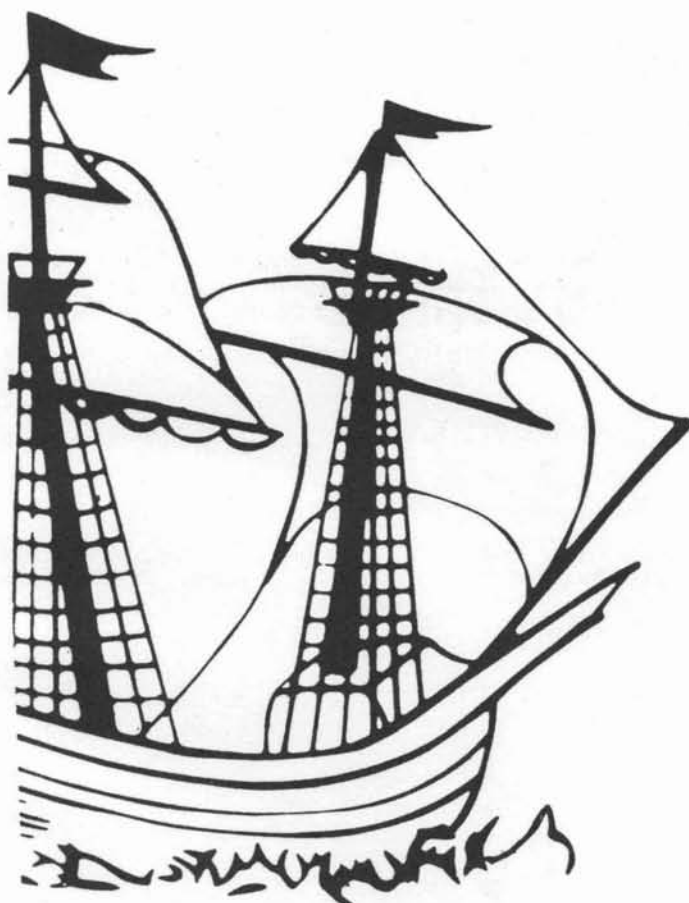


ARGONAUTA

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THE CANADIAN NAUTICAL RESEARCH SOCIETY

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EDITORIAL

As always our Book Review editor has provided us with a rich selection of reviews, sufficient to cover most tastes. Your editor in particular can identify with Helvik's comments on the Ryan book, especially with where he states Ryan "punctures" a chimera--that colonial (in this case Newfoundland) economic development was "retarded" by being a British colony. This chimera, when argued in the context of the Canadian maritime development, has been found also to be suspect!

* * * *

In an interesting sidelight in connection with the article on "Ten Proud Princes", it is worth quoting the long-suffering ex-President of Canadian National Railways, D.B. Hanna, when he saw the DAVID ashore at Bermuda. Hanna knew of their expense and the problems the railway faced in employing them, and testified before a senate committee, deploring their existence:

As a matter of fact, when I was in Bermuda last winter I saw the PRINCE DAVID lying on the rocks, and I said 'Thank God for that; the Government will at least get the insurance out of it.' But unfortunately they didn't; they blasted the rocks and made a canal, and drew her off the rocks.

Nothing went right for CN in those days!

* * * *

We are starting to get rumours, buzzes--'leaks', perhaps the most appropriate term for the maritime fraternity--about long-range plans for maritime history conferences. They are generally insufficiently developed yet to publish definite schedules, but they are worth alerting members to:

MAY 1987	One-day conference on the Armada	N.M.M., Greenwich
21-23 MAY 1987	Annual Conference, CNRS	Kingston, Ontario
11-18 MAY 1988	"Australians & the Sea"	Brisbane, Aust.
Mid-1988	Tercentary of the Landing of William III in Britain	Netherlands
SEP 1988	British response to the above	UK
AUG 1988	"Terra Australis to Australia"	
Spring 1989	Baltic Shipping	Finland

(cont'd next page...)

Your newsletter is only as good as the contributions you send in -- so PLEASE CONTRIBUTE.

Leaks cont'd...

1990 "Food for the World" Madrid

This last is planned to be an extravaganza. Topics probably to be included are:

1. The Food Trades: their technology, organization and relationship to local economies--a bulk shipping topic;
2. Voyages of discovery as a result of the desire for more and better products;
3. The place of foodstuffs in the growth of empires as part of an industrial economy;
4. The growth of ports, especially port facilities for dealing with food shipments;
5. Organization of food-carrying convoys in wartime;
6. Associated topics such as seamanship and navigation.

As we obtain further information we will promulgate it. Our active Ottawa branch has scheduled these meetings for the beginning of the new year:

21 JAN Fraser McKee, National President,
the Navy League of Canada, on
"CN Prince Ships in Peace & War";

18 MAR To be announced;

20 MAY Victor Suthren, Director,
Canadian War Museum,
"Chesapeake vs Shannon".

* * * *

The Eric Lawson page:

We have a correction and a supplementary to this informative section in our last issue. Your over-zealous editor expanded N.B.R.G. into North British Royal Gazette (yes, Eric, there was such an animal!) while it should have been New Brunswick Royal Gazette. Hope nobody rushed off to obtain a Canada Council grant for Study at the National Library of Scotland on the basis of that incorrect information!

Skip Fischer passes on this supplementary information:

Historians interested in obtaining copies of Board of Trade shipping registers omitted from the runs held in Ottawa should know that all of these materials are held in Canada as well. The Maritime History Archive (MHA) at Memorial University of Newfoundland has a

complete collection of BT registers for all colonial (non-U.K.) ports. These are held on microfilm in St. John's. The BT 107 series runs through 1854, while the BT 108 series covers the period 1855-1889. Registries are filed by port of registry, and within port by the number of the registry within each year.

The MHA also has a complete run of colonial BT 110 series material through 1930. To access this material, however, a researcher must know the year in which the vessel went off registry, since this is the organizational method of these materials.

The MHA also holds a number of other types of materials to assist the researcher; many of these are unique in North America. For further information, contact Ms. Heather Wareham, Archivist, Maritime History Archive, Memorial University of Newfoundland, St. John's, Nfld. ALC 5S7.

* * * *

We also have a correction to make from the dim and distant past--in the article "A Tale of Two Ships" (Vol. 1, No. 2, December 1984) we had the tug Sebastian renamed Fraser and Germania renamed Saanich. In fact Germania became Fraser whilst Sebastian became Saanich.

* * * *

Richard Wright

It is always sad to have to pass on news of the death of a fellow marine historian, and particularly so when he has had so much to do in building an interest in the topic. Although not known to us personally the many tributes to Richard Wright we have read recently pay eloquent testimony to his diligence and competence in the field. As well he brought into the CNRS fold the organization which most benefited from his efforts, the Institute for Great Lakes Research, and Bowling Green State University, Ohio. He shall be missed.

* * * *

SHIPPING & SHIPBUILDING INDUSTRIES IN THE 19th & 20th CENTURIES

A report from the 9th International Economic History Conference, 25 - 26 August 1986, Berne, Switzerland.

Professor K. Nakagawa (Aoyama Gakuin University, Tokyo) opened the meeting by welcoming all those present and outlined the background to the decision to organize the session.

Conference cont'd...

Dr. P.N. Davies (University of Liverpool) then took the chair and a series of Recent Conference Reports were given as follows:

Professor K. Nakagawa	(Fuji Business History Conference on Shipping)
Dr. P.N. Davies	(The Shipowner in History, Greenwich)
Professor G. Panting	Memorial University, Newfoundland (Atlantic Canada Shipping Project)
Dr. S. Palmer	Queen Mary College, London (Chartered & Unchartered Waters, Queen Mary College, London)
Dr. L. Scholl	Maritime Museum, Bremerhaven (Developments in German Maritime Museums)
Professor A. Slaven	University of Glasgow (European Shipbuilding Seminars)

Individual Research Reports were then provided by the undermentioned scholars:

P.N. Davies	(University of Liverpool)
T. Fanfani	(University of Trieste)
L.R. Fischer	(Memorial University, Nfld.)
A. Gomez-Mendoza	(Universidad Complutense, Madrid)
O. Hornby	(University of Copenhagen)
S. Jones	(London School of Economics)
J. McGoldrich	(Lancashire Polytechnic)
R. Miwa	(Aoyama Gakuin University)
M. Moss	(University of Glasgow)
K. Nakagawa	(Aoyama Gakuin University)
H.W. Nordvik	(Norwegian School of Economics)
J. Safford	(Montana State University)
L. Scholl	(Maritime Museum, Bremerhaven)
A. Slaven	(University of Glasgow)
B. Strath	(University of Gothenburg)
M. Tull	(Murdoch University, Western Australia)
D. Williams	(University of Leicester)
W.D. Wray	(University of British Columbia)

Conference cont'd...

In the second session Dr. P.N. Davies was again invited to take the chair and a number of papers were presented as follows:

Jeffrey Safford and Ryoichi Miwa spoke on Shipping in Relation to the Structure of National Economics and Government Policies; Michael Moss and Bo Strath analyzed the Links between Shipping and Shipbuilding in their respective countries and William Wray dealt with the Operation and Management of Shipping Firms.

An OPEN FORUM was then introduced by Professor Nakagawa, and Dr. P.N. Davies explained his decision to produce the individual research reports as a Guide to Current Maritime Research. This included the reports compiled by a number of academics who were not able to attend the conference.

Professor L.R. Fischer then led a discussion which considered the need to provide some form of ongoing communication. The meeting subsequently accepted Fischer and Nordvik's offer to produce a Newsletter which they would circulate to all interested parties.

A proposal that an application be made for a full session on shipping at the International Economic History Conference which is to be held in 1990 was approved.

A wide ranging discussion completed the session and an 'ad hoc' committee consisting of Messrs. Nakagawa, Davies, Fischer, Nordvik, Scholl and Tull or Broeze was established.

It was decided that while no formal organization was necessary the Committee should co-operate in the publication of the Newsletter and make arrangements for the International meeting in 1990. It was also suggested that the Committee should maintain a watching brief on behalf of what might be described as the Maritime Economic Historian Group and it was empowered to make recommendations to its existing and potential members. It was not proposed that the Group would replace other organizations concerned with maritime affairs but rather that it should supplement their activities when this seemed necessary and co-operation with existing bodies was to be encouraged whenever possible.

The meeting concluded with a vote of thanks to the organizers.

* * * *

BOOK REVIEWS

Shannon Ryan. Fish Out of Water: The Newfoundland Saltfish Trade, 1814-1914. St. John's: Breakwater Books, 1986. xxvii + 320 pp., photographs, illustrations, notes.

During the Napoleonic Wars Newfoundland emerged as a major supplier in the international saltfish trade. In the next century the economic development of the British colony was linked to its ability to sell saltfish profitably in world markets:

"...Newfoundlanders were completely exposed to the forces of the market place and the very existence of their economy depended on developments in southern Europe, the Caribbean, and, later, Brazil." (p. 236) This of course is hardly news to readers familiar with Newfoundland history. However, until the appearance of this important book, based on Dr. Ryan's MA thesis at Memorial University and his PhD dissertation at the University of London, the concrete evidence and hard economic data on the saltfish trade were lacking. In particular, the interplay between supply and demand for Newfoundland's basic export staple, salt cod, had never before been studied in an international context.

Ryan set out to remedy this deficiency. In large measure he succeeds. The core of his book consists of six chapters explicitly dealing with the main world saltfish markets supplied principally by non-domestic industries: Spain, Portugal, Italy, Greece, Brazil and the Caribbean. Three introductory chapters examine the origins and early history of the Newfoundland saltfish industry, the main developments in the fishery up to 1914, and the chief characteristics of Newfoundland's main competitors in the international saltfish trade. The book concludes with a well-argued chapter in which the author draws together many of the threads running through the preceding chapters and presents his arguments in a more explicitly analytical framework.

Ryan's monograph throws new light on several aspects of the international saltfish trade. For example, he is able to demonstrate convincingly that Italian markets were of major importance to the Newfoundland trade, thereby refuting the conclusions of earlier writers, including himself. He also shows in great detail how sales of Newfoundland saltfish fluctuated in individual markets and how strong competition from other countries gradually reduced Newfoundland's market share in many importing regions. Another important finding is the existence of separate regional markets within nation-states, a phenomenon particularly apparent in Spain and Portugal, and later in Brazil as well.

In common with Norway and Iceland, Newfoundland was completely dependent upon foreign markets for its fish. The lightly-salted Newfoundland fish was not in direct competition with the more heavily-salted Norwegian and Icelandic products. Paradoxically, this seeming advantage eventually became a liability, since it gave Newfoundland exporters a false sense of security and delayed necessary structural changes in response to the modernization of foreign fishing industries in the quarter century before 1914. Yet even prior to this Newfoundland had experienced marketing problems. Its strong position in the Spanish market was gradually eroded after the Napoleonic Wars, as Spain imposed heavy duties on saltfish, thereby favouring producers with lower transport costs, such as the Norwegians. By the 1870s explicitly discriminatory tariffs gave French and Norwegian fish a decided advantage for a number of years. Strong Norwegian dominance of northern Spanish markets, coupled with increasing Icelandic competition, transformed this important market into a much more difficult place for Newfoundland exporters to sell their produce.

Portugal replaced Spain as Newfoundland's most important market after 1814, initially because Newfoundland was successful in gaining preferential tariff treatment. Although this terminated in the mid-1830s, and in spite of increased competition from Norway after 1870, Portugal remained an important buyer of Newfoundland fish right up to World War I. So too did Italy. French competition diminished the Newfoundland market share after 1830, but Newfoundland was able to recover this in the 1860s. Renewed competition from France once again threatened the stability of the market in the latter years of the century, but Newfoundlanders were able to beat back this challenge and reclaim their market share in the early 1900s.

The one unbroken success story from a Newfoundland perspective was Brazil. While Norwegian and Canadian producers were able to engross the Rio de Janeiro market after 1850, both Pernambuco and Bahia remained loyal to Newfoundland fish. By 1914, Brazil had emerged as the largest single consumer of Newfoundland saltfish. The West Indian and Caribbean markets were also important, consistently purchasing a sizable volume of Newfoundland fish, ranging from around 15-25% of the total at the beginning of the period to a steady 15% or so in the first decade and a half of the twentieth century. However, the island markets were never as important as the volume of fish sold might indicate. They took the lowest grades of fish, and price competition, principally from Nova Scotian exporters, meant that sales to the West Indies were significantly less profitable than in other markets.

Taken together, Newfoundland saltfish exports present a picture of fluctuations around a rising trend during the century before 1914. However, the growth in exports lagged behind several of her main competitors, especially the Norwegians. Admittedly, the Norwegian saltfish industry started out from a considerably lower base, but the failure of Newfoundland output and sales to expand significantly in the second half of the century led to a loss of market share. The rising demand for saltfish in Europe after mid-century benefitted chiefly European producers, not Newfoundlanders. Still, loss of market share in an expanding market may of course be viewed as "natural"; it is not automatically a sign of economic failure. Nevertheless, by the 1870s there were ominous signs that the Newfoundland saltfish industry was losing ground not only relatively but also absolutely. Although the volume of exports continued to rise, the most lucrative markets were purchasing more European saltfish, forcing Newfoundland to rely more on exports to less quality-conscious consumers. Commenting on this development, Ryan writes: "It would seem that the ability to produce an acceptable product in terms of quality and price was a major determinant in saltfish sales." (p.252) This is in one sense a truism; the real question, of course, is whether, and if so why, Newfoundland failed where others succeeded. Clearly the problem was not resource scarcity. The fish stocks both inshore and offshore were at that time large enough to sustain the largest cod fisheries in the world. Neither was the failure attributable to Newfoundland's colonial status. One of the most enduring popular myths in Newfoundland historical thought is that economic development in the nineteenth century was "retarded" by lack of control over its own destiny and British neglect of the island's commercial interests. Ryan skillfully punctures this chimera. The British Foreign Office consistently worked to remove foreign commercial barriers to the sale of Newfoundland saltfish, as well as to promote and maintain export channels. Indeed, as Ryan argues, "it was the infrastructure and the support provided by the British connection which helped Newfoundland's saltfish trade to compete as effectively as it did during the nineteenth century." (p. 255)

While the author documents thoroughly and discusses exhaustively the European, Caribbean and South American markets for saltfish, the book contains little direct evidence on the efficiency of the Newfoundland industry itself. This is somewhat regrettable, since Ryan in fact argues that it was not so much the structure and nature of demand (and thus the developments in foreign markets) that determined the relative failure of the Newfoundland saltfish industry toward the end of the nineteenth century. Instead, it was

the failure of supply to respond to the challenges posed by the markets that caused Newfoundland's problems. Yet it is only in the conclusion that the author suggests the factors which underlay this deficiency. In particular, he points to the lack of quality control and the failure of merchants to respond to market signals. He also argues that "the problems of Newfoundland's saltfish industry resulted from the nature of the fishery, with its relatively short season, and from the nature of the economy itself, with its exchange and subsistence components." (p. 252) This reviewer does not take issue with these conclusions, but merely points out that they do not follow from evidence presented in the book itself. A more thorough treatment of the relationship between the fishing, curing and distribution aspects of the industry, in particular some attention to the relationship between fishermen and merchants on one side and merchants and importers on the other, would have added weight to the conclusions in the final chapter.

Such minor blemishes notwithstanding, Shannon Ryan has performed a major service for students of the nineteenth century Newfoundland economy and the international trade in fish. His exhaustive research into British and American consular reports, the printed statistics of a number of nations, and the secondary literature of the major saltfish producers has resulted in a book which will become a standard reference. In particular, he has advanced our understanding of the international trade in an important foodstuff and thereby also added an important dimension to the literature on the international maritime economy before the First World War.

Helge W. Nordvik
Bergen, Norway

Archibald R. Lewis and Timothy J. Runyan, European Naval and Maritime History, 300-1500. Bloomington, Ind.: Indiana University Press, 1985. xiii + 192 pp., bibliography, photographs, maps.

European Naval and Maritime History, 300-1500 is a brief chronology of seafaring in the European middle ages. In seven short chapters--four on the Mediterranean and three on the North Atlantic--it sets out, as would an extended encyclopaedia entry, the major developments of successive centuries. In the Mediterranean, it moves from the late Roman period, through considerations of Byzantine and Muslim seapower, to the maritime flowering of the Italian city-states; and in the North Atlantic, the book covers in turn the Vikings, the English, the Hanseatic League, and the Iberian countries through the periods of their

possibly) will be needed for six of the current Patrol Frigates. And, whereas we used to be somewhat awed by warships whose costs were in the tens of millions of dollars, current programmes costing billions appear to be acceptable.

These gloomy thoughts, however, should not obscure our appreciation for this most valuable record--a painstaking and detailed survey that is part of the foundation of historical studies.

S. Mathwin Davis
Kingston, Ontario

W. Gillies Ross. Arctic Whalers, Icy Seas: Narratives of the Davis Strait Whale Fishery. Toronto: Irwin, 1985. xvi + 263 pp., maps, illustrations, glossary, index.

W. Gillies Ross has produced a book that is both informative and entertaining. Arctic Whalers, Icy Seas is not a weighty scholarly tome but rather a handsomely illustrated "coffee table" book. It is a collection of fifteen excerpted narratives strung together with Ross's well-informed commentary. (The original accounts and the modern editor's remarks can be distinguished by the use of different typefaces.) Of the fifteen original accounts used by Ross, six were published in the nineteenth century and nine were taken directly from original manuscripts. Fourteen of these accounts were written by men who actually went on these northern voyages. The other account used by Ross is the secondhand observation of a Scottish clergyman describing the wintering in Aberdeen of a Baffin Island Inuit. The volume is illustrated throughout by many drawings and an excellent range of photographs. A large number of the photographs, in fact, come from the camera of one of Ross's authors, the sportsman-adventurer, Walter Livingstone-Learmonth. Livingstone-Learmonth's photographs taken in 1889 during the twilight of the Davis Strait whale fishery are themselves worth the price of the book. By way of contrast the maps provided are not adequate. There is a fine map of the entire Canadian Arctic on the end papers but there are few detailed maps in the text. Surely it could have been possible to have drawn voyage tracks for some of the narratives?

The most notable of the descriptions used by the editor are the writings of the five different ship's surgeons. These medical men were not fully trained "surgeons" but rather Edinburgh University medical students. As intelligent students of the human condition they were keen observers of much of the day-to-day routine of whaling that older more experienced

hands took for granted. For example, the description by John Wanless, surgeon on the Thomas of Dundee in 1834, of flensing and making off (with sketches by Ross) explain quite clearly the process of cutting up a whale and storing its blubber on board a ship. As well these medical students had a great interest in the natives of the north but seemed to be genuinely surprised at the Inuit's ability to adapt to European material culture. Indeed it is the refreshing naivety of the young but educated observers that make their accounts worth reading. It is a pity that Ross did not give us a more extended excerpt from one of their journals.

While the surgeon's journals give Arctic Whalers, Icy Seas its charm, the real harrowing stories of survival come from descriptions of shipwreck, desertion and enforced wintering over. Ross gives the reader five examples of whaling disasters. The experiences of the Kirkcaldy whaler Viewforth in 1835-36 and the Aberdeen whaler Dee the following winter easily match Charles Edward Smith's better known catalogue of suffering From the Deep of the Sea. But for the sheer horror the fate of the nine deserters from the American whalers Ansel Gibbs and Daniel Webster is incredible. Their story as told by a survivor, John F. Sullivan, is enough for even the most ghoulish armchair sailor.

Entertainment aside, Arctic Whalers, Icy Seas does give food for thought. Canada's claim for sovereignty in the Arctic archipelago rests primarily on the twin pillars of British initial discovery and exploration and, second, the more or less continuous occupation by the nineteenth century British whaling fleet. Of the more than 2000 whaling voyages made to the Eastern Arctic, ninety-two percent (Ross's calculations) were made by British vessels, seven percent by American whalers and the remainder by other Europeans.

The nineteenth century whalers developed a lasting economic relationship with the Inuit. The introduction of European trade goods, including firearms and alcohol, had a tremendous impact on native culture. Yet, for all of this extensive trade and interaction with the Inuit, the place of Arctic whaling in Canadian history has been relatively unexplored. The history of the Canadian Arctic in the popular consciousness is that of the tragic and heroic search for the Northwest Passage. What historical research has been done has been the work of geographers and anthropologists. Ross is himself a geographer.

To his credit Ross does not, in the body of his work, enter into the current debate on the morality of whaling. In his conclusion he makes reference to the

respective pre-eminence. Each maritime culture receives, alongside of its chronology, a treatment of the major economic, technological, strategic, and tactical factors that played a role in its history. There are a good number of instructive illustrations spaced throughout the text and a sensibly organized bibliography is included at the end.

Unfortunately, it is also the case that Lewis and Runyan's effort suffers from a number of serious flaws that reduce its value both for the scholar and for the general reader. In their introduction, they describe the volume as an "attempt on a popular level to present an overall survey of the rich, diverse, and exciting development of European naval and maritime power during the Middle Ages" (p. xi). To succeed in their plan, they need to organize the text around some significant themes and then to support these ideas with lively illustration. Yet, on both counts the authors disappoint us.

The most important problem is the disjunction between argument and organization. The authors take few pains, either in the introduction or in the main body of the text, to make it clear what of importance they are trying to demonstrate. Finally, in the last six pages, we discover that identifying the "maritime legacy" (p. 164) of the medieval centuries is, in fact, their major interest; and not surprisingly, we learn that in a number of thematic areas, much of the groundwork for modern maritime history was, indeed, laid in the later middle ages. This is true in the evolution of ship technology, with the development of the carrack and caravel in particular; it is also the case, they argue more interestingly though less conclusively, in the history of naval tactics. It may also be accurate in the areas of trade, navigation, and naval strategy and organization, although these enormous areas, to which a great deal of text is devoted, escape mention entirely in the conclusion. The real difficulty is that by this point, the evidence to support these claims, introduced chapters earlier before the context had yet been revealed, has quite sifted out of our memory. The chronological organization of the text has run at cross-purposes to the thematic interests which principally occupy the authors; and this forces them not only to repeat themselves but also to split up a great deal of material that belongs together. Thus, in the realm of naval tactics in northern waters, one has to consult eight separate portions of text (pp. 96-99, 110, 116, 120, 123-126, 133-134, 138-139, 160-163) to uncover the authors' view that progress in this area was real but very gradual. The chronological approach is appropriate to a study that stresses the conceptual unity of successive periods, but not to one that is aimed at

uncovering the roots and tracing the development of different modern phenomena.

The other major difficulty with the work is its lack of suitability for the popular audience at which it is aimed. There are too many long passages describing the political events, the military efforts, and the trading routes of different regions in different times without giving the reader any general principles or categories on which they can be hung. There are too many long quotations--often a page or more in length--presented without any kind of discussion. And the authors exhibit no sense of using anecdote to fix important concepts in the mind. Were the index a better one (only three of the above references to tactics, for example, are mentioned therein), Lewis and Runyan's book might serve as a "companion" to the subject it surveys; as it stands, this reviewer is not sure what has been achieved.

Daniel Vickers
St. John's, Newfoundland

Sharon Hobson. The Composition of Canada's Naval Fleet 1946-85. Halifax: Centre for Foreign Policy Studies, Dalhousie University, 1986. 55 pp., appendices, bibliography.

This paper is a most helpful and thoroughly documented review of the on-going state of Canada's post-war Naval Fleet. For the historian interested in precise detail, the Appendices provide ample data, on an annual basis, of the composition of the Fleet and the age of its units. As far as can be ascertained, nothing is omitted--Tugs, Oil Barges and Water Tenders are named or identified with the same care as Aircraft Carriers and Destroyers.

It is, perhaps, pertinent to note that this reviewer was Director General Ships in Naval Technical Services from 1960-65, roughly in the middle of the period covered by this study. And, during that time, there was an involvement with the design or construction of all the warships that form the present Canadian fleet--some two decades later.

The development of this sad state of affairs is covered by Ms. Hobson in a well documented analysis. In particular, it is enlightening to be reminded of the inevitable length of time taken for a new warship to move from design to completion. Unhappily, it would appear that contemporary techniques and processes have not speeded up the process. Thus, it is noted that some 12 years were required for the completion of 14 St. Laurent's, while 15 years (or more,

uncontrolled harvesting of whales and he comes squarely down as a conservationist. That is, Ross believes that whaling has been extremely wasteful but not morally wrong. This is an attitude not calculated to endear himself to the animal rights lobby. Arctic Whalers, Icy Seas is about whalers, not whales. As such it is one of the finest works on the subject this reviewer has seen.

M. Stephen Salmon
Ottawa, Ontario

Marilyn Gurney Smith. The King's Yard: An Illustrated History of the Halifax Dockyard. Halifax: Nimbus Publishing Ltd., 1985. 56 pp., bibliography, photographs.

Mariner's Mirror has, in recent years, published lengthy articles on the Royal Navy's dockyards at Chatham and Devonport. The buildings in these yards, being mainly of stone and brick, tended to keep their specific uses for lengthy periods of time and were no doubt extensively recorded as to exact dates of building and renovations. This writer surmises that the authors of these articles had an easier time researching their material than did Marilyn Gurney Smith, author of The King's Yard: An Illustrated History of the Halifax Dockyard. Being mainly of wood, the buildings in the Halifax yard seem to have had frequent changes of shape and use. This, along with the unsteady history of the Halifax dockyard with its several virtual closures and its change of ownership, means that Miss Smith's job of research must have been difficult to say the least. The fact that building descriptions are incomplete and leave the reader asking questions suggests that the records are incomplete or perhaps nonexistent.

With the amount of work involved in this book it is unfortunate that there are a number of problems--all of which could easily have been avoided had the publisher employed one or two knowledgeable and thinking naval historians to proofread the manuscript. Petty mistakes such as a vessel having a speed of "40 miles per hour", a misunderstanding of the word "junk" as applied to Rigging and Junk stores, and the not-so-petty mistake of confusing the War of Independence with the War of 1812 are examples of this.

The author, as curator of the Maritime Command Museum, is quite familiar with the dockyard and writes with this familiarity. She has, however, not taken into account that many of her readers will not have this same knowledge and thus will not understand the locations of buildings when they are described as being

"where the present jetty ... now stands" or when she says "these facilities eventually moved to Stadacona". In the text she refers to the maps of 1784, 1831, and 1859 but only the earliest map is reproduced. The later two, as well as a modern plan of the yard, would have facilitated better understanding. (Naval security may have precluded use of the latter.)

The author has done a fine job of choosing illustrations for the book--over seventy of them--and the publisher has produced equally fine reproductions. Early pictures are, as is to be expected, scarce, but included are two views of Halifax harbour not seen by this writer before. Some of the more recent photographs are chronologically out of order which is somewhat irritating. Even more so is the incongruous reversal of two photographs in the body of the book; when the same photographs appear on the cover the captions are reversed.

This book appears to have been published in a hurry in order to jump on the 75th Anniversary of the RCN bandwagon. With more time and care the publishers could have produced a better book.

Since other establishments in the Halifax area now perform former dockyard functions it is hoped that Miss Smith will continue her historical research and publish a similar book which will complete the history of the navy's shore installations in the port of Halifax.

Eric J. Ruff
Yarmouth, Nova Scotia

Brian MacDonald (ed.). High Tech and the High Seas. Papers presented at a Conference held in Halifax, N.S. May 1985, The Canadian Institute of Strategic Studies, Spring 1985: CISS Proceedings, 176 pp., glossary.

The 75th Anniversary of the Canadian Naval Service was the mainspring for events commemorating Canada's naval heritage. One such event was the Halifax Conference on High Tech and the High Seas following which the presentations were printed as Proceedings. This conference consisted of the Geopolitical context and two sessions called Technology I and II. The geopolitical papers were undoubtedly designed to create a scenario enabling the technological papers to be viewed in perspective. As is common in military writing, the proceedings begin with an outline of the enemy threat. The remarkable expansion of the Soviet navy during the past 30 years has enabled the USSR to sustain naval operations on the high seas to a much increased extent. The maritime strategy of the west is also

examined in a global perspective, and is discussed in terms of deterrence, forward defence, coalition warfare and nuclear problems.

The technology theme eventually gains momentum with a review of its influence in past naval engagements, and today, where it has greatly increased the scope and complexity of naval combat. In naval warfare surface vessels tend to be involved in above-water and sub-surface, as the threats from these contrasting environments cannot be ignored. In spite of all of the new technological threats from these multiple environments the surface warship, also aided by technology, has survived. For maritime patrol aircraft the dilemma lies in the wide choice of technology to be fitted, and not the choice of aircraft.

Canada is wide awake in ASW technology, propulsion systems and command and control, but is notably dormant in mine warfare and mine defence. In the midst of the new technology it is gratifying to hear that the most important ingredient is our sailors who must adhere to "the imperative of sailor first and technician second".

The formal papers in the book are concluded by a review of fleet requirements and a wish-list for the future—all seeming reasonable but likely beyond our perceived economic means.

An important aspect was unfortunately missing from the Conference and its Proceedings—the technology associated with non-naval activities on the high seas. The story from the other sea-going interests might have injected a greater sense of balance in High Tech and the High Seas. This book is a worthy reference for those who are interested in the influence of technology on the future of Canada's maritime forces.

D.A. Grant
Ottawa, Ontario

L.B. Jensen. Fishermen of Nova Scotia. Halifax: Petheric Press. 1984. 114 pp.

This is a book of illustrations on the fisheries of Nova Scotia from the earliest discoveries to the present time. It is made up almost entirely of drawings by L.B. Jensen, a well-known artist specializing in marine drawings. Although the book is mainly devoted to a study of fishing and its various techniques throughout history, it encompasses many other aspects of maritime life. It is a short introduction for the general reader which does not lay claim to be exhaustive in any way.

Jensen's work is divided into two parts: the first is devoted to the geographical and historical background of the Nova Scotia fisheries from the Middle Ages to the mid-twentieth century (pp. 3-60); the second deals with modern fishing techniques and fishing-ships as well as maritime architecture. The collection of drawings presented by the author is rather eclectic; they include maps, landscapes, boats and ships, fish, birds, architecture, fishing gear and techniques, and seaweeds. Some of these drawings have been made from nature, others from old prints or photographs. Short historical or technical explanations often accompany the illustrations.

Mr. Jensen is obviously both an accomplished artist and an experienced seaman; his drawings, as well as his comments, are very precise, offer a wealth of detail and are well informed. The major flaw that strikes the reader in this work lies in its organization: there is sometimes a startling lack of continuity from one page to the next. We find drawings of 19th century vessels (pp. 48-49), then two modern whaling ships of 1971 (p. 50), then a 19th century sailing ship (p. 53), then a steam trawler of 1924 (p. 54)... One would have liked to see the French fisheries of Cape Breton Island in the first half of the 18th century at least mentioned somewhere; the history of fishing in Nova Scotia is not exclusively British...

All this does not seriously affect the overall quality of a book which comes to us as a reminder of the need for iconography in understanding reality: maritime history does not deal with abstractions; when it comes to the description of concrete realities like ports, ships and fishing techniques, images often speak more loudly than words.

Jean-Francois Briere
Albany, New York

Robert C. Post. The Tancook Whalers: Origins, Rediscovery, and Revival. Maine Maritime Museum, Bath, Maine, 1985. xi + 113 pp., photographs, plans, sketches.

As the paucity of items listed in the bibliography underlines, there is disappointingly little in print about the Tancook whalers ... 'Damn good boats', as one witness describes them. Consequently it is a particular pleasure to review this comprehensive account of these vessels, which is divided into two parts. First, something about the origins of the design of these very handsome double-ended workboats, and their relationship to the pinky, Hampton boat, and

Labrador whaler. As Robert Post points out, maritime buffs love to attempt to trace lines of design evolution, but he emphasizes that sometimes 'concepts were developed almost simultaneously, rather than diffusing outwards from a single point', and that this may be the case here. The second part deals with the construction in 1979, at the Maine Maritime Museum's Apprentice shop, of a replica of a Tancook whaler. The lofting was done from a half model, rather than from a set of lines.

There is quite a bit about life on Tancook Island in the old days and why the fishermen there needed a seaworthy and relatively speedy double-ender, with low freeboard amidships to facilitate rowing, and the reasons for the later substitution of the transom stern. The traditional Tancook method of mooring, using a pivoted pole, is explained in detail and clearly illustrated. Indeed, a great part of the charm of the book is due to the artwork, notably the perspective drawings and sketches, mostly by Sam F. Manning—not to mention the many plans.

It seems that the type was first built about 1860, and went out of style about 1910. Basically, they were double-enders, with a flat keel, slotted for the centreboard, raked sternpost, clipper bow, low freeboard amidships and a great deal of sheer, short bowsprit, with schooner rig. There are not a few modern boats, whose design is at least in part inspired by the Tancook whaler, but for the most part they have lead keels, rather than centreboards, and in addition are much more luxuriously fitted out. Consequently it was most interesting to read the account of the building of the Vernon Langille pretty well in the traditional way. Her builders, in fact, made a considerable effort to get the help and advice of Nova Scotia boatbuilders, notably David Stevens and Vernon Langille.

This book will appeal to a great many Canadian readers, and especially those with an interest in traditional wooden boatbuilding. Very highly recommended.

John H. Harland

Kelowna, British Columbia

Cassie Brown. Standing into Danger; A Dramatic Story of Shipwreck and Disaster. Abridged ed.; Toronto and New York: Doubleday, 1985. iv + 354 pp., maps, diagrams, photographs, appendices; \$12.95.

This is the story of two American navy ships which were wrecked on the sheer cliffs of Newfoundland's

Burin Peninsula during a gale in February 1942. A series of navigational errors and misjudgements, combined with the limitations of early radar and the exigencies of wartime sailing, caused the supply ship Pollux and her destroyer escorts, Wilkes and Truxton, to wander from their course as they made their way into Placentia Bay for Argentina. All three ran ashore, but only the Wilkes was refloated. The sheer cliffs, heavy surf, severe cold, the wreckage and most of all the oil from the wrecks, made rescue of the survivors extremely difficult. Indeed, many men remained on board rather than attempt the suicidal swim to shore, even though their ship was breaking up beneath them. That anyone survived at all is to the credit of those men who made it to shore, climbed the cliffs, and struggled through the wintry Newfoundland landscape to find help for their comrades who huddled in caves and on ledges at the base of the cliffs or remained on the ships. Credit also belongs to the men and women of St. Lawrence and Lawn, who pulled so many of the men to safety and restored to life those who did not succumb to exposure. Even so, over two hundred men died in the tragedy. It is a moving story indeed.

A stirring story does not, however, make for an impressive book. A number of flaws annoyed this reviewer. Brown's attempts to create a sense of foreboding and dread in the early part of the book were especially disturbing. Thus, the Pollux was allegedly uncomfortable with her escort; "it was restricting and disrupting to the even tenor of the ship's normal operations" (p. 9). Yet "normal operations" had been suspended with the outbreak of war. If the transition from peace to war was a factor in the disaster, then the point should be developed as such, and not provide an excuse for melodramatic prose. Phrases like "added to the inevitability of disaster" (p. 41) are just plain clumsy; one does not "add" to inevitability any more than one can add to a pregnancy. The diagrams which frequent the first part of the book are another irritant. They depict the relative positions of the ships at various stages during their voyage, but are of little practical value in understanding the event. Far more helpful, but conspicuous by its absence, would have been a map depicting the intended course and the actual course of the ships. The wealth of navigational details is excessive; small but significant points are overworked, while the overall effect is more confusing than illuminating. Brown herself seems to realize that her control over her data is weak; at one point she must summarize her points to give them the clarity which her prose does not (p. 20).

Finally, the author attempts too much with her book. In effect, she develops two themes: the heroism of men in adversity, as survivors are rescued, and a detailed explanation of the tragedy coupled with a critique of the subsequent official inquiry into its cause. The first theme is an immensely satisfying tale, and perfectly consistent with the book's subtitle. The same cannot be said of the second theme, in which Brown tries to demonstrate that the official investigation resulted in a miscarriage of justice. Her argument is undermined by her obvious sympathy for the "victims" of this miscarriage. She would have served this theme far better had she developed it in a separate book.

I should emphasize that friends who are not historians have told me that they quite enjoyed the book. And, to a point, so did I; the middle portion is dramatic and inspiring. But in a book which not only describes the past but also tries to explain it, the author's awkward handling of evidence, blatant manipulation of the reader's emotions, and obvious bias cannot help but disappoint the historian. This might be a good sea-tale but it's weak history.

Olaf U. Janzen
Corner Brook, Newfoundland

A. Alvarez. Offshore: A North Sea Journey. London: Hodder and Stoughton, 1986. 191 pp., maps, photographs, illustrations.

Readers of The New Yorker will doubtless be familiar with the work of A. Alvarez, whose stylish prose and poetry has graced its pages for a number of years. The hallmark of his work has always been its grace and eloquence, along with an almost uncanny ability to transport the reader inside the subject about which he writes. It is a pleasure to discover that he is able to bring these characteristics to his first book on maritime affairs, a study of the men and vessels working in the British offshore oil and gas industries on the North Sea.

As might be anticipated, Alvarez places most of his focus on the men themselves. The loneliness and danger inherent in their occupations is apparent, as is the precarious nature of their existence in that harsh environment. No previous writer on the topic has been so successful at portraying the "new mariners" of the North Sea. But perhaps the greatest (and most pleasant) surprise in the book is the discovery that Alvarez is equally good at capturing the majesty of the vessels themselves. In the tradition of the best maritime authors, he is able to describe

these craft not merely as pieces of technology but also as majestic statements of the maritime imagination. The description of the Treasure Finder, the "flotel" in which so many of the workers live and work in the South Cormorant oil field, is nothing less than a work of literary art.

There are many people, of course, who continue to doubt that service of this type is "real" maritime work. One of Alvarez's greatest contributions is an eloquent argument about why offshore work is in fact in the long tradition of seafaring. To accomplish this he allows the men, over half of whom have had previous experience either in the navy or in the merchant marine, to speak for themselves. When quizzed about why they chose to work in the oil industry, almost to a man they replied that it enabled them to utilize the same skills and experience, the same sense of freedom as in their previous careers. But not only did the men perceive these jobs as maritime; they also acted in many of the same ways that sailors have always behaved. The author is not sparing in his discussion of their foibles.

The book is for the most part a joy to read, falling short of this level only toward the end when the author strays from his main theme to discuss the onshore aspects of the industry. Questions of development strategies, local entrepreneurs, and the impact of oil on traditional societies are important, to be sure. But they are outside the real scope of this book, and it is obvious that Alvarez brings much less passion to these subjects. There are other books that explore these issues and there was little need for the author to weaken his focus by including them here.

Still, when he is writing about the sea--about the modern vessels and the decidedly "salty" seamen who crew them--Alvarez writes some enjoyable prose. Offshore is an essential book, not only for those with an interest in the modern offshore industries but also for those who simply love good literature about the sea.

Lewis R. Fischer
St. John's, Newfoundland

Mary Weeks-Mifflin and Ray Mifflin. The Light on Chantry Island. Erin, Ont.: Boston Mills Press, 1986. 60 pp., illustrations.

All sailors of the Great Lakes, and indeed the seaboards, are familiar with the vital but often taken-for-granted lighthouses, that one guaranteed permanent

marker on their charts. There has even been the odd book on famous ones: Smeeton's Eddystone, Sambro, and others. But they are rare books, for lighthouses are hardly an exciting topic of themselves. For a change then, here we have a neat little book--really a booklet--describing an almost unnoticed light, this time just off the mouth of the Saugeen River, at Southampton on the east shore of Lake Huron. In its way, a valuable light, if you were on that exposed and inhospitable lee shore in a not untypical gale, testified to by the 36 vessels that were wrecked or went ashore there in the last 120 years.

The Chantry Island light was one of six "Imperial" 80 ft. lighthouses built by the mason John Brown of Thorold in the 1857-1859 period, of 11 that were planned. The Mifflins give briefly the history of lights on the Huron and Georgian Bay shores, of Brown and his successful but expensive lighthouses, most still to be seen, and used, although they are now electrified and unattended. Included is a detailed description of the building of this and typical local lights, and some all-too-brief examples of the lives of the early lightkeepers, the Lambert family, father and son for the first 50 years. They were honoured many times for their local lifesaving efforts, often successful.

There are five early harbour charts, showing its development, some lighthouse engineering drawings, and over 40 photographs of the area, mostly of schooners and steamers of the 1800s and early years of the 20th century. A valuable, and, for a change, reasonably priced addition to the mariner's bookshelf. The quality is the usual Boston Mills first class coloured cover execution.

Fraser M. McKee

The Navy League of Canada

M. Harrington. Goin' to the Ice: Offbeat History of the Newfoundland Seal Fishery. St. John's: Harry Cuff Publications Limited, 1986. ix + 118 pp., photographs.

Throughout a long and distinguished journalistic career, Michael Harrington has always demonstrated a keen interest in Newfoundland history. Even though in retirement, the fast disappearing traditional rural outport way of life remains the principal focus of the weekly column which he continues to write (since 1959) for the St. John's Evening Telegram. For the faithful reader of "Offbeat History", the publication of a collection of "sealing" columns, as the first in a series which the author hopes will put these "vignettes into

a more compact and accessible form", is a welcome event.

Goin' to the Ice provides useful and often entertaining insights into an industry which merged adventure, daring, excitement, drama, brutality, danger, suffering, courage, tragedy, exploitation, cruelty, ruthlessness, profits, and ruin. For over two centuries the annual spring seal fishery touched the lives of most Newfoundlanders.

One of the best features of the "Offbeat History" column has been that it has functioned as a public forum. Throughout the years Harrington, by encouraging informed readers to share their knowledge and experience, has been able to sieve information from a valuable source which normally would have remained untapped. He has helped keep the honourable Newfoundland "barrelman" tradition alive, stimulating comment on things that are of real interest to Newfoundlanders. Although approximately half of the items in Goin' to the Ice are derived from published sources, the more interesting and informative are based upon "first-hand" accounts provided by local readers.

The volume contains twenty-five "short true stories", illustrated with twenty-eight photographs and graphics. These deal with incidents, catches, ships (sail and steam), personnel (owners, masters, and crew), hunting grounds ("Gulf" and "Front"), resource (Harp and Hooded seals), and the natural environment (tide, current, wind, cold, snow and sea-ice). Not unexpectedly, each narrative tends to emphasize special events which range from the loss of vessels and men, on the one hand, to particularly successful voyages on the other.

"Offbeat History" means what it says. It is not to be read as a serious, authentic, authoritative record. In the tradition of narrative and oral history--Newfoundland style; that is, the barrelman tradition--this approach blends fact and fiction, truth and hearsay, with all the strengths and imperfections implied. While there are those who might argue that an independent editor, free to initiate more rigorous selection and editorial processes, would substantially improve both the quality and utility of future volumes based upon the "Offbeat History" columns, there can be no doubt that Goin' to the Ice is an informative, entertaining, and very well priced beginning to what should be an important publication series.

Chesley Sanger

St. John's, Newfoundland

"TEN PROUD PRINCES"

The Story of Grand Trunk Pacific and Canadian National Steamships on the coasts of British Columbia and Alaska

1910 - 1975

by

Captain Terry Elworthy

The Grand Trunk Pacific Coast Steamship Company began its career in 1908 when its parent firm, the Grand Trunk Pacific Railway Company purchased two tugs and a number of barges from McKenzie Brothers Steamships Limited, of Vancouver, B.C. The two tugs were the ESCORT NO. 2 and the HENRIETTE. These vessels were used to tow barges carrying men, machinery, building materials and other supplies from Vancouver to the burgeoning railway port of Prince Rupert which lies 550 sea miles north of Vancouver. Both of these original tugs were gone from the scene by 1918 to be replaced by the large steam tug LORNE which was built in San Francisco in 1889.

The LORNE was purchased in 1918, and operated for Grand Trunk until 1922, when she was resold to Hecate Straits Towing Company of Vancouver.

Some of the more famous tugs and railway car ferries operated by the Canadian National's Southern Mainland, Vancouver Island and James Island service were the S.S. CANORA, a self propelled train ferry, the CN. No. 1, formerly the Royal Navy trawler FINWHALE and the C.N. No. 2 which was formerly the Royal Navy tug ST. CATHERINE. ST. CATHERINE's bell now forms part of the collection of the Vancouver Maritime Museum. FINWHALE was purchased by the C.N. in 1923 and ST. CATHERINE in 1928. The railway barge service was reduced in the early 1960s and the operation of these two tugs and their railway car barges ceased. Their operations were taken over by the self propelled, 2383 gross ton railway car ferry CANORA which had operated with them for many years. This vessel was built by Davie Shipbuilding Company in Levis, Quebec in 1918. She was purchased by C.N. in the same year and arrived on the Pacific Coast in 1919. CANORA maintained the railway car ferry service alone until it was abandoned altogether in 1967. CANORA was retired after a remarkable service of 48 years. Her stripped-down hull is still afloat (1986) at Goodwin Johnston's wharf in Burnaby, B.C..

In November, 1909, Grand Trunk received a contract and a mail subsidy from the Canadian Government to provide a bi-weekly steamship service between Prince Rupert and the Queen Charlotte Islands. Their first venture with a full-size ship came with the purchase of the steamship BRUNO in 1910. BRUNO was built in Hull, England,

in 1892, for North Sea service between the United Kingdom and Holland. She maintained this service until her sale to Grand Trunk. The former S.S. BRUNO entered B.C. coast service as the S.S. PRINCE ALBERT. The vessel was placed on the Prince Rupert - Queen Charlotte Islands run, with other calls at Kitimat, Ocean Falls, Surf Inlet and Anyox. She made news by running aground in thick weather on Butterworth Rocks in 1923. The ALBERT was sold in 1923 to private buyers. She later became a mother-ship in the West Coast rumrunning trade. During this time she sailed under a number of aliases and achieved considerable notoriety. As a rumrunner she was well known to U.S. Customs and Revenue officers in Washington, Oregon and California. She carried on this nefarious trade outside the U.S. three-mile limit until it was ended with the repeal of prohibition in most of the United States in 1933.

The old vessel resumed a respectable role in 1935 when she was purchased by the Queen Charlotte Island-based J.R. Morgan Logging Company for use as a tug. As the S.S. J.R. MORGAN she served the Morgan logging operation towing Davis rafts from the Queen Charlotte Islands to the mainland until she was finally scrapped in Vancouver in 1949 at the venerable age of 57 years.

Shortly after construction began in 1908 on the Grand Trunk Pacific Railway eastward from the Pacific Coast, the Railway's President decided to provide a sea link between Vancouver and Prince Rupert with two new ships.

S.S. PRINCE RUPERT and the first S.S. PRINCE GEORGE, the second and third Grand Trunk vessels respectively, were the first ships specially designed and ordered new from the builders by that Company. The identical twins were built and outfitted in 1909-1910 at the famous shipyards of Swan, Hunter and Wigham Richardson at Wallsend-on-Tyne, England. The RUPERT arrived in June and the GEORGE in July of 1910. The two vessels proceeded via Cape Horn to British Columbia as the Panama Canal was not completed until 1914. At the time of their arrival both ships were coal-fired. Two years later, in 1912, they were converted to oil burners at a cost of \$25,000 each.

Prior to the arrival of the two new ships, the S.S. PRINCE ALBERT was already operating on her Queen Charlotte Islands service.

The RUPERT and GEORGE were the first passenger liners on the Pacific Coast to be fitted with cruiser sterns. This feature was later adopted by Canadian Pacific's B.C. Coast Service for some of their newer vessels. The PRINCE RUPERT also held the much later distinction

of being the first Canadian Merchant Marine vessel to be equipped with radar. This first installation was effected at Vancouver in 1946.

The PRINCE RUPERT and the first PRINCE GEORGE were very stately and handsome ships with long slim hulls and a beautiful deck sheer. With their raking stems, cruiser sterns and three tall black funnels, they cut a very smart nautical figure.

Three hundred and eighteen feet in length and forty-two feet in breadth, they each carried 204 passengers in all-outside-cabin accommodation. They also carried from time to time, up to 50 logging camp, railway or cannery workers in steerage class. Cargo capacity for both vessels was 350 tons. Their normal scheduled speed was 16 knots but on occasion they both achieved better than 18 knots.

The original PRINCE GEORGE served briefly as a hospital ship in 1914. Early in 1915 the same vessel frightened off the German light cruiser DRESDEN which was on a scouting mission off the B.C. Coast. DRESDEN sighted the PRINCE GEORGE from seaward as the Grand Trunk vessel was crossing Queen Charlotte Sound. Mistaking her long grey silhouette and three tall funnels for a British heavy cruiser of the Monmouth or County class of 1901-1903, DRESDEN beat a hasty retreat. It may be of interest to recount that DRESDEN alone, of Admiral Graf von Spee's squadron, escaped being sunk by the British at the Battle of the Falkland Islands on December 8, 1914. Eventually, in March, 1915, she was tracked down and destroyed by British warships at Juan Fernandez Island (Robinson Crusoe's Island) which lies 400 miles west of Valparaiso, Chile.

The RUPERT and the old GEORGE commenced service on the Seattle, Victoria, Vancouver, Prince Rupert, Stewart and Anyox run in the summer of 1910. This service was continued until just prior to World War One. Due to stiff competition and the loss by fire of the Grand Trunk Pacific dock in Seattle in August, 1914, Canadian National Steamship service to that city was discontinued for many years. Service to Victoria by C.N. Steamships passenger vessels in turn was discontinued in 1931.

The PRINCE RUPERT had many adventures and misadventures during her 45 year career on the B.C. Coast. She struck the beach on Genn Island at the mouth of the Skeena River on March 23, 1917 when the tide was nearly full. At low water she was sitting bolt upright and entirely clear of the water. The range of spring tides in this area at times reaches 25 feet. The ship was refloated a few days later after the

holes in her bottom were patched. Following relatively minor bottom repairs at Prince Rupert Drydock the RUPERT resumed service.

Three years later, in September of 1920, the ship ripped open her bilge plating on a protruding ledge in Graham Reach when southbound from Alaska. The ship began taking water rapidly and her master had to race her for the safety of Swanson Bay a few miles south. Here the ship was beached in shallow water to prevent her from sinking. This remarkable 'race against time' manoeuvre was somewhat less than totally successful. The ship was saved from sinking only have her roll over onto her starboard side in Swanson Bay in about 30 feet of water. Once again the RUPERT was raised, repaired and returned to service.

In 1927 she struck the pinnacle of infamous Ripple Rock in Seymour Narrows and severely damaged her rudder, starboard propeller and shaft. After being succoured and rescued under very difficult conditions by the Union Steamship's vessel CARDENA, commanded by Captain Andrew J. Johnstone, the RUPERT was towed safely into nearby Deep Cove and anchored there. Burrard Drydock repaired the damage and the RUPERT resumed service.

On yet another ignominious occasion in September 1931, the ship sank at her moorings in Victoria Harbour following a freak accident. Both the PRINCE RUPERT and the old PRINCE GEORGE had at that time a low set of sidescuttles on each side to provide light and fresh air to the steward's quarters. These portholes were set only two or three feet above the water. The steward's accommodation in the Merchant Marine is always referred to as the 'Glory Hole'. One night-watchman was on duty at the gangway and one engineer and a fireman manned the engine room. No stewards occupied the quarters in the 'gloryhole' at the time. The ship was embarking a large amount of fresh water for boiler feed and domestic use from a dockside hose connection. A bypass valve which should have been open to allow tanks on both sides of the ship to fill evenly, was closed. The result was that the ship slowly developed a list which after some time became pronounced. The elderly nightwatchman (without investigating the cause) had re-stacked some boxes which had fallen over two or three times. The list was not nearly so noticeable deep in the engine room so no alarm had been sounded from that location. Eventually it was too late to reverse the situation as seawater was then pouring in a torrent through the open portholes in the 'gloryhole'. The ship settled on the bottom in shallow water for the second time in her career.

The PRINCE RUPERT later assisted in the rescue of passengers and crew from the American vessel NORTH SEA which was blown ashore in a roaring southeast gale on the night of 13 February, 1947. The Northland Transportation Company ship was southbound from Alaska when she struck Porter Reef in Seaforth Channel, B.C.

One hundred and fifty passengers and crew were safely removed by fishing vessels and other small craft from the wrecked ship under unbelievable conditions of wind and sea and landed at nearby Bella Bella.

A short time later they were taken aboard the S.S. PRINCE RUPERT for passage to Vancouver. The NORTH SEA remained impaled on the rocks until the early 1950's when she finally slid off into deeper water. Salvage of the NORTH SEA was impossible as the ship had broken her back in the storm on the night she went aground.

The PRINCE RUPERT's final bout with the seabed came in 1942 at Casey Cove on Digby Island near the entrance to Prince Rupert harbour. The ship had stopped to await the opening of the 'gate' in the anti-submarine net to allow her to enter port. While she was thus hove-to, she was set onto a rocky outcrop by the tide and sustained damage to her rudder and propellers. It was her last grounding of any consequence.

On August 30, 1951, when proceeding northward from Prince Rupert to Ketchikan, Alaska, in dense fog, the somewhat accident-prone ship was in collision with Canadian Pacific's S.S. PRINCESS KATHLEEN which was southbound from Ketchikan to Prince Rupert. The accident took place off Lord Rocks near the Alaska/B.C. border. KATHLEEN suffered a deep gash on her port bow area and PRINCE RUPERT sheered off her starboard anchor and forestay and buckled her bow plating. The two ships limped back to Prince Rupert in close company and in dense fog, using radar and constantly updating each other by radiotelephone. All lifeboats were swung out just in case of trouble. Remarkably there were no injuries or loss of life. After temporary patching at Prince Rupert both ships returned to Vancouver to drydock for permanent repairs. Blame for the collision was apportioned equally between the two vessels by the Admiralty Court.

PRINCE RUPERT ended her days on the B.C. coast without further serious problems. She was taken out of service in 1955 and laid up in Vancouver. Bought by Japanese interests in 1956 the grand old ship sailed from Vancouver for the last time on July 5th of the same year. She was renamed PRINCE MARU for the voyage to the Orient. Shortly after her arrival in Japan she was taken to a shipbreakers yard and scrapped. The PRINCE RUPERT had served the B.C. and Alaskan coasts

for 45 years and had steamed over two million miles during her remarkable career.

Her sistership PRINCE GEORGE, although not as accident prone, did not lead as long or as colourful a life as the PRINCE RUPERT. An early collision with the fishing vessel 'LEIF E.' in 1912 resulted in the sinking of the smaller vessel off Harbour Reefs near Port Simpson. The crew were rescued and the LEIF E. was later salvaged. The old PRINCE GEORGE had only two brushes with the rocky shores of British Columbia or Alaska in her entire career of 35 years. She grounded lightly in Vancouver's First Narrows in 1913 and in December 1933, during a raging blizzard, she struck Vadso Rocks which lie about four miles from Anyox, B.C. Damaged in her bow area she refloated herself the next morning on a rising tide and proceeded onward to her dock in Anyox. Repaired later at Prince Rupert Drydock she lost little time returning to service.

Finally, on September 21, 1945, as the ship lay alongside her berth at Ketchikan, Alaska, a flashback in her boiler room resulted in the explosion of a fuel tank and fire spread rapidly through the ship. Good discipline and drill prevailed and passengers and crew with the exception of one man lost in the explosion and fire in the boiler room, were safely evacuated. Ship's crew and Ketchikan Fire Department teams could not control the fire which soon engulfed the entire ship. To prevent setting fire to the wooden dock, cargo sheds and the wooden town itself, the furiously-burning PRINCE GEORGE was towed off the wharf at Ketchikan by a U.S. Coast Guard ship and beached in Tongass Narrows on Gravina Island. There she continued to burn for many days. Eventually, in 1949, the sad, burned-out hulk was removed from the beach and towed south to Seattle to be broken up for scrap.

Grand Trunk's fourth vessel, and their second venture with a used ship, was the British S.S. AMETHYST built by Scott and Sons of Bowling, Scotland, in 1910. She was purchased for Pacific Coast service in 1911. At that time she was renamed S.S. PRINCE JOHN. This vessel was 185.3 feet in length with a molded breadth of 29.6 feet. Gross tonnage was 905. Her passenger accommodation was for 85 persons and her cargo capacity was 400 tons. Powered by a triple expansion steam engine of 850 indicated horsepower, her cruising speed was 11 knots. PRINCE JOHN was not a pretty ship to look at but nevertheless was a rugged, sturdy and dependable sea boat in all respects. In the 1930's she was affectionately called 'the submarine' by C.N. Steamship personnel who claimed that she would disappear when she entered the open-ocean stretches of Queen Charlotte Sound, Millbank Sound or Hecate

Straits, only to reappear again when she regained the lee of the land and entered sheltered waters. No doubt this supposed phenomenon was based on her low profile when she was heavily laden in the open sea. Then only her masts and large funnel would be visible on occasion.

PRINCE JOHN remained in continuous C.N. service until she was sold to the Union Steamship Company of Vancouver in June, 1940, and renamed CASSIAR II. Retired by that company in 1949, she was sold for scrap in 1951. In the same year she was broken up in San Francisco, California.

The fifth vessel acquired by Grand Trunk was the trim and graceful S.S. PRINCE CHARLES. She was built at the yard of the Ailsa Shipbuilding Company, at Ayr, Scotland in 1907 and purchased and placed in service on the Pacific Coast in 1925. Launched originally as the S.S. ST. MARGARET for the Scottish Coast, Orkney and Shetland Islands service she later became the CHIEFTAIN in the same trade. It was as the CHIEFTAIN she was purchased by Grand Trunk Pacific Coast Steamship Company which renamed her S.S. PRINCE CHARLES.

The ship arrived in Vancouver with a highland chieftain figurehead adorning her bow. The figurehead was removed shortly after arrival in Vancouver and the steel upper stemhead area fared away in its former place. The figurehead vanished rather mysteriously after its removal from the ship to the shoreside carpenter's shop. Rumour had it that a very senior Grand Trunk official of Caledonian lineage had acquired it for his drawing room in Montreal. In any event, the figurehead was never again seen in Vancouver!

The PRINCE CHARLES was noted for her beautiful yacht-like lines. With a fine clipper bow, an elliptical stern, and a jaunty rake to her single funnel and masts she had a very handsome profile. To many B.C. Coast dwellers she was known as the 'BONNIE PRINCE CHARLIE'.

PRINCE CHARLES' dimensions were 242 feet in overall length with a molded breadth of 33 feet. Gross tonnage was 1344. She was licensed to carry 178 passengers and 150 tons of cargo. Her single, triple-expansion steam engine gave her a service speed of 13 knots.

Somewhat reminiscent of her outer-island service in Scotland, she was placed in the Vancouver, Queen Charlotte Islands, Prince Rupert service. The first regular port of call was Rose Harbour in the Queen Charlottes. This name was probably one of the most

misleading misnomers ever inflicted on any community on the B.C. Coast. It was a whaling station and its terrible aroma announced its presence at least 20 miles away at sea! CHARLES, when northbound in addition to regular cargo, would occasionally pick up coal for Rose Harbour at Union Bay on Vancouver Island. Calls in the Queen Charlottes were made at Ikeda, Jedway, Pacofi, Lockport, Skidegate, Sandspit, Massett, Port Clements, Shannon Bay and the three logging camps of Morgan's, Allison's and Kelly's. Massett would be visited twice each trip north and south, once upon entering Massett Inlet and again on leaving. The vessel would then cross Hecate Straits bound for the northern terminus of Prince Rupert. After a two day stay she would return via the Queen Charlottes to Vancouver. Apart from regular travelers, Queen Charlotte cruises were very popular with tourists during the summer months. A highlight of the tourist season cruises was a visit to the Kerouard Islands at Cape St. James at the southern tip of the Queen Charlotte group. Vast numbers of sea lions inhabit the Kerouards and the PRINCE CHARLES would steam between the islets and rocks to afford passengers a view and an opportunity to take photographs. The ship's whistle and siren would be sounded and hundreds of frightened sea lions would hurl themselves into the sea by dropping or sliding off the rocks. Their clamour when excited could be heard for a considerable distance.

On August 17, 1927 the PRINCE CHARLES ran aground on a sandbar off Rose Spit in Hecate Strait near the N.E. point of the Queen Charlotte Islands. She managed to free herself without damage. The incident happened during a thick fog in calm weather or her story might have been much shorter.

The PRINCE CHARLES also was sold to the Union Steamship Company of Vancouver in June, 1940, at which time she was renamed CAMOSUN II. Camouflaged a dull grey from the outbreak of World War II she added the burdens of the conflict to her regular duties by transporting armed forces personnel and equipment to and from the Queen Charlotte Islands. Shortly after the end of the war, in 1945, she was sold to Greek interests to become the S.S. CAIRO.

Under the Greek flag she was used on occasion to transport displaced European Jewish refugees to Palestine. More than once she managed to run afoul of British authorities in Palestine who were attempting to stop the uncontrolled immigration of Jews. By this time the old ship had nearly outlived her usefulness. She was laid up in Marseilles, France, and was broken up for scrap in 1952.

The sixth vessel in Canadian National's fleet on the West Coast was the shortest-lived of any vessel purchased by the Company. This ship was completed as the S.S. AKTION at the yard of A.G. Neptun at Rostock, Germany, in 1915. Commandeered by the German Navy she served as a minesweeper for the duration of World War One. After the war she was laid up for a number of years and then reconverted to a passenger-freighter for Baltic Sea service. AKTION was purchased by Canadian National Steamships in 1930 for the run from Prince Rupert to the Queen Charlotte Islands. Renamed S.S. PRINCE WILLIAM, the ship proved to be unsuitable for the run across Hecate Straits which is notorious for stormy weather and rough seas. Named for the goddess of sorcery and witchcraft, Hecate Strait comes by its name quite honestly. PRINCE WILLIAM was a very unstable vessel in heavy seas and she defied every effort to cure her condition. After frightening the life out of her crews and passengers alike for one brief but memorable year she was removed from service and laid up at Prince Rupert in 1931. She was under the command of Captain William Thomas throughout her B.C. Coast career. The Captain was very happy to see the last of her.

From 1931 to 1936 the hapless PRINCE WILLIAM lay forlornly alongside the Prince Rupert Drydock. In 1936 she was purchased by Captain Paul Armour of Armour Salvage, whose company scrapped her the same year.

The PRINCE HENRY, PRINCE DAVID and PRINCE ROBERT trio were designed by A.T. Wall and Company, Marine Architects, of Liverpool, Lancashire. They were built across the Mersey from that port at the shipbuilding yards of Cammell Laird and Company Limited, Birkenhead, in the County of Cheshire. They were identical triplets which were constructed under a single contract signed between Canadian National and Cammell Lairds in 1929.

First to arrive on the West Coast was the PRINCE HENRY which berthed in Vancouver on June 21, 1930. Accordingly she became the flagship of the new trio. The second and third arrivals were the PRINCE DAVID and the PRINCE ROBERT which reached the Pacific Coast in May, 1930. The PRINCE ROBERT's arrival on the 8th of May, 1930, completed delivery of the three new vessels. Gross tonnage was 6893, or 107 tons short of 7000 tons. Hence they were called the '7,000 ton class'. Length overall was 384'06", molded breadth 57' and molded depth 20'02". Main engines consisted of a pair of Parsons three-stage, single reduction, geared turbines. Steam for main propulsion was supplied by 6 Yarrows water-tube boilers. Indicated horsepower was 19,300 which gave all three ships a trial speed of over 22 knots. They were twin screw

ships and at economical speed had a potential cruising range of 6,000 nautical miles. However, at their normal operational speed of 20 knots this range was reduced to 3,500 miles. The new colour scheme for Canadian National Steamships at this time was a black hull with red boottopping, white superstructure and red, white and blue funnels. Grand Trunk had used black funnels with GTP in white on the midship stack.

The PRINCE HENRY, PRINCE DAVID and PRINCE ROBERT in spite of their 'Royal' appendages were actually named for senior officials of the Canadian National. For instance, PRINCE HENRY was named for Sir Henry Thornton himself. Sir Henry was President of the Grand Trunk Railway and later of the newly formed Canadian National System from 1922 until his retirement 10 years later in 1932. The PRINCE ROBERT and the PRINCE DAVID in turn were named for C.N. Vice Presidents of the era.

The building and the arrival of the HENRY, DAVID and ROBERT was poorly timed as far as the Canadian and American economic picture was concerned. The Great Depression which began with the stock market crash on Wall Street, New York City, U.S.A., on October 29, 1929, foreboded much ill for the successful operation of the new C.N. ships. They were built at a cost of well over \$2,000,000 each. This was a very large sum at the time for a coastal passenger vessel of 7,000 tons. There is no doubt that the three sisters were the latest, largest, fastest and most luxurious passenger ships on the Pacific Coast at the time. They worthily earned their title of 'pocket luxury liners'. From their modern and powerful turbine engines to the latest navigational equipment on their bridges, nothing had been spared. Their cabins, dining saloon, and other public rooms featured every luxury and convenience available. The galley, pantry, butcher shops, storerooms and refrigeration plants were equally well equipped. First class passengers accommodation in all-outside cabins was for 334 persons and third class accommodation was for 70.

During the 1930 summer season the PRINCE HENRY was placed on the Vancouver, B.C. Coast and Alaska service as far north as Skagway. At the same time the PRINCE DAVID and PRINCE ROBERT entered the triangle service between Vancouver, Victoria and Seattle in full competition with Canadian Pacific's B.C. Coast Service.

With the rapidly advancing depression there was a large decrease in cargo and passenger travel. It soon became obvious that there was not enough business on the triangle run for both companies to make a profit in competition with one another.

The Alaska summer passenger service could justify one of the new Princes but certainly not all three. Canadian Pacific also operated in the Alaska cruise trade but competition was not nearly so keen on that run.

In December/January, 1931-32, Canadian National Steamships transferred both the PRINCE HENRY and PRINCE DAVID to the Atlantic Coast for Boston/Bermuda and West Indies service. PRINCE DAVID disgraced herself by running aground off St. Georges, Bermuda on 13 March, 1932. She was refloated on April 25th and repaired at Halifax, Nova Scotia.

During the summer of 1938, PRINCE DAVID made a special cruise via the Panama Canal and Hawaii to Alaska and return. PRINCE ROBERT followed her sisterships to the Atlantic Coast on completion of the Alaska cruise season in 1931. After a few months in the Atlantic and Caribbean she returned to Vancouver in time for the 1932 Alaska summer cruise service in which she was an extremely popular ship. During the winter months the ROBERT remained alongside the west side of the old C.N. Dock with a watchman on the gangway, a skeleton crew for maintenance, and canvas nightcaps on each of her three red, white and blue funnels. A highlight in her career occurred on March 31, 1939, when she temporarily became a 'Royal Yacht' to transport Their Majesties King George VI and Queen Elizabeth from Victoria to Vancouver. On this trip the PRINCE ROBERT averaged well over 23 knots. It was an all-time record speed for a merchant vessel between the Capital city and Vancouver. Only once before had the ROBERT been opened up to nearly full speed on the B.C. Coast. The reverberations from this earlier foray were to be felt by Canadian National for some time. In the summer of 1937, the Commodore skipper of the fleet, Captain 'Harry' E. Nedden, was forced to delay his scheduled sailing south from Prince Rupert to Vancouver. A slide had blocked the C.N. railway line in the Skeena River Valley and held up a passenger train. A good number of the train's passengers were booked aboard the ROBERT for the voyage south.

Captain Nedden had four or five hours to make up by the time the train finally arrived in Prince Rupert. Speeds achieved on this mad dash down the Inside Passage of the B.C. Coast were never released to the public. However, the stack of telegrams from furious coast dwellers who had suffered some form of damage or who had been badly frightened were much harder to ignore.

The three PRINCES were always notorious for their heavy wash even at slower speeds when in narrow waters but on this occasion the ROBERT really distinguished

herself. Her wash was reported to have averaged eight to nine feet in height all the way to Vancouver except when passing Butedale cannery and Alert Bay where speed had been reduced. There was considerable damage to wharves, other shore installations, fishing boats and pleasure craft. One or two instances reported fishing boats beached for repairs being washed right out of their stocks and into the sea.

C.N. finally agreed that a point had to be made to mollify public feelings. Much to the chagrin of that superb deep-sea seaman and navigator, Captain Harry Nedden, he was temporarily demoted to the command of the older and smaller PRINCE GEORGE during the summer of 1938. He returned to the flagship PRINCE ROBERT as Fleet Commodore and senior Captain again the following year. Whatever his thoughts were on the matter, Harry Nedden kept them strictly to himself.

The PRINCE ROBERT remained in the Alaska summer cruise service until after the outbreak of World War Two in early September, 1939.

In 1940, the PRINCE ROBERT, PRINCE HENRY and PRINCE DAVID were commandeered for service in the Royal Canadian Navy. They were never returned to Canadian National Steamships Service.

At the end of World War Two there was only one ship left in C.N. service on the West Coast. This was the S.S. PRINCE RUPERT. The RUPERT sailed year round for Ketchikan via Westview, Ocean Falls and Prince Rupert each Monday evening at 9 p.m. Leaving Ketchikan at noon each Thursday, the ship made the same ports southbound arriving in Vancouver at 2 p.m. each Saturday.

There was no Company backup vessel to cover periods of overhaul for drydocking or the ever-present possibility of marine mishap. It was also a severe blow to the pride of Canadian National Steamships not to have a ship representing them in the prestigious summer Alaska cruise service to Skagway. This was a trade in which C.N. had been second to none for many years.

A decision was taken in 1946 to build a second ship.

THE LAST OF THE LINE

Canadian National Steamships, in 1946, retained the services of the late W.D. McLaren, a prominent marine architect, to draw up plans for the new vessel which was to be named S.S. PRINCE GEORGE. It would be the second ship of the same name under the Canadian National Steamship houseflag.

The new PRINCE GEORGE was built in the British Columbia shipyard of Yarrows Limited at Esquimalt, B.C. between 1946 and 1948. Cost of the ship at that time was \$3,000,000. Her keel was laid on 4 December, 1946, and launching took place on 6 October, 1947. Builder's sea trials commenced on 24 April and acceptance trials on 11 May, 1948. On that date the new GEORGE was handed over for service with Canadian National Steamships.

Gross tonnage was 5700, length 350 feet, moulded breadth 52 feet and maximum draft 17 feet 6 inches. Power was supplied by two Skinner-Uniflow six-cycle engines of 3500 horsepower each. Cruising speed was 16 to 18 knots.

Passenger accommodation was for 290 First class, 24 Second class and 60 Third class. In addition, there were a number of deluxe suites and staterooms.

A departure from tradition in funnel design was a striking feature of the new GEORGE. She had a large, modern-style, single red, white and blue funnel in place of the three which had almost become a trademark of C.N. ships on the B.C. Coast. NOTE: In 1963, the Canadian National adopted a new funnel scheme which was a 'boxcar red' with a white 'C.N.' logo with the letters joined in such a manner as to look like a numeral 3 laying on its side. It was not as popular as the red, white and blue had been and was referred to as the 'Lazy 3' or 'Wetnoodle' by seamen and others.

On 10 June, 1948, the New S.S. PRINCE GEORGE sailed to reinstate Canadian National Steamship's presence in the ever-popular Alaska sea cruise service.

Following the end of the Alaska cruise season in early October of each year, the PRINCE GEORGE would lie alongside the C.N. Dock in Vancouver until the end of the year. She would then relieve the S.S. PRINCE RUPERT on the weekly run to Ketchikan until she dry-docked in late spring to prepare for the next summer Alaska cruise season.

This pattern of cruises and regular service was maintained by the two ships until 1955 when the ageing PRINCE RUPERT was finally retired after 45 years of faithful service. The RUPERT was bought for scrapping by Japanese interests and the fine old vessel sailed from Vancouver for the last time on 5 July, 1956, under the temporary name of PRINCE MARU.

Now it was the second PRINCE GEORGE's turn to carry on the C.N. tradition on her own. This she did until 1975. Competition from aircraft and from foreign

cruise ships had now cut deeply into C.N. Steamship revenues. Canadian drydocking costs, repairs and wages also had made competition very difficult. The GEORGE was now 27 years old and could not begin to offer the facilities available in the large and palatial cruise ships which appeared in increasing numbers each summer. Plans were drawn up to retire the ship at the end of 1975.

In 1974 part of the summer cruise season had been lost when the PRINCE GEORGE brushed Dall Rocks close northward of Bella Bella. Unfortunately, as the ship was being readied for her final cruise season, a \$400,000 fire did serious damage to her passenger accommodation. This effectively prevented her from carrying out the twenty-two scheduled cruises for which she had been booked. Canadian National then made the decision to remove her from service altogether. The ship was put up for sale in August, 1975.

The second S.S. PRINCE GEORGE was one of the last three steam-driven passenger ships on the British Columbia coast. After passing through the hands of a number of different owners, the ship is now (1986), moored alongside at New Westminster, B.C. where she is serving as a restaurant and accommodation vessel during Expo'86. Beyond this, the future of the 38 year old veteran is unknown.

Even though the old pier and ramp at the foot of Main Street have been demolished and the C.N. ships gone, it is to be hoped that a new Canadian National Steamship line may one day reappear.

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SAVE ONTARIO SHIPWRECKS: MARINE FORUM, 31 OCTOBER 1986

I had the opportunity to attend this conference because the President of 'SOS' invited me to tell members about The Canadian Nautical Research Society. Marine heritage is something the two societies share in common, and a number of 'SOS' members have joined the CNRS, not because I spoke to them but because they had heard of our activities and aims and were already members. One or two of those present who had not heard of the CNRS before also showed interest in joining. More significant, however, was the nature of the conference, and what it tells us about marine heritage activities in Canada.

'SOS' consists to a large extent (but by no means exclusively) of SCUBA divers who wish to prevent the looting of, and/or damage to, underwater archaeological sites. What comprises an underwater archaeological site is a matter of some discussion; it is enough to say that the members, either because they have been

impressed with the wealth of material they have found on the bottom of rivers, lakes and the sea, or because they are aware of its significance and want those who dive to share that knowledge, have formed one of the most vibrant and rapidly growing heritage organizations in Canada.

The meeting was held in Kingston, Ontario, and like so many such gatherings in Ontario was sponsored by the Marine Museum of the Great Lakes. Maurice Smith, Director of the museum and the Regional Chairperson for CNRS in Ontario, offered his usual warm welcome and moral support to the group. More than sixty people attended and this generally athletic and outdoors crowd formed a remarkably patient and enthusiastic indoors audience from 8:30 AM to 4:30 PM on a beautiful Saturday in October.

The program consisted of a variety of presentations, most of them illustrated with slides, that gave some indication of the variety of interests among 'SOS' members. Of particular interest to the marine historian were the accounts by Art Amos, President of the Ontario Marine Heritage Committee, on the attempts to identify a wreck found off Port Stanley, in Lake Erie, and Lorne Joyce's lavishly illustrated account of the Stone Hookers of Lake Ontario. Lorne Joyce identifies himself as a pictorial archivist and historian. He is much more than that; one of a family of fishermen in the Port Credit area, long ago forced to look to other forms of livelihood, he embodies much of the spirit of the region and the period of which he was talking. Preservation of the past and preservation of the present are closely linked in people like him; their passionate desire to prevent the loss of our best natural resources give refreshing immediacy to the 'hands on' history that they engage in.

Among other impressive talks was that by Dr. John Jackson, a geographer from Brock University who showed us the consequences of neglecting our maritime heritage in the Welland Canal, and by Dan Orr, Director of underwater education at Wright University, Dayton, Ohio, who described the uses made of the remains of the ARABIA in Five Fathom Park, off Tobermory, in Lake Huron, for educating divers. And in the matter of education, a lively debate was conducted between Peter Engelbert, Provincial Archaeologist, and Tim Legate, Vice-President of 'SOS', on the ethics of bottle collecting by divers. One was more impressed by the shared viewpoint of the divers and archaeologists than their differences. Richard Palmer of Tully, New York and William Hunt of Belleville, Ontario, also gave useful papers, the former on Oswego's Ship Changers and the latter on rum-running in Ontario during the prohibition era.

My reason for offering this information to readers of Argonauta is that if we are to establish a credible national society in Canada we must be aware of, and tap, the immense potential of what I call the 'hands on' historians in marine history. In the last fifteen years there has been a remarkable growth in numbers among those who actively work to preserve our heritage, and in marine history this growth has been just as evident as in all other branches of the discipline. Joint meetings of such groups as the 'SOS' and CNRS, and the participation of underwater archaeologists in our annual conferences, should be seriously considered.

W.A.B. Douglas
Ottawa, Ontario

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"STOP THE PRESS"

Membership fees go to \$15 at the end of February.
Renewals for 1987-88 made before 1 March are at the old rates.

RENEW NOW AND SAVE MONEY

Mac-Jason