



Department of National Defence
Naval Service

IN REPLY PLEASE QUOTE

NO.....

R.C.N. Barracks,
Halifax, Nova Scotia.

18th March, 1953.

Dear Mr. Raddall,

Thank you very much indeed for your letter. It is most kind of you to say such nice things, and I do appreciate it. I only hope that I will be able to live up to what you have said and produce a good answer for our country.

I hope that you will be present at the meeting of the Museum on Tuesday, 24th March, when I turn over to my successor, Commodore E.P. Tisdall. You may be interested to know that we have been successful in obtaining grants of \$3500.00 each from the City and the Province. As a result, we have been looking for a curator for the Museum, and I rather think that Captain Gilding of Bridgewater will take on the job.

With very many thanks and with my best wishes.

Yours sincerely,

(H.F. PULLEN)
REAR ADMIRAL

Thomas H. Raddall Esq.,
Liverpool, Nova Scotia.

"BIG HILL"
CHESTER BASIN
NOVA SCOTIA

23rd. April, 1963.

Dear Mr. Raddall,

Last week I was made a director of the Canadian Centenary Council at their Third Annual Meeting in Montreal. As a result of this I have been asked to try and get some information on certain canadian ships. There is an idea that it might be possible to build replicas of some of them for the celebrations in 1967. At the moment it is an idea only.

One of the suggested ships is the brig ROVER of Liverpool who made such a name for herself in the XVIII century. I have searched everywhere to try and get more information about her, but without success. Can you help me, please. I would like her length, beam, draught, who built her, where and when, and a copy of any sketch or picture of her, if possible. Any assistance you might give would be much appreciated.

Yours sincerely,

Hugh Pullen.

H.F. Pullen.

April 27, 1963

Dear Admiral Pullen,

I have been able to discover nothing about the dimensions of the "Rover", other than that she was "less than one hundred tons". Measurement in those days on the Nova Scotia coast was a sketchy business, as Perkins' diary reveals, and I am inclined to think the "Rover" must have been larger. Her full armament as a privateer was sixteen guns, and although these were only 4-pounders they made up a heavy deck weight and also took up a considerable amount of room.

She was built in the winter ^{and spring} of 1798-99 for Snow Parker, a former sea captain and a successful merchant in the West Indies trade. Parker probably had the chief hand in her design, from his own experience in the Caribbean. Before she was equipped he sold shares in her to other Liverpool merchants and captains in the custom of the time.

The exact spot where she was built I do not know. Parker built many vessels in his long lifetime, usually on Shipyard Point, in what was then the heart of the town of Liverpool. Sometimes, however, he had them built on the other side of the Mersey estuary at Herring Cove (now called Brooklyn) by a master shipwright named Ichabod Darrow. One tradition says that Darrow built the "Rover" at Herring Cove. Other tradition says she was built at Shipyard Point, where Captain Alexander Godfrey had a house and store, and where he could superintend the building of a ship. (Godfrey built at least one there himself.)

Possibly you have seen my book "The Rover", which was published by MacMillan, Toronto, in 1958. It contains all I have been able to discover, from documents and from Liverpool tradition handed down in the families of the privateersmen. (My wife is a descendant of Henry Godfrey, powder monkey of the "Rover", and of Samuel Freeman, a prize-master in the ill fated "Lord Spencer" and later master of the "Rover".)

I'll be glad to send along my own copy for your perusal if you'd like to see it.

Sincerely,

12. v. 63.

Dear Mr. Raddall,

Thank you very much for
your kind letter about the
Rover. I have seen your book
on her, in fact my young son
has a copy. All I must do is to
find it!

The Provincial Returns have
two certificates issued to her on
20 May 1800 and 21 May 1801,
Alexander Godfrey, master. In the
first one she is given with 4 guns,
60 men. In the second, 14 guns, 60
men.

And in each she is 100 tons
surplus. I have asked Col. Chapple
of the Smithsonian Institute in
Washington for his ideas on
the Rover. It would be a good
idea if a full scale replica
could be built, complete with
14 4 pound guns and an
adequate supply of black powder!
I will let you know what
happens.

Yours sincerely,

W. S. Sullivan.

22 August 1963

Dear Mr. Raddall,

I don't know if you
have seen Godfrey's account of
his action in the Room as
published in The Naval Chronicle.
After much searching I have
found it, and a copy is
enclosed. Both the Naval
Chronicle and Linnæus History of
The Royal Navy are at Big Hall
if you wish to see them.

Dr. Linnæus in the Dominion
Archives has been asked if there

is any information on the Roman
then. I have discerned the length
and weight of a long 4 lbs. It
was 6'6" x weighed 12-1-0-100,
12 cent. 1 quart in 0 lbs. Fred Pheland
has been asked to estimate the
size of Roman assuming the
was 100 lbs burden.

Frank Doyle of the Chronicle
Herald has asked me about a
song "Come all ye ---" said
to be about Godfrey & included in
the historical Chronicles. Do you
know anything about this?

Yours sincerely,

W. Sullivan

August 26, 1963

Dear Admiral Pullen,

Thanks^{to} you for the copy of Godfrey's account, as published in the Naval Chronicle. I had seen this, and the account in James, when I was preparing my first little book on the Rover many years ago.

I don't know the "Come All ye" about Godfrey, which Frank Doyle thinks was a part of the "Liverpool Chronicles". If he means the book "Some Liverpool Chronicles" by J.E. Mullins, there is no mention of this ballad.

It seems to me that Archibald MacMechan wrote some verses of the "Come All ye" type about the "Rover"; but they do not appear in his account of Godfrey in "Old Province Tales".

I was guilty of some verses which I wrote as "leads" for the chapters in my first booklet, "Saga of The Rover", printed privately and issued in a limited edition in 1931.

Your discovery of the weight of a long 4-pdr is interesting and useful. For many years a 4 pdr. was preserved by the Morton family of Milton (on the Mersey, at the head of tidewater), whose ancestor Sylvanus Morton was a privateersman. Family legend said that this gun was from the Rover. It has disappeared since. I have a photograph of myself beside this gun, taken about 1930. Judging from my own dimensions the gun seems to be somewhat less than six feet in length, from the muzzle to the end of the cascabel.

If you should come this way again soon I hope to be at home and have a chat with you. Failing that, I shall drop in at Big Hill to return your book, some time in September.

Sincerely,

October 2, /64

Dear Hugh,

Here is the letter you asked for, dated 7 Nov. 1963, from Naval Historian E.C. Russell.

My Canadian publisher and his wife came down from Toronto for a visit -- partly on business ^{but} ~~not~~ mostly a holiday -- and we have spent a few days showing them our lovely coast and countryside.

What with this and other matters (including a mass of printers' galley-proofs for the new issue of Halifax, Warden of The North !) my mind has been much occupied. However I should be able to give your paper the careful study it merits, once these other matters are cleared away. I was able to give it a single reading, after I brought it home; but I was so absorbed in the story itself that my mind refused to look for errors, omissions, or indeed any faults whatever.

Edith joins me in best regards to Helen and yourself.

Sincerely,

Rear-Admiral H.F. Pullen, OBE, CD, RCN,
The Chateau Laurier, Ottawa.

October 26, 1964

Dear Hugh:

After many interruptions of various kinds I began to read over your paper and make a list of things that might be changed. Most of them were matters of style, not fact, and some way along I realised that this sort of criticism is precisely what infuriates me when my publishers' copy-readers send their lists. Their job is to look for faults of every kind, of course, and no writer is infallible; but often their lists add up to a proposal to re-write the whole thing. The upshot is that I cross out most of their objections and mark the text Stet -- "let it stand" -- in the margin.

I think the best thing would be to get together and go over your paper without marking anything specific, but simply discussing points here and there.

Could you and Helen come down here for lunch with us on Wednesday, November 4, say about 12.30 ? We should be delighted to see you, and after lunch you and I can bang away at Shannon and Chesapeake, and copy-readers as a tribe, and so forth.

Sincerely,

Rear-Admiral H.F. Pullen, OBE, CD, RCN.

Chester Basin, N.S.

Big Hill,
Chester Basin,
Nova Scotia.
10th. November, 1964.

Dear Tom,

Thank you both very much for giving us such a pleasant day last Wednesday. I am more than grateful to you for being so patient with my SHANNON paper. Your remarks and advice will be most helpful.

I have written to Padmore to say that the paper is now withdrawn from the Museum, and that I am going to try and have it published elsewhere. The paper is now being retyped by me, a fearsome task, but most necessary. When it is finished I will send you a copy, and will await your reaction with much interest.

I enclose my copy of the list of Halifax Dockyard Records in the National Maritime Museum at Greenwich. Would you mind returning it to me in due course. The following Dockyard letter books are in the Provincial Archives at Halifax :-

- No.1 1st. March 1783 - 17 Nov. 1787.
- No.2 28 Nov. - 14 Aug. 1789, & Index.
- No.3 13 Feb. 1801 - 21 July 1803. NB. Index to No.1 is in No.3.
- No.4 1 June 1805 - 11 Dec. 1805. This also contains " Journal from Halifax to Bermuda", kept by Winchworth Norwood, Shipwright onboard HMS CAMBRIAN.
- No.5 3 Jan. 1809 - 30 Dec. 1809, & Index.
- No. 6 11 May 1794 - 26 March 1800.

These are chiefly dockyard records, but there is some useful information to be found dealing with naval matters in the port. I also enclose a copy of my research into the lights and buoys in Halifax Harbour, which I hope may be useful to you.

I have made extracts from the Bulletin and Publication in the Archives, and have written to the Admiralty Historian to find out more about the deserters from the CHESAPEAKE and recovered by the LEOPARD. I am beginning to doubt that one man was flogged round the fleet on 31st. August, 1807. There is nothing about it in the Weekly Chronicle for that period, or in the Naval Chronicle, Vol. 18, which has quite a long account of Jenkin Rutford's Court Martial. Will let you know what turns up.

Helen and I send you both our very best wishes,

Yours sincerely,

Hugh Pullen

P.S. My many thanks for Blackburns. I enjoyed your article very much.

Thrumcap Shoal <u>Bell Buoy.</u>	-	-	<u>1784</u> ?	-	1893	-	1893	1893
Neverfail Shoal Bell Buoy.	-	-	-	-	1903	-	1903	1903
Neverfail Shoal Black Can Buoy.								
Litchfield Shoal Whistle Buoy. (ii)	Yes	Yes	1784	-	1931	-	1931	1909
Tribune Head Light House.	-	-	-	-	1886	-	-	-
Herring Cove Bell Buoy.								
<u>Mars Rock</u> <u>Whistle Buoy.</u> (i)	Yes ?	Yes ?	<u>1784</u> ?	-	-	-	1938	1903
Lighthouse Bank Bell Buoy.	-	-	-	-	1927	-	1927	-
Outer Middle Ground Buoy.	-	-	-	-	-	-	1950	-
Nauger's Beach Light House.	-	-	-	1815	-	1815	1815	-
Middle Ground Buoy.	-	-	-	-	1903	-	1903	-
McNabs Light House.	-	-	-	-	1903	1903	1903	-
Point Pleasant <u>Bell Buoy.</u>	Yes ?	Yes ?	<u>1784</u> ?	-	-	-	1903	1909
<u>Ives Knoll</u> <u>Bell Buoy.</u>	-	-	<u>1784</u> ?	-	-	--	1903	1909

Breakwater
Light House.

George's Island
Light House.

- - - - - 1876 - 1876 -

Notes.

- (1) HMS MARS went aground on MARS ROCK on Wednesday, 25th. June, 1755, so I assume that a buoy was laid near that rock in 1755.
- (ii) HMS LITCHFIELD went aground on the LITCHFIELD SHOAL on 13th. May, 1756, so I assume a buoy was laid near this shoal in 1756.
- (iii) Both buoys are shown on Morris's chart of 1759, and subsequently.
- (iv) See * in column three. Halifax Dockyard records in the National Maritime Museum, Greenwich. HAL/F2. ff 267. Commissioner Duncan to Navy Office on 2nd. November, 1784, reports laying buoys in Halifax Harbour "agreeable to the colours made use of in this country some time past." LITCHFIELD, MARS and POINT PLEASANT buoys are WHITE, IVES KNOLL and THRUCCAP are RED.
- (v) Public Records Office, London. MR 384 (1796). This is a plan of the Harbour of Halifax, November, 1796. It shows Litchfield Shoal, Mars Rock, Point Pleasant and Ives Shoals.

N.B. The information shown above has been collected in an attempt to try and establish the date a lighthouse or buoy was FIRST laid down as an aid to shipping approaching or entering Halifax Harbour. Any information that will add to this list or improve its accuracy will be much appreciated.

"Big Hill", Chester Basin, Nova Scotia. 6th. August, 1964. H.F. Pullen.