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REPORT

We, the Imperial Shipping Committee, acting under the first part of our Terms of Reference, have again considered the question of Hudson Bay Marine Insurance Rates, which was referred to us by the Canadian Government.

1. The observations for the 1933 season as to ice and weather conditions, supplied by the radio stations and by the Canadian Government vessels on the Hudson Bay route, have been printed in the annual report issued by the Canadian Department of Marine on navigation conditions in Hudson Strait and Bay. We attach particular importance to the evidence supplied by Captain Balcom of the Canadian Government vessel "N.B. McLean", which was in the Strait before the beginning of the open season of navigation, patrolled the Strait throughout the season and was the last vessel to pass Cape Chidley at the end of the season.

2. We have again supplemented the printed evidence available in the report of the Canadian Department of Marine with oral evidence from the master of one of the vessels visiting Churchill during the season—Captain Barraclough of the s.s. "Rio Claro"—who had made the trip for the second season in succession. We have also had the advantage of seeing the reports made to their owners by Captain A. Taylor of the s.s. "Thomas Walton" and by Captain Beare of the s.s. "Gardenia".

3. There were ten commercial voyages to Churchill in the 1933 season; the same number as in 1932. Nine cargo vessels passed through the Strait to Churchill; one of these, the s.s. "Brandon", made two voyages, on the second of which she carried from Churchill the first consignment of cattle shipped from the port. In addition to these cargo vessels the Canadian Government ships "N.B. McLean" and "Ocean Eagle" and the Hudson's Bay Company's supply ship "Nascopie" used the route. The season was free from casualty.

4. Ice conditions on the Hudson Bay route in 1933 would appear to have been more favourable than those recorded in our Fourth Report for 1932, though less favourable than those recorded in our Third Report for 1931. No ice was seen from Resolution Island, at the Atlantic entry to the Strait, after August 3rd; Cape Hopes Advance, mid-way through the Strait, was clear of ice from about July 29th onwards; at Nottingham Island, at the entry to Hudson Bay, no ice was reported after August 9th. Whilst the records of the radio stations are valuable, it should be remembered that there

is a limit to their range of observation, and we, therefore, regard as more important the records supplied by the patrolling vessels belonging to the Canadian Government. The "N.B. McLean" left the neighbourhood of Resolution Island on July 18th and arrived at Nottingham Island on July 29th, meeting a good deal of ice on the way. On August 1st she left the vicinity of Nottingham Island again and traversing the Strait in the opposite direction reached Resolution Island on August 6th, encountering very little ice. On August 9th she once more left Resolution Island and reached Nottingham Island on August 14th; on this occasion no ice was encountered apart from bergs. On August 10th Captain Balcom gave Captain Barraclough of the "Rio Claro" the exact position of the 38 bergs that were seen on or near the track in the Strait at this time.

Captain Balcom of the "N.B. McLean" gives it as his opinion in his report, which is published in the report of the Canadian Department of Marine, that ice conditions in Hudson Strait were good during the season of navigation. He adds that no ice was encountered by grain ships apart from bergs and growlers; these were plentiful early in the season at the eastern end of the Strait, but gradually disappeared.

Captain Balcom also mentions the appearance of a little ice, which did not reach the steamer track, for a short period at the beginning of September to the west of the radio station at Nottingham Island; this ice was also reported by the radio station. It was attributed to north west winds and came from the Fox Channel.

In Hudson Bay towards the end of July the "Ocean Eagle" reported field ice north-north-east of Churchill. Captain Barraclough said that he received warning of this ice from the "Ocean Eagle" and, therefore, went round it to the north west, entering Churchill without difficulty on the 16th August.

5. At the close of the season no ice was reported from the radio station at Churchill, either in the river or bay, through the month of September and until October 13th, on which date there was a little slob ice in the river. There was no serious formation of ice in the river or bay until October 23rd, when the river was reported as almost full of drift ice and there was slob ice along the shore of the bay. On the 26th there was no open water in the river, and in the bay there was close packed ice to a distance of half a mile off shore. From this time onwards conditions varied until on November 9th the river was completely frozen over and there was no open water in the bay.

At Nottingham Island slob ice began to form in the coves on October 26th, but no packed ice became visible until November 3rd. From that date for a fortnight varying conditions were

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