



*Rod and Sheri's Excellent Maritime Adventure July 2012*



*Rod and Sheri Crawford July 4<sup>th</sup> to 19<sup>th</sup> 2012*

*Thank you to Bob Davison of Blue Diamond Tours*



Small group tours of any length.

**Experience Nova Scotia**  
with those who know it best

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Quoted by Bob: "As with snowflakes, no two sightseeing tours are ever exactly the same, there's a personal touch added to each trip. Our tours are not of the "cookie cutter" variety - we're "home-made" and unique! All our tours will give you the very best sightseeing Halifax, Nova Scotia and the Maritimes have to offer". That is the truth. There is no way that we could have planned this trip on our own. Bob made us feel very comfortable as passengers, the sightseeing was amazing, the meals and lodgings were great. Bob's knowledge of area history, his personal stories and insights and great sense of humor left never a dull moment. We had so much fun it should have been illegal. In short Sheri and I both say "Bob's our Uncle" and would not hesitate to hire or recommend Blue Diamond Tours in the future. The photograph above - Blue Diamond Tours is operated by THAT GUY in the tie.

## *Day Zero – The Grand Arrival - July 4<sup>th</sup> 2012*

The first leg of our flight was to depart Grande Prairie to Calgary at 7:00 am. The time shift from Chetwynd to Halifax is 4 hours and 3 hours from Grande Prairie.



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!  
**RODERICK CRAWFORD**

Flight/Vol

**WS 104**

Dep 7:00AM

**GRANDE  
PRAIRIE  
(YQU)**

Arr 9:15AM

**CALGARY  
(YYC)**

Date

**04JUL12**

Electronic/Électronique  
8382179619009/1

PNR

OQLEFN

Seq

00013

Boarding time/  
Heure d'embarquement

**6:25AM**

Gate/Porte Seat/Siège

**3      6D**

\*Flights close 10 minutes to departure

\*La porte d'embarquement ferme 10 minutes avant le départ



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!  
**SHERI CRAWFORD**

Flight/Vol

**WS 104**

Dep 7:00AM

**GRANDE  
PRAIRIE  
(YQU)**

Arr 9:15AM

**CALGARY  
(YYC)**

Date

**04JUL12**

Electronic/Électronique  
8382179619010/1

PNR

OQLEFN

Seq

00014

Boarding time/  
Heure d'embarquement

**6:25AM**

Gate/Porte Seat/Siège

**3      6E**

\*Flights close 10 minutes to departure

\*La porte d'embarquement ferme 10 minutes avant le départ

Our flight was delayed by about a ½ hour. That being said when we departed in Calgary the final boarding call for Halifax was being announced. No time to grab a bite or Pee – Just run.



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!  
**SHERI CRAWFORD**

Flight/Vol  
**WS 230**

Dep 9:50AM  
**CALGARY**  
(YYC)

Arr 5:33PM  
**HALIFAX**  
(YHZ)

Date  
**04JUL12**

Electronic/Électronique  
8382179619010/2

PNR  
OQLEFN Seq  
00003

Boarding time/  
Heure d'embarquement  
**9:15AM**

Gate/Porte Seat/Siège  
**D41 18D**

\*Flights close 10 minutes to departure

\*La porte d'embarquement ferme 10 minutes avant le départ



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!  
**RODERICK CRAWFORD**

Flight/Vol  
**WS 230**

Dep 9:50AM  
**CALGARY**  
(YYC)

Arr 5:33PM  
**HALIFAX**  
(YHZ)

Date  
**04JUL12**

Electronic/Électronique  
8382179619009/2

PNR  
OQLEFN Seq  
00002

Boarding time/  
Heure d'embarquement  
**9:15AM**

Gate/Porte Seat/Siège  
**D41 18E**

\*Flights close 10 minutes to departure

\*La porte d'embarquement ferme 10 minutes avant le départ

The flight to Halifax (4 ½ Hours) was mostly uneventful. Using a bathroom on a plane is slightly nicer than using an outhouse on the prairies – it smells better and lacks flies. We both slept a bit but were mostly anxious with anticipation of what lies ahead on our adventure. We arrived on time at about 5:30 pm Halifax time. That's when a minor miracle also happened – our luggage also arrived on the same flight. Oh and yes we were met by Bob.



Rod and Sheri have arrived. We loaded luggage into the Blue Diamond van. After an orientation around downtown Halifax we were dropped off at the Prince George Hotel for the first four days of our tour. We checked in tired, hungry and with anticipation of the next two weeks of adventure. We dined at the in house Geo Dining room, Sheri had a halibut filet and myself an atlantic salmon steak followed by decadent chocolaty desserts with complimentary champagne and truffles. We could not have asked for a better anniversary dinner.



## ***Day 1-Halifax from Prehistoric to Historic -July 5<sup>th</sup> 2012***



The early morning view from our room window at the Prince George Hotel gave an excellent view of the Halifax Citadel and Clock Tower. Man with the four hour time zone difference its only ..... Buck up Buddy your on vacation. Go to the breakfast room and drink coffee.

As we loaded into the van at 9:30am, it was a cool and rainy wet morning. Our planning for any kind of weather paid off with packing a change of clothes, rain coats and a balky umbrella – It did not like to go up or down. The first stop on tour of Halifax tour was to Point Pleasant Park.

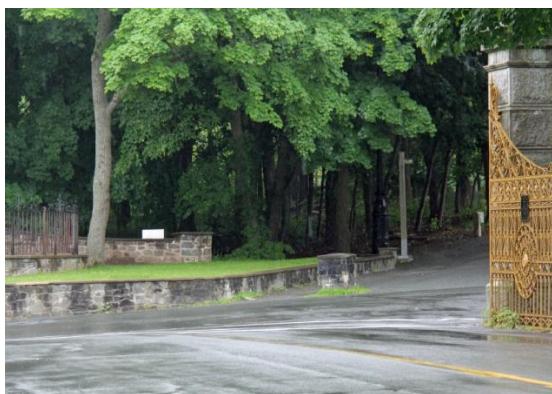
Point Pleasant Park (Wikipedia) is a large, partially forested municipal park at the southern tip of the Halifax peninsula. It once hosted several artillery batteries, and a well-preserved 18th century Martello tower can be found there. The park is a popular recreational spot for Haligonians, as it hosts forest walks and affords views across the harbor and out toward the Atlantic.

Plays are performed in the park every summer by the Shakespeare by the Sea theatre company. In September 2003, Point Pleasant Park was devastated by Hurricane Juan. Nearly three quarters of the park's trees were knocked down; the remaining trees offer a thin canopy of protection. According to BOB the federal government promised a sum of money for reforestation and repair that was not

released until our visit. To our defense we had nothing to do with releasing the money; we have never visited Stanley Park which had many trees destroyed in their storm and had nothing to do with them getting their money speedier and earlier than Point Pleasant Park.



Point Pleasant Park - Wind and rain made it most unpleasant



The weather turned to a cool rain that limited any outdoor activity. We drove along the shoreline, past the Public Gardens to the Titanic Cemetery.



The Public Gardens encompass 16 acres and are bounded by Spring Garden Road, South Park Street, Summer Street and Sackville Street. They are open annually from approximately May 1 until November 1. The landscaping style is Victorian formal and provides a popular setting for wedding and prom photos. In addition to statues and extensive flower beds, there are three fountains, two stone bridges, three ponds

(one large and two small), and a small concession building (located in the original Horticultural Hall). The gardens also feature a bandstand that is used for free public concerts on Sunday afternoons during the summer. There are celebrations in the gardens every year on Canada day (July 1st) and Natal Day (the first Monday in August).

Fairview Cemetery in Halifax (Wikipedia), Nova Scotia, is perhaps best known as the final resting place for over one hundred victims of the sinking of the RMS Titanic. Officially known as Fairview Lawn Cemetery, the non-denominational cemetery is run by the Parks Department of the Halifax Regional Municipality. A blockhouse was built at the site in the 1750s to protect Halifax from attacks by the Mi'kmaq people. The land was subsequently developed as small farms. In 1893, the land was acquired by a private company, the Fairview Lawn Cemetery Limited, for a non-denominational cemetery because the Camp Hill Cemetery in the centre of the city was running out of room. The city of Halifax took over the cemetery in 1944. Fairview contains a cross section of Halifax's 20th century residents including a Greek section and a Chinese section as well as a mass grave of victims from the Halifax Explosion and many other graves. One hundred and twenty-one victims of the RMS Titanic sinking are interred at Fairview, more than any other cemetery in the world. Most of them are memorialized with small gray granite markers with the name and date of death. Some families paid for larger markers with more inscriptions. The occupants of a third of the graves, however, have never been identified and their markers contain just the date of death and marker number. Surveyor E. W. Christie laid out three long lines of graves in gentle curves following the contours of the

sloping site. By co-incidence, the curved shape suggests the outline of the bow of a ship. A complete listing of those victims buried in Fairview can be found here.



The unmarked numbered stoned are from the recovered and unidentified bodies.



Marker of Unknown Child; identified as Sidney Goodwin



While on the shoreline drive we were able to pass Fort Needham the sight of the Halifax explosion and visit the Fireman's Memorial. We were also able to catch a glimpse of a Naval Ship docked in the yard. Drive by photography is difficult, but with rain being

dolloled in liberal quantities combined with traffic flow and parking restrictions enforces, I exercised patience and worked with what I had. The Naval yard photograph was captured between bridge posts and beams.



THIS MONUMENT IS DEDICATED TO THE NINE MEMBERS OF THE HALIFAX FIRE DEPARTMENT WHO LOST THEIR LIVES WHILE FIGHTING A FIRE ON THE SS MONT BLANC ON DECEMBER 6, 1917 DEDICATED DECEMBER 6, 1992

FIRE CHIEF EDWARD P. CONDON

DEPUTY CHIEF WILLIAM P. BRUNT

CAPTAIN WILLIAM T. BRODERICK

CAPTAIN MICHAEL MALTUS

HOSEMAN JOHN SPRUIN

HOSEMAN WALTER HENNESSY

HOSEMAN FRANK KILLEEN

HOSEMAN FRANK LEAHY

HOSEMAN JOHN DUGGAN

December 6, 1917, the munitions ship Mont Blanc caught fire from a collision in Halifax Harbor with the Belgian Ship Imo. More than 1600 Died in the explosion.



1140 Pound anchor shaft from the Mont Blanc was hurled 2.35 Miles to this site.

Halifax Citadel National Park (Parks Canada) - On June 21, 1749, Edward Cornwallis arrived in Chebucto Harbour with 2,576 colonists from Britain. Work began immediately on clearing land for a new settlement named for their patron, the Earl of Halifax, President of the Board of Trade and Plantations. Soon after, a series of fortifications appeared, including a wooden garrison near the top of a mighty hill overlooking the harbor. This was the first Halifax Citadel as shown in the illustration by K.E. Grant. On September 11, 1746 work was completed on the first Citadel.





Work was started on the second Citadel in 1761 as the first Halifax Citadel was in shambles, but it had not been attacked. Years of neglect and Nova Scotia's damp climate had taken their toll. Work began on a new fort, but a series of setbacks meant it was not completed for several years. Like the fort before it, the second Citadel never saw battle. By 1784, it was

also in ruins due to neglect and Nova Scotia's climate. It would take renewed hostility between British and French forces to lay the groundwork for a third fort atop Citadel Hill. The third Citadel conceived by Prince Edward, the Duke of Kent, who arrived in Halifax in 1794 as commander-in-chief of British forces in Nova Scotia. Britain and France were at war a world away, there was reason to believe the French might attack this strategic British naval base. Halifax's defenses were in poor shape, so Edward began a campaign to strengthen them and build new fortifications. This effort included a third Halifax Citadel named for Edward's father, King George III. Work started in 1796, the old fort was leveled and the hill cut down



by 15 feet and four years later a new fort and as the other forts never saw battle. In the 1820s, tensions between Britain and the United States were running high. So much so, that Britain believed US forces would try to seize Halifax, possibly by land, if a war broke out. Once again, they set out to strengthen the town's defenses, but

this time was different. This time, they decided to build a permanent fort that would protect this vital naval base for generations to come. And in August 1828, work began on a fourth Halifax Citadel. Designed by Colonel Gustavus Nicolls, Royal Engineers, this stone fortress was finished in just six years. The design caused construction delays, and it was not completed until 1856. Like the previous citadels before it, this new fort never saw battle, and its weaponry would become obsolete.



In 1906, the British handed the Halifax Citadel over to the Canadian Department of Militia and Defense. During World War I, it served as soldier barracks and a command centre for Halifax Harbour defenses. It remained a temporary barracks for troops in World War II, and was their last glimpse of Canada before heading overseas.

new star-shaped fort expected to be completed in six years. Flaws in his design caused construction delays, and it was not completed until 1856. Like the previous citadels before it, this new fort never saw battle, and its weaponry would soon render it obsolete.

Today, the Halifax Citadel is operated by Parks Canada; it has been carefully restored to its Victorian-era glory. And its story, which endures through exhibits and living history programs, is a vital thread in the fabric of the city and the country.

We spent a good period of time at the Citadel highlighted by the firing of the noonday cannon followed by the squirt of the bagpipes. The day was cool, overcast and damp. As I was on a walkway overlooking the harbor a boat under sail went by. I could imagine this scene 200 plus years ago, a cool and rainy morning, a thin mist on the harbor below. The moan of a piper calling men to order to change the guard and morning inspections, at your post you peer into the morning mist at the friendly ship in the harbor. You listen to the squawk of the seabirds – Rod, Rod you got to come and look at this, my umbrella won't open – You suddenly realize you are in the 21<sup>st</sup> Century with your missus.

## The Citadel inside the Courtyards



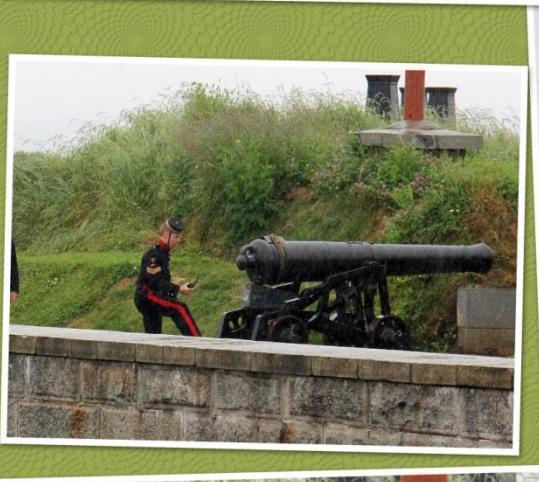
## The Citadel – On Patrol



## Harbor View



## Preparation for the Noon Day Firing of the Cannon



12:00 Noon – Firing of the Cannon



## The Big Dog Roars



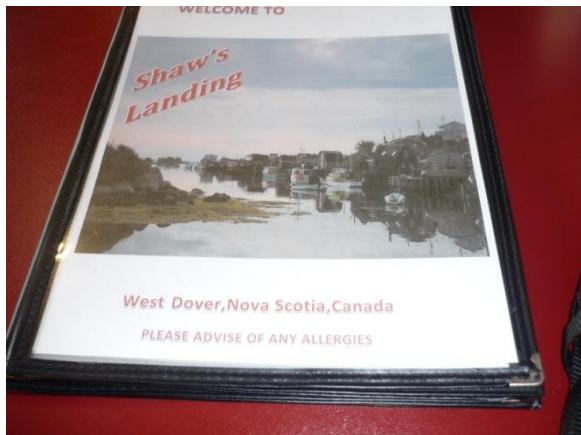
## Noon Parade and Tattoo



## Leaving the Citadel



Shaw's Landing West Dover 6958 Hwy 333 West Dover, NS B3Z 3S8



The small home-style cooking restaurant had fresh caught haddock and chips as the special for the day. We both agreed that it was the best east coast fish and chips we had ever tasted – We had been on the east coast for about 20 hours. It seemed that most of the places we ate at offered fresh local produce. Service was

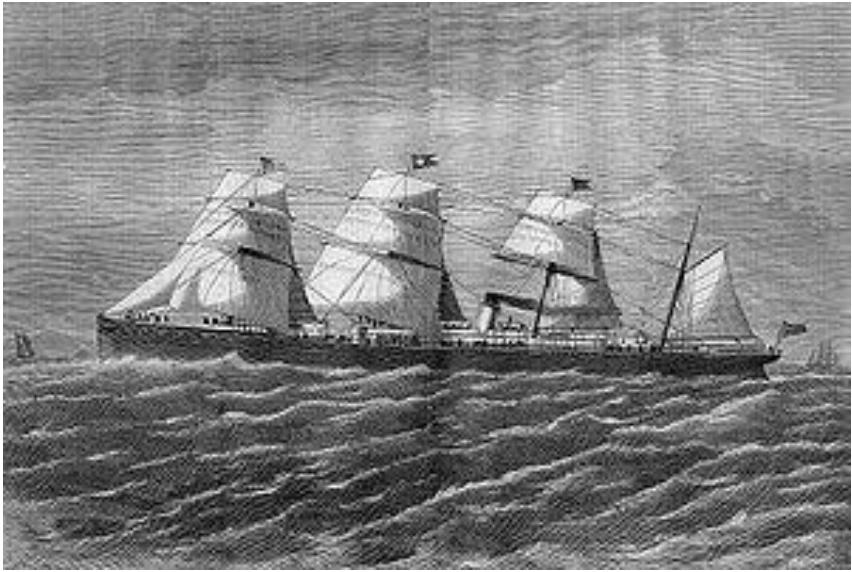
a bit slow as we found at many of the places we stopped at but, hospitality and downright friendly people made the difference. Shaw's Landing would in our books rate a Y – Yummy!

RMS Atlantic (Wikipedia) was a transatlantic ocean liner of the White Star Line that operated between Liverpool, United Kingdom, and New York City, United States. During the ship's 19th voyage, on 1 April 1873, it ran onto rocks and sank off the coast of Nova Scotia, killing 535 people. It remained the deadliest civilian maritime disaster in history until the sinking of the SS Norge in 1904 and the greatest disaster for the White Star Line prior to the loss of Titanic 39 years later.

On 20 March 1873 the Atlantic departed on her 19th voyage from Liverpool with 952 people on board, of whom 835 were passengers. En route, the crew decided to make port at Halifax, Nova Scotia to replenish coal for the boilers.

During the approach to Halifax on the evening of March 31 the captain and 3rd officer were on the bridge until midnight, while the Atlantic made her way through a storm, proceeding at 12 knots (22 km/h) for the entrance of Halifax harbor, experiencing intermittent visibility and heavy seas. Unbeknownst to the crew or passengers, the Atlantic was approximately 12+1/2 miles (20 km) off-course to the west of Halifax Harbour. Officers failed to take soundings, post a masthead lookout, reduce speed or wake the captain as they approached the unfamiliar coast. They somehow did not spot the Sambro Lighthouse, the large landfall lighthouse which warns mariners of the rocky shoals to the west of the harbor entrance.

At 2:00 a.m. local time on 1 April 1873, the Atlantic struck an underwater rock called Marr's Head 50 metres from Meagher's Island, Nova Scotia. Lifeboats were lowered by the crew but were all washed away or smashed as the ship quickly filled with water and



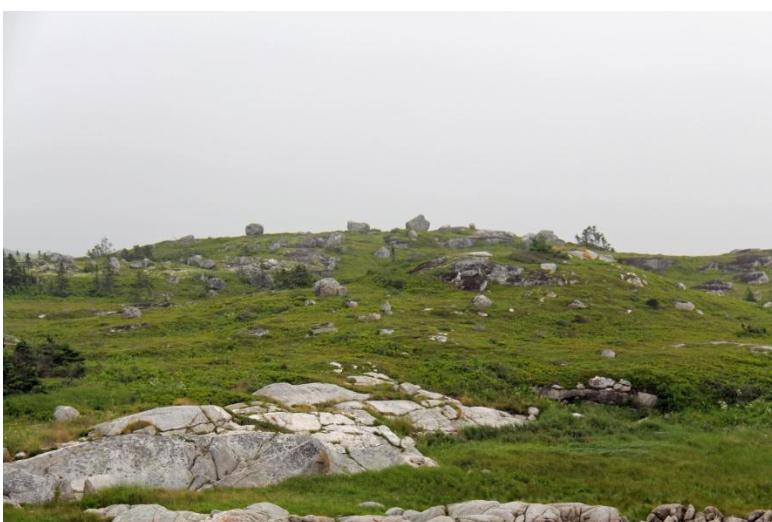
flipped on its side. Survivors were forced to swim or climb ropes first to a wave-swept rock and then to a barren shore. Residents of the tiny fishing village of Lower Prospect and Terence Bay soon arrived to rescue and shelter the survivors, but 535 people died, leaving only 371 survivors.<sup>[1]</sup> The ship's manifest indicates that of

the 952 aboard, 156 were women and 189 were children on board (including two who had been born during the voyage). All women and all children perished except for one twelve-year-old boy, John Hindley. Ten crew members were lost, while 131 survived. This was the worst civilian loss of life in the Northern Atlantic until the wreck of La Bourgogne on 2 July 1898. The Canadian government inquiry concluded with the statement, "the conduct of Captain Williams in the management of his ship during the twelve or fourteen hours preceding the disaster, was so gravely at variance with what ought to have been the conduct of a man placed in his responsible position".

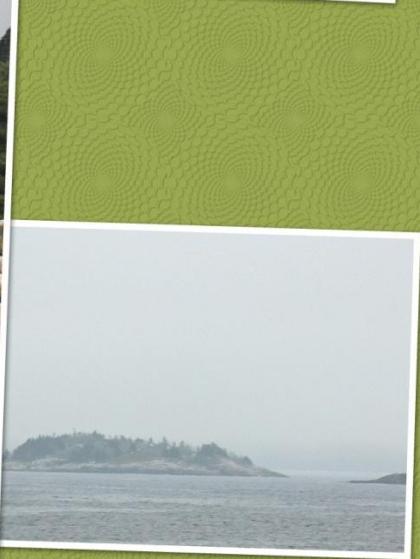


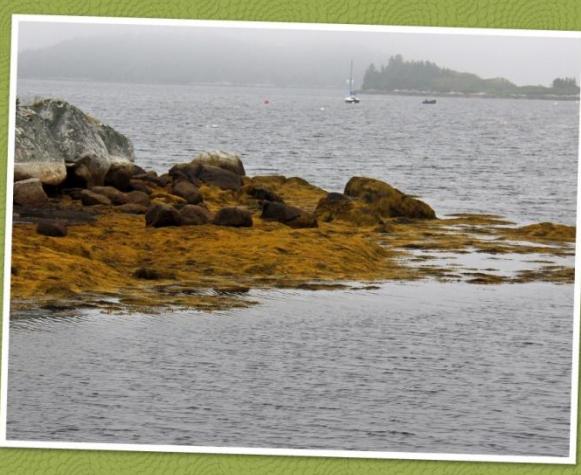


Shut-In Island is located in St. Margaret's Bay. The island is owned by the public and free of development. It's a boulder that juts up from the ocean floor and is quite a striking sight. Although much of the island is exposed rock, just as much is forested. The top is covered in low lying shrubs such as fox berry bushes making way for unobstructed views of the Bay.



The next part of the tour was where "Time Began". The erratic rocks – Glacier Poop – were dropped at whimsy. The rockery and quiet fishing villages seemed as if time stood still for us to enjoy the calm serenity.

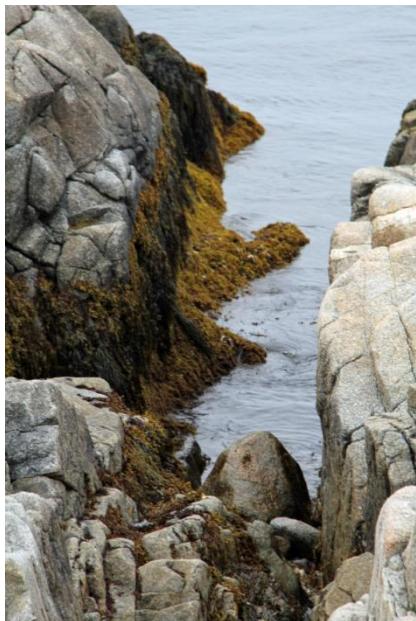






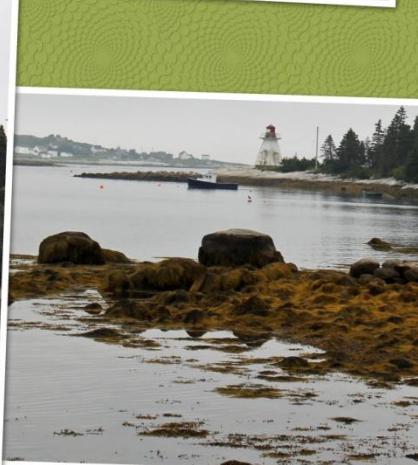
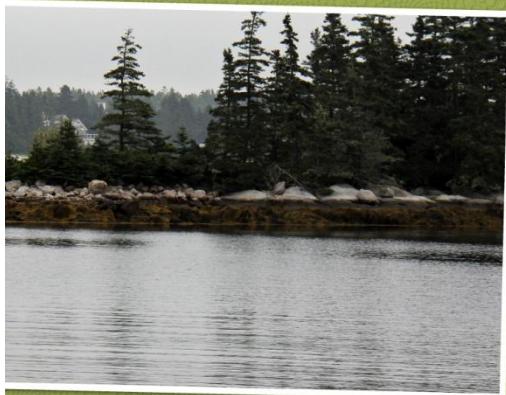
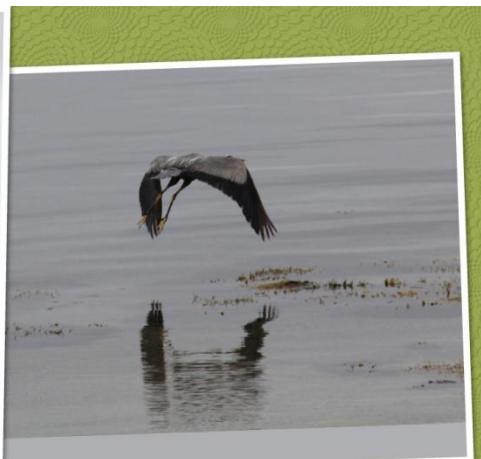
Peggys Cove (Wikipedia) - The first recorded name of the cove was Eastern Point Harbour or Peggs Harbour in 1766. The village is likely named after Saint Margaret's Bay (Peggy being the nickname for Margaret), which Samuel de Champlain named after his mother Margarite. There has been much folklore created to explain the name. One story suggests the village may have been named after the wife of an early settler. The popular legend claims that the name came from the sole survivor of a shipwreck at Halibut Rock near the

cove. Artist and resident William deGarthe said she was a young woman while others claim she was a little girl too young to remember her name and the family who adopted her called her Peggy. The young shipwreck survivor married a resident of the cove and became known as "Peggy of the Cove" attracting visitors from around the bay who eventually named the village, Peggy's Cove, after her nickname. It was unfortunate that the lighthouse and grounds were in dire need of maintenance.





The drive back to our room in Halifax had spectacular scenery.





We got back to our room at the Price George Hotel and freshened up. Once done we walked downhill a block to Freeman's Little New York at 1726 Grafton Street restaurant for a quaint meal. Sheri enjoyed a vegetarian stir fry while I dined on chicken parmesan. We weren't sure what to expect in the character building. The interior of the restaurant was dimly lit and showed a decor of much earlier days. After a couple of cocktails and tummies full we waddled uphill a block to our room in realization that we had hit the wall. We fell asleep about as fast as our heads hit the pillow.

