard bargain. He wanted the largest share in the Bluenose, which would give him the final word in her construction and management.

The elimination races to determine the Canadian entry for the first Fisherman's Trophy were held outside Halifax harbour on October 11, 1920. An excited crowd watched as the *Delawana*, skippered by Captain Tommy Himmelman, fought for the lead with the *Gilbert B. Walters* under Captain Angus Walters. On the last leg of the race, the topmast of the *Gilbert B. Walters* broke. The *Delawana* won the honour of representing Canada by five minutes, but talk around Halifax was about the brilliant tactics of Captain Walters.

The *Delawana* faced the Yankee *Esperanto* for the Cup a week later. The trim American schooner, under Nova Scotia-born Captain Marty Welch, beat the Canadian in two out of three races and sailed back to Gloucester with the trophy and $4,000 Canadian dollars.

Captain Walters and the skilled *Bluenose* crew again won the cup in 1922, beating the American challenger, the *Henry Ford*. But after closely winning the first race in 1923 against Captain Ben Pine's *Columbia*, the Racing Committee awarded the second race, protested because the winning *Bluenose* passed a buoy on the wrong side, to the *Columbia*. Captain Walters refused to accept the Sailing Committee's decision and left for Lunenburg in a counter protest with the 1923 race series tied at one win each. This disagreement caused a seven-year lapse in the International Fishermen's competition. During this period, the Lunenburg fleet was severely battered by rough seas, including the *Bluenose*. However, repairs were made and, in 1930, the *Bluenose* accepted a race challenge in Gloucester, USA, to compete against a new American schooner, the *Gertrude L. Thebaud*, captained by Walters' old rival, master sailor Ben Pine. This time, the Bluenose lost two out of three races, resulting in absolute jubilation amongst the New Englanders, who called for

a resumption of the International Fishermen's Race series. This, indeed, occurred in the fall of 1931 when the *Bluenose* met the *Thebaud* in Halifax waters. The *Bluenose* prevailed, surging ahead in two straight races and was once again named the queen of the North Atlantic fishing fleet!

A depression in fish markets was especially noticeable in 1932 as many vessels were left tied at the docks rather than losing money out on the fishing grounds. The *Bluenose* began a new career as a showboat, touring the Great Lakes and even crossing the Atlantic where Captain Walters was invited to attend the Silver Jubilee of England's King George V and Queen Mary. Finally, in 1938, when fishing under sail had all but ended, the last International Fishermen's Cup was held off Gloucester as a test of the best of five races. Captain Walters' long time rival, the *Thebaud*, crossing the finish line two minutes, fifty-six seconds ahead of the Bluenose, won the first race. However, the *Bluenose* honour was redeemed in the second race four days later on October 13, 1938 by a handy twelve-minute margin. Light winds delayed the next official race by some ten days when the *Bluenose* again won, this time by just over six minutes. Not to be outdone, in boisterous seas the next day, the *Thebaud* beat the *Bluenose* by some five minutes over a thirty-five nautical mile course. The final race was held on October 26, 1938. In light winds, the *Bluenose* prevailed by a margin of just less than three minutes and, for the final time, took the International Fisherman's Trophy back home to Canada!

Various challenges were then made for further races but, sadly, that was not to be. A sailing schooner could no longer earn a living against more economic diesel powered fishing vessels and Captain Walters lost control of the *Bluenose*. She was eventually sold for coastal trading in Caribbean waters and, on a dark January night in 1946, the grand champion *Bluenose* struck a reef in waters just off Haiti. She was wrecked beyond repair although all hands were saved and so ended a glorious era of sailing history.

In time, a replica ship, the *Bluenose II*, was built in the same Lunenburg shipyard. This sailing ship was launched on July 24, 1963, as a memento to the golden age of fishing schooners competing for the International Fisherman's Trophy. The original *Bluenose* was commemorated on a Canadian fifty-cent stamp in 1929 and her likeness can still be seen today on our Canadian ten-cent coin. One thing is absolutely certain; the *Bluenose* legacy lives on in the hearts and minds of many Canadians!

Bluenose Stamp Issues

1) Scott Number 158 – Issue Date January 8,1929 - Bluenose Ship Issue
Part of the King George V Scroll Issue of 1928-1929.
Values 1cent to $1.00

SPECIFICATIONS
Stamp: Bluenose
Denomination: 50-cent blue
Issued: 8th January 1929
Designed: The Canadian Bank Note Company, Limited, Ottawa.
Perforated: 12
Plates used: No. 1 of 200 subjects, and 2 and 3 of 100 subjects each. Plate No. 1 was not used because of defects that developed during the process of manufacture. Sheets printed from plates 2 and 3 were issued intact. There were no straight edges in these stamps.

Received: 1,044,900
Note: the American Note Company, New York, engraved the vignette of this denomination

2) Scott Number 913 – Issue Date May 20,1982 – Canada 82 IPYE Event held in Toronto May 20-24.
Part of the Canada 1982 International Philatelic Youth Exhibition Stamp on Stamp Issue. Issued in sheets and part of Souvenir Sheet.
Values 30 cents to 60 cents

SPECIFICATIONS

Stamp: "CANADA 82"
Denomination: 60¢
Date of Issue: 20 May 1983
Last day of Sale: 19 November 1982
Design: Gottschalk + Ash Ltd.
Printer: Canadian Bank Note Co., Ltd.
Quantity: 10,200,000
Dimension: 45 mm x 36 mm (horizontal)
Perforations: 13.5 x 13.5
Gum Type: P.V.A.
Paper Type: Coated one side, litho
Printing Process: Lithography in four colours
Pane layout: 25 stamps
Plate inscription: In the side margins facing in at the four corners: Canadian Bank Note Co., Ottawa Design: Gottschalk + Ash Ltd.
Tagging: Two vertical bars
Copyright: Canadian copyright laws and international copyright convention protect these stamps.

The first International Philatelic Youth Exhibition ever held outside of Europe took place in the Queen Elizabeth Hall at the CNE on May 20-24,1982. Seventeen postal administrations attended the show as well as over one thousand exhibition frames and the court of honour, which contained portions of

world famous collections. Canada's National Postal Museum also displayed a portion of the National Stamp Collection.

To commemorate Canada 82 and to honour the work of young collectors, Canada Post issued the second souvenir sheet in Canada's postal history, to date. These are stamp on stamp designs to reflect the long history of stamp collecting in Canada. The 60 cent stamp shows the Bluenose stamp of January 8,1929. This image was designed by Gottschalk +Ash Ltd. The printing method is lithography using two special colours. The tagging bars appear in the white margin allowing the background colour of the design to extend through the perforations for the first time on Canadian stamps.

3) Scott Number 1228 – Issue Date November 18,1988 – Part of the Canadian Personalities Issues
Issued to honuor Angus Walters, captain of the Bluenose, which won the International Fisherman's Trophy in 1938.

SPECIFICATIONS

Denomination: 37¢
Date of issue: 18 November 1988
Design: Roger Hill
Printer: Ashton-Potter Limited
Quantity: 15,000,000
Dimensions: 30 mm x 36 mm (vertical)
Perforation: 13.5*rinting Process:* Lithography in five colours
Pane layout: 50 stamps

Born in Lunenburg in 1882, Angus Walters began his career at the age of 13 as a deck hand on his father's fishing schooner. By the time the *Bluenose* was built in 1921, he was already a seasoned sailor and fisherman.

Walters himself was a small but imposing figure, and apparently gave his orders with the help of a megaphone and "a caustic tongue".

The feisty captain successfully defended the Trophy against the fastest American challengers in every race between 1921 and 1938. With steadfast confidence, he claimed, "the wood of the vessel that will beat the *Bluenose* is still growing".

In 1988,the 50th anniversary of the last International Fisherman's Race, Canada Post paid tribute for the first time to the captain of the *Bluenose*, Angus Walters.

Artist Roger Hill of Toronto has portrayed the *Bluenose* at sea in the heat of competition. By superimposing this image on a

portrait of Walters, Hill has created an effect that recalls the captain's own words: "Hill's airbrush technique gives the painting an appropriate combination of hard edges and sensitive refinement. "

4) Scott Number 1738 – Issue Date July 24,1998
Commemorating William James Roué's, Naval Architect of the Bluenose.

SPECIFICATIONS

Denomination: 47¢
Date of issue: 24 July 1998
Design: Roger Hill
Printer: CBN
Quantity: 9,000,000
Dimensions: 30 mm x 36 mm
Perforation: 13+
Printing Process: Lithography in five colours
Pane layout: 25 stamps

From a very young age, William James Roué amused himself by sailing bits of wood and shingles in gutters and drawing pictures of yachts - childhood hobbies that foreshadowed a career that would bring him national fame.

That young boy went on to design the most renowned fishing craft in Canadian history: the *Bluenose*. Weighing in at 154 tons, the schooner was launched at Lunenburg, Nova Scotia over 85 years ago.

Nova Scotians commissioned the vessel in the hopes of redeeming Canada's loss to the U.S. in the 1920 International Fisherman's Race. The Maritimers were determined to win the trophy for Canada in the 1921 contest. To meet the challenge, they needed to build a salt banker with the speed of a fresh fisherman vessel, and the province insisted that the design come from home.

Though his experience was that of a yacht designer, Roué, a self-taught naval architect, conceived and realized a remarkable design. In 1921, Canada won the International Fisherman's Race, and Roué was rewarded with a gold watch and commemorative scroll.

In 1998, in a commemoration of its own, Canada Post released the William Roué domestic-rate stamp designed by Louis Hébert of Montréal.

As a child, little did he know then that he would become the greatest designer of wooden vessels in Canadian history, and one of the most talented in the world.

As an adolescent, Roué progressed to making and sailing 1.5-metre model boats and, once he was old enough, learned to crew at the Royal Nova Scotia Yacht Squadron (RNSYS). He spent winter months in the library of the Yacht Squadron devouring volumes on boat design. He enrolled in classes in mechanical drafting at the Victoria College of Art and Design, now the Nova Scotia College of Art and Design.

Roué was frequently called upon to design yachts for fellow members of the Squadron while he worked in the family soft-drink business.

In his lifetime, Roué created more than 100 designs for commercial vessels, including two fleets of freighters for Newfoundland and the Arctic and a number of ferries. Roué passed away in 1970 at the age of 90.

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