

ARGONAUTA

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ARGONAUTA

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ARGONAUTA EDITORIALS

(I)

Once again, despite our best intentions and efforts, we failed to publish *ARGONAUTA* and *The Northern Mariner* on time. We are referring, of course, to the July issues which were not mailed until early September. By then more than a few of the members were becoming concerned. In one sense, such concern was gratifying; it means that the members think highly enough of our efforts that they genuinely look forward to the appearance of the newsletter and journal, and miss them when they fail to appear on time. We take this as evidence that we are producing (to use the vernacular) a "good product." On the other hand, we feel guilty when we fail to meet deadlines. This becomes even more embarrassing if you are one of our many members who has been invited to review a book for *The Northern Mariner* and who, upon failing to meet the Reviews Editor's deadline, received one of his reminders. Such concern for review deadlines, while failing to release CNRS publications on time, is like the pot calling the kettle "black."

Of course, we can make excuses for the delay. While the postal strike could have been much more disruptive than it was, nevertheless it did cause considerable nervousness in the CNRS editorial offices, and we hesitated to take a chance in mailing July's *ARGONAUTA* and *The Northern Mariner* out at a time when delivery seemed uncertain. Still, the delays were more in production than delivery, and we hope that as we continue to gain experience in producing a top-quality journal (not to mention a newsletter!), such delays will become less frequent. In any case, please accept our apologies. We can only hope that the October issue comes out more smoothly; as we write this, it is still September, and the distribution of the next issues still lies in the future.

(II)

This editorial is being written during a break from preparing the "Personal News" portion of the October *ARGONAUTA*. One of the advantages of preparing that feature is that it puts the editors in close contact with the membership. Frequently this means basking in the warm glow of praise for the work we do. Occasionally, it also means accepting criticism or, at the very least, having some disagreement voiced over the way we do things. We are always pleased by such responses from the members, whether positive or negative, since it means that members continue to care about the Society generally, and about the publications through which CNRS makes itself known to the larger world.

One recent comment from a member concerned our policy of sending "Information Sheets" four times per year. He asked, "Is this quarterly inquiry really cost efficient? It costs at least \$1 each time. Would it not be better to have one issue per year of such news, and keep the other three issues per year as articles." The comment went on, but the main point had been made. And it is a good question, one which we suspect many members have asked, whenever yet another "Information Sheet" arrives. "Didn't I just complete one the other day?" you might well ask. Others wonder if the membership really produces enough publications, attends enough conferences, and is involved in sufficient activities to generate very much news every three months. In a word, the answer to the latter query is "yes."

Such questions are best answered by browsing through a few back issues. The "Personal News" feature usually fills more than a page, sometimes two or even three, in every issue. It is the feature that best preserves the sense that CNRS is a community of individuals with a common enthusiasm and interest. As a newsletter, *ARGONAUTA*'s first responsibility is to provide the members with information and news. And often the most important news concerns each other. News about research, about conferences, about what is happening in maritime studies, inevitably involves people. Should we ever drop the personal element from this newsletter, there is a danger that the strong sense of community which exists within CNRS will diminish.

But it is useful to look beyond the service which the "Information Sheets" make possible and to address the question of cost. While the material, printing, and mailing of those sheets costs money, the cost is not shouldered by CNRS. Like so many other costs in producing a high quality newsletter and journal, this one is borne by Memorial University of Newfoundland. The paper we use, the computers and printers we employ, the mailing envelopes in which the review copies of books are sent to reviewers, the postage costs connected with distributing the publications, the review copies, all our correspondence, and the salary of Margaret Gulliver, our editorial assistant, are all defrayed through the generosity of the university where the journal and newsletter are headquartered. Even a peek at the "Expenditures" in the CNRS Financial Statement that appeared in the July *ARGONAUTA* will confirm that the cost of producing *ARGONAUTA* and *The Northern Mariner* is remarkably low. This is because only the printing costs are charged to the Society; the rest, including the cost of sending out the "Information Sheets," is absorbed by the University, a fact for which we are eternally grateful, and for which we cannot thank Memorial University enough.

In short, the "Information Sheets" provide an invaluable service at no cost to CNRS. We hope this successfully reassures all our members who were concerned that the publications team has been unnecessarily profligate in mailings to the members.

PRESIDENT'S CORNER

By W.A.B. Douglas
Ottawa, Ontario

This is turning out to be a fast moving year. The last President's Corner has been overtaken by events. A historical conference held in Moscow last June persuaded me that the division between hard-liners and liberals in the Soviet military establishment was more clear cut than I had previously imagined. The failure to bring off a coup in Russia two months later confirmed that impression. Change in the Soviet Union--which is having a remarkable influence on our own armed forces--has had a much more profound effect on those of the USSR.

The recognition of Estonia, Latvia and Lithuania as independent countries, after the aborted coup, will have its impact on the situation in the Baltic. Helsinki, which I described as a great seaport city, will no doubt face a different kind of competition from Baltic ports under new management. International maritime consequences will presumably follow; others braver and more knowledgeable than I will have to forecast the extent and nature of those consequences, but Fraser McKee's commentary in July (*ARGONAUTA*, VIII, No. 3) about the parlous state of the Soviet merchant marine should alert us to possible developments in one of the most important maritime regions of the crumbling Soviet empire.

Earlier this year the impact on Canada of another unexpected event, war in the Persian Gulf, was the subject of some discussion in this column. The war came as less of a surprise than the failed Soviet coup, but the nature and duration of the war was rather different from the expectations of most experts, and the consequences are difficult to envisage. The track record of western countries in acquiring political and military intelligence in the Middle East is unimpressive.

In 1967 three Canadian destroyers headed off towards the eastern Mediterranean as a belated precautionary measure during the withdrawal of the Canadian forces with UNEF. Gamal Abdel Nasser attributed warlike intentions to this movement, though the ships were singularly unsuited to high intensity conflict in confined waters, and never went further than Gibraltar. We had not foreseen the Egyptian attack on Israel then, and the diplomatic fallout proved unfortunate. In

1990 the situation was different but the locale was similar, and I would venture that nobody involved in Canadian defence planning after 1967 gave much credence to the possibility of sending Canadian warships, let alone fighter aircraft, to the Middle East for military purposes. Perhaps it is not too pious a hope that future plans will take into account both the 1967 and 1990 experiences.

In September the official naval historians of almost every nation belonging to the coalition forces who participated in Gulf operations met in Washington. This meeting, possibly because many of us had previously made arrangements to attend the naval history symposium organized by the US Naval Academy at nearby Annapolis, was an unusual opportunity to share information and exchange views. We found an interesting variety of historical record-keeping, and agreed to meet again periodically. The United States has by far the most elaborate official histories programme and organization; the number of uniformed historians sent to the region for recording USN activities exceeded that of all other nations combined. The USAF and US Army had comparable numbers in the field. There will be published accounts in the next year or so, but no official history for some years. The Royal Navy called out diarists earmarked for war situations, but sent no historians, and plans no official history in the near future. The Royal Australian Navy provided Commanding Officers with guidelines on historical record-keeping, and is sending its records to the Australian War Memorial for ultimate synthesis into an official history, but this is not likely to appear until histories now in progress have been completed. The commander of the Argentinean task force will publish an account of the Argentine contribution; the Brazilian Navy will incorporate its records into a long term, multi-volume official history; Italy, Germany, the Netherlands, Belgium and Greece all have modest plans of their own to meet their own requirements.

How does all this compare with Canada's plans? We sent one field historian to Bahrain and accumulated a wealth of data in the form of war diaries and related documents, not only from ships and air squadrons in the Gulf but from National Defence Headquarters. The field historian, Major Jean Morin, and his colleague Lieutenant Richard Gimblett, are now sorting out this material with a view to producing a preliminary historical narrative. Readers may recognize Lieutenant Gimblett's name; his 1981 M.A. thesis from Trent University, "Tin Pots' or Dreadnoughts? The Evolution of the Naval Policy of the Laurier Administration, 1896-1911," was an important contribution to the revisionist views about the origins of the RCN. He served in the Gulf as Principal Weapons Officer of HMCS *Protecteur*, which gives him a useful background for the task at hand.

The Gulf experience will provide Canadian historians with interesting food for thought. Richard Gimblett's own thesis, that the Canadian navy sprang out of the need for a national fisheries' protection service more than as a reaction to the Anglo-German naval race, more, that is to say, to satisfy a strategy of coastal defence than a blue water strategy, is supported by the complementary research of Roger Sarty and Michael Hadley in their well received book *Tin-Pots & Pirate Ships: Canadian Naval Forces and German Sea Raiders 1880-1918* (McGill-Queen's University Press, 1991; to be reviewed in the January 1992 issue of *The Northern Mariner*). That such local defence imperatives gave way in World War II to the naval needs of more distant theatres can be explained by Canada's vital geographic position, close to all the great circle routes between North America and Europe, and the conscious decision to participate in major military operations overseas. Why the blue water navy remained in place and how it was used after World War II are questions demanding careful analysis of diplomatic, political, economic and military records. The answers will by no means be simple or clear cut, and will probably be debated endlessly by intellectual historians, but the most recent use of our naval forces will throw an interesting light on the whole story.

Whether any of the accounts produced by coalition historians will succeed in untangling the intelligence activities in this episode remains to be seen, and it is unlikely that this aspect of events will become public for years to come. The political and military events leading to the commitment of Canadian maritime forces will however be the subject of historical analysis in the more immediate future. These are turbulent times, at home and abroad, and whatever historians are going to say about them in the future, it is clear now that Canada has for the fifth time in a hundred years played an active role, even if a small one, in an international military undertaking; that as in World War II and the Korean War it is maritime forces that have been the most immediately available instrument of policy; and that in today's fragmented world our political and military leaders must be prepared for anything but the unexpected.

OBITUARY

Dr. Frederick A. Aldrich, a world-renowned marine biologist and faculty member at Memorial University of Newfoundland, died on July 12, 1991 at the age of 64. Dr. Aldrich ("Fred" to all who met and knew him) was a member of the Maritime Studies Research Unit at Memorial, which provides *ARGONAUTA* and *The Northern Mariner* with vital publications support.

Dr. Aldrich was a native of Butler, New Jersey and received his university training in the United States (MA and PhD at Rutgers). He came to Memorial in 1961, serving in the Department of Biology. He was founding director of the Marine Science Research Laboratory at Logy Bay, near St. John's and founding dean of Memorial's School of Graduate Studies. Since 1987 Dr. Aldrich chaired the university's "Presidential Task Force on the Future Role and Activities of the University in Ocean Studies," in which position he helped lobby the university administration to support the CNRS in its efforts to launch a journal. In 1988 he was named an associate of the Oceans Institute of Canada, and most recently, in 1990, he was named to the newly-created Moses Harvey Chair in Marine Biology. Though retired from regular academic service since January, he continued to teach courses. He was also involved with the Beebe Project, a long-term international project probing marine life. He participated in a series of underwater dives in a small submersible in Bonavista Bay, to study the marine environment and to search for signs of the giant squid. It was for his research on these elusive marine creatures that Dr. Aldrich was best known, earning international recognition in the 1960s both for himself and for Memorial University.

Dr. Aldrich's commitment to marine and ocean studies was not confined to the specialized academic world. Though he wrote more than 160 scientific papers, he always found time to share his views, his knowledge, and his passions with more general audiences through newspaper columns and other forms of mass media. His reviews, such as those for *The Northern Mariner* (April, p. 58 and forthcoming), make clear the importance he placed on the ability of scientists and other specialists to communicate their work to the non-specialist and general public. It is a role which we in the CNRS understand, for it accurately reflects our purpose, too.

ARGONAUTA MAILBAG

Sirs:

No doubt most yacht clubs maintain a library, at least of their own fleet lists, seasons' results, and local histories. But the Royal Canadian Yacht Club wants to establish a Canadian "Centre of Excellence" reference library for all who need a resource centre for research, articles, histories, bibliographies, and so forth on yachting. It would be comparable, but different in scope, to the library at the Marine Museum of the Great Lakes at Kingston, Ontario which focuses more on the commercial field and the Great Lakes. Apart from their own volumes and a good selection of Lloyd's *Register of Yachts* and the *Register of American Yachts*, the RCYC is most concerned with acquiring any books directly related to yachting: club records; general histories of yachting, yachts-

men, and yachts; clubs; design histories; technical volumes; or social histories where yachting plays a part. Their primary interest is Canadian, but any other material would be welcomed. The RCYC is looking into the matter of tax receipts for gifts but would be glad to hear from anyone with material to contribute. The person to contact is Mr. Peter B. Edwards, Honourary Librarian, RCYC (Shore Station), 141 St. George Street, Toronto, Ontario M5R 2L8.

Commander Fraser M. McKee, CD
Box 3, "Greenknowe"
Markdale, Ontario
N0C 1H0

Sirs:

With due respect to John Summers ["Argonauta Mailbag," July 1991], I would like to make a case for the acceptance of "tall ships" as a valid term, when it is used to describe today's large sail-training vessels, whatever their rig. It is true that this phrase from Masfield's poem, "Sea Fever," has been popularised by visit organisers and by the press, rather than by seamen. Nevertheless, its meaning is precise and widely understood, and that's what counts in our changing language. It seems to me that defining sailing ship types mainly by their rig was a late nineteenth and early twentieth century practice peculiar to the English language. In the eighteenth century, it was hull design that counted. In the early and mid-twentieth century, terms were very vague as different rigs evolved. Today, who cares about the differences between the *Esmeralda* and the *Juan Sebastian de Elcano*? Is there not a Scandinavian term *skonnertskeib* which means any kind of mixed square and fore-and-aft rig? So, here's my vote for "tall ship" as acceptable modern usage.

Douglas Maginley
P.O. Box 328
Mahone Bay, Nova Scotia
B0J 2E0

John Summers replies:

I entirely agree that the "Mailbag" could use some controversy. I think that the trouble with the term is that while it may be widely understood, I cannot see how it is precise. Even then, I don't think that "widely used" is necessarily the same as "widely understood": witness how many things get called tall ships, including thirty-foot L.O.A. schooners. Your point about rig vs. hull form is well taken, but the fact remains that in either case, the particular combination of hull and rig has a distinct name. One of the challenges of this kind of scholarship, particularly when faced with the implacable logic of the computer, is how to retain that

marvellous patchwork of evocative local names for vessel types, while still describing them in terms that mean something to the rest of the country. Efforts to classify without destroying uniqueness, so that it would become obvious that a west-coast "cannery skiff" was really an east coast "dory" in form and parentage, usually end up being quite cumbersome.

As an historian working in a museum who is, in essence, a professional explainer, I cannot help but think that any term which contributes to clarity is to be desired, while those which subsume historical specificity in fuzzy-headed romanticism (and let it be noted that I read and enjoy Masfield, but don't often consult him as an historical source) are less useful. It is perfectly true that there are also historical terms which are so general as to be almost useless. It took W.A. Baker an entire book to define "shallop," after all, and we all know the pitfalls of the ubiquitous "skiff."

The public may well come to our museums and historic vessels thinking that "tall ship" means any big floating thing with sails, but surely our job is to send them away with a little more insight than they had when they arrived?

John Summers, Assistant Curator
Marine Museum of Upper Canada
Exhibition Place
Toronto, Ontario
M6K 3C3

Round three--Doug Maginley rebuts:

John Summers is quite right about how many craft incorrectly get called "tall ships," which I think should only apply to the Class "A" Training Ships. True, it is usually used in the plural, as in "the Tall Ships are coming to Halifax!" or "the visit of the Tall Ships." I think this is a purely contemporary term which should not be applied to ships in the past.

I, too, have a number of objections to the way the media use nautical terms; one of them is the word "stranded." Last spring the CBC reported that the *Caribou*, the ferry to Newfoundland, was stranded in the ice. Of course, stranded means "on the strand" or aground, when in fact the ferry was only unable to proceed and was in no danger. Because people can be stranded at an airport because of a strike or the weather, I will concede that the people on the *Caribou* were stranded, but not the ferry itself!

In another field, I think it was a pity that the US Navy gave in to the British and renamed their escorts (DE) "frigates." Their idea of applying the name "frigate" to the very large destroyer types (DL) of the immediate post-war period was much better. Their descendants are today's destroyers and

cruisers, which should all be called "frigates" while everything else we now classify as a frigate should be called a "corvette," thus preserving the historic relationship of the previous two centuries (the original error was caused when the Royal Navy renamed every type of escort a "frigate" just after the war). Had this been done, the terms "cruiser" and "destroyer" would have died out with the ships themselves, the last of which were built in the late 1950s. But it is too late now to change, and perhaps utterly unimportant in the real world, where it doesn't matter what you call a ship so long as it performs its function.

To return to John Summers' letter, I very much agree with him about the complexity of the evolution of terms like *sloop*, *sloop*, *shallop*, *chaloupe*, etc. As the words changed, the design of the vessels was changing too, in a sort of double evolution.

Douglas Maginley
P.O. Box 328
Mahone Bay, Nova Scotia
B0J 2E0

Sirs:

Can anyone explain the exact purpose of the portable gallows which were shown fitted between the depth-charge throwers in plans of the first group of corvettes built in Canada? These vessels were fitted for sweeping contact mines, but in the event this extra equipment proved only an impediment, and was removed. At first thought, the gallows (resembling that in a trawler) would most likely have been associated with the minesweeping function, but the Oropesa floats and multiplanes could best have been handled with the substantial minesweeping davits. On the other hand, the fitting was too substantial to have been intended to deal with relatively light ancillary items like the dan-buoys which were stowed close by. So far as I know, nothing similar was found in the Bangor or Algerine sweepers.

John H. Harland
448 Avery Road
RR 4
Kelowna, BC
V1Y 7R3

Sirs:

I have received a \$25 cheque drawn on the account of Bath Island Marine at the Kitsilano Community Branch of Vancouver City Savings Credit Union, in payment of the dues of an unidentified member for next year. The member

concerned is asked to contact the Treasurer directly, either at his office (613 782-8182) or at his home (613 722-4379).

G. Edward Reed, Treasurer (CNRS)
517 Hillcrest Avenue
Ottawa, Ontario
K2A 2N1

Sirs:

I'm working on a doctorate at McGill on Canadian military reaction to participation in the war against Japan, 1941-45. I would appreciate any information on the subject from other members.

Serge M. Durlinger
6472 Beurling Avenue
Verdun, P.Q.
H4H 1E1

Sirs:

I am involved with the Vancouver Maritime Museum in the research and documentation of the New York pilot vessel *Thomas F. Bayard*, built 1880. I am now draughting a complete set of working drawings. Any information on New York pilot vessels of this era would be gratefully received. I am also seeking any information on construction details and sail plans of British revenue cutters from the 1750s to the 1850s, and drop keel cutters from the 1790s to the 1850s.

Peter Witchell
#19--17700 60th Avenue
Cloverdale, British Columbia
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ARGONAUTA ARTICLES

MARITIME HISTORY: A MISSIONARY SIDELIGHT

By James G. Greenlee
Corner Brook, Newfoundland

With outposts and ambitions spanning the globe, nineteenth century missionary activities were perforce seaborne enterprises. All the numerous evangelising bodies which sprang to life during the period depended heavily on commercially chartered vessels to ferry their agents about an ever-expanding field. Thus, lumbering Indiamen and graceful clippers alike bore ardent proselytisers to myriad ports of call, along with opium, liquor, guns and other more neutral cargo. The ironies of the situation, of course, were not lost on Christianizing voyagers whose feelings about things maritime

ranged the gamut from love to hate, from pride to ambivalence. Love was lavished on the miniature fleets which some of the greater societies established to serve their specialized needs. Hatred was reserved for the patently unchristian influences which trailed in the wake of Western commerce. As for ambivalence, this was most deeply felt where the exercise of naval power was concerned. Nautical elements in the history of the London Missionary Society illustrate these themes quite clearly.

Founded in 1795 by Congregationalists and Independents, the LMS enjoyed less than resounding success in its first seagoing adventure. Chartering the *Jackal* in that year, its plans were dashed when the ship was captured by the French on the outward leg of its journey to Polynesia.[1] Undaunted, in 1796 the Society dispatched a fresh load of eager evangelists in the brig *Duff*, whose passage to Tahiti proved mercifully uneventful. Unfortunately, this vessel too ran afoul of French privateers and was taken as a prize on its second voyage in 1798. In time, however, the Tahitian mission blossomed and spread its tendrils throughout the South Seas so that by the 1840s the LMS was firmly rooted in Rarotonga, Samoa and several other island groups. To service this vast South Seas field the Society relied on vessels and ships purchased or built to its own design. Of the five such vessels employed in the nineteenth century, all but one were christened *John Williams*, after the missionary who had pioneered in Samoa. The last of these in the Victorian era combined sail and steam and was launched on the Clyde in March 1894 at a cost of £17,000. Pride of the LMS "fleet," the new *John Williams* was touted as "the largest mission ship afloat." [2]

Second in order of affection came the lake steamer *Good News*. Prefabricated in Great Britain, it was the gift of private benefactors who sought to hasten the evangelisation of central Africa following the dramatic appeals of Livingstone, the most famous son of the LMS. After four abortive efforts and at great cost in blood and treasure, the craft was finally hauled overland and assembled on Lake Tanganyika in 1885.[3] All told, eleven men had died and fourteen had been invalidated home during five separate expeditions. In the end, however, the *Good News* proved its worth by providing regular contact among the various mission stations which came to dot the lakeshore.

Hard pressed for cash throughout the period, the LMS financed its nautical undertakings by means of a clever expedient. Appealing to youthful imaginations, the Society declared its vessels the special concern of children within the churches. Thus, its Lilliputian "navy" was sustained by annual New Years' offerings raised by the young. In 1918 adolescent donations stood at £9,770, which proved quite adequate to

keep the fleet in being. Children, it seemed, responded well to these concrete and easily understood appeals. Meanwhile, the Society could boast a fleet of seven vessels, great and small, plying oceans, lakes and rivers under its white-on-blue "LMS" flag.

Cherishing its own nautical auxiliaries, the Society nevertheless had great reservations about the western quest to expand seaborne commerce. With stations as far afield as Shanghai, Hong Kong, Cape Town and Port Moresby, the LMS depended on European traders for transport and provisions. But its agents also generally rued the dechristianizing influences which bustling seaports spawned. Of Apia, chief entrepôt of Samoa, the Reverend Charles Phillips wrote in 1887: "There are few communities more wicked [as] vice and unblushing immorality abound." [4] Missionaries, it appears, while making full use of steam and cables, in many ways regretted the passing of primitivism. In any event, the swelling wave of commercial expansion was a potent factor in adding urgency to the missionary drive as the century drew to a close. It also, incidentally, led to the founding of several seamen's chapels in and around major ports overseas.

Where the Royal Navy was concerned, the LMS was constantly torn between reliance on representatives of *Pax Britannica* and a deep-seated dislike of anything that smacked of militarism. The Society, for example, was ever wont to contrast its own constructive role with the vastly more expensive and ultimately destructive rage for things naval. A single ironclad, roared the *LMS Chronicle* in 1885, cost £600,000, a sum immensely in excess of what the Society spent christianizing Madagascar over a quarter century. The folly, in the editors' minds, was apparent; "Missions", after all, "don't get sunk or destroy lives". [5] Still, the Society was not loathe to avail itself of the Navy's services when convenient. Thus, the first LMS white missionaries to Papua were ferried there from Samoa by HMS *Surprise* in 1871.[6] And when the chips were down, when local tumult threatened on the missionary frontier, the LMS was only too grateful to find a company of Royal Marines nearby. Such, at least, was the case in Samoa when, in 1899, yet another of the native factional wars which plagued the islands burst into flame. As violence spread, local missionaries felt no ambivalence when HMS *Porpoise* under the command of Captain John Sturdee (he of later Falklands fame) sailed in to calm the situation. Indeed, LMS agents on the scene lavished praise on Sturdee for restoring order with a minimum loss of life. There were only two British casualties, Lieutenants Freeman and Monaghan, who were mutilated and beheaded by recalcitrant natives during a mission into the interior.[7]

The records of the LMS, now housed at the London School of Oriental and African Studies, are replete with stories such

as this. There are also files on its several vessels and an interesting report by the mate of the *Jackal* concerning the ship's capture and recapture in 1795. No doubt the archives of other major missionary societies contain similar data and reflections. Together, they might be used to write an interesting chapter of maritime history.

Notes

1. For details concerning the capture and recapture of the *Jackal* see LMS, Home Papers, Odds, Box I, Mate's Report.
2. Full specifications and pictures of the new *John Williams* are available in the *LMS Chronicle* (1894), esp. 83 and 129. See also LMS, Home Papers, Ships Committee, Boxes I and II (1864/1954) and LMS, South Seas, Odds, Boxes XI (Ships) and XIII (Ships).
3. Concerning the steamer *Good News*, see Richard Lovett, *A History of the London Missionary Society* (London, 1899), I, 650-663, and LMS, Africa Papers, Odds, Box XVI (*Good News*).
4. *LMS Chronicle* (1887), 209.
5. *Ibid.* (1885), 176.
6. Jack Aubrey fans, take note!
7. LMS, South Seas Correspondence, Box 45, 1899.

ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

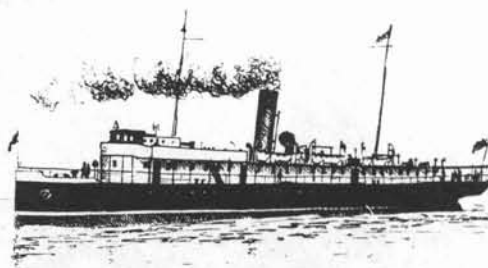
S.S. Empress (2)

Specifications:

Official Number:	116309
Builder:	Swan Hunter and Wigham Richardson, Newcastle-upon-Tyne, England
Date Built:	1906
Gross Tonnage:	1,341.71
Overall Length:	235 feet
Breadth:	34.2 feet
Draught:	20.0 feet
Engine Builder:	Swan Hunter & Wigham Richardson
Engine Description:	Twin-Screw, 6 cyl. 18½", 28½" and 46"

History:

The *Empress* was apparently built by a group of Saint John businessmen to connect with the overnight steamer from Fredericton and compete with the Dominion Atlantic Railway's (DAR) paddlewheeler *Prince Rupert* on the Saint John-Digby run.



S.S. EMPRESS

ROBIN H. WYLLIE '91

Figure 1: S.S. *Empress*, from a 1930 photograph by Digby photographer Paul Yates

Source: Courtesy of the Author

Perhaps the vessel's owners were unaware that the Canadian Pacific Railway already owned a controlling interest in the DAR and that its plans to gain access to Halifax were based upon express train connections with the *Prince Rupert* at Saint John and Digby. As a result, the owners of the *Empress* were unable to arrange the sale of discounted through tickets from Fredericton and Saint John to Halifax, nor were they given access to the privately-owned railway wharves.

It is not clear when *Empress* was withdrawn from the route, but in 1911 her owners took the opportunity to place her under government contract on the Pictou to Charlottetown run. Here she remained until the spring of 1916, when she was purchased by the CPR to replace its *St. George*, which had been commissioned for troop transport and hospital ship duties in the English Channel.

St. George had replaced the *Prince Rupert* in 1913 and now *Empress* was back on the run for which she had been built. Since she was built as a passenger vessel and was quite unsuited to the carriage of bulk freight or, of particular importance, the carriage of automobiles, the replacement vessel ordered in 1929, *Princess Helene* was designed with a capacity of fifty cars.

Empress made her last run on 23 August 1930 and was laid-up in Saint John harbour, perhaps with a view to future use as a backup when the regular vessel was undergoing refit. She caught fire in 1931, however, and was badly damaged.

Her steel hull was used as a coal hulk until 1934 when it was broken-up.

All persons requested to observe Food Controller's request, posted up in Saloon, and remember the needs of our Army, and Navy, and our Allies.

SS. "EMPRESS."

LUNCHEON MENU

Cream of Tomato.

Baked Cod, au Gratin.

Roast Mutton with Jelly.

Boiled Potatoes. Mashed Potatoes.
Creamed Turnips. Pickled Beets.

Salad.

Tapioca Cream Pudding.

Biscuits and Cheese.

Tea. Coffee. Milk.

LUNCHEON \$1.00

Any complaints in connection with this Service should be addressed to
CAPT. J. T. WALSH, Manager C.P.R. Bay of Fundy Service,
MONTREAL.

Figure 2: Luncheon menu, S.S. *Empress*. One wonders if perhaps this World War I vintage request to "observe Food Controller's request" might have been used as an excuse to serve plainer fare and reduced portions.

Sources:

Belcher's *Farmers Almanac*. Halifax, 1916-1929.

Bruce, Harry. *Lifeline*. Toronto, 1977.

Shipping Registries, various.

Woodworth, Marguerite. *History of the Dominion Atlantic Railway*. Kentville, 1936.

SWING THE LAMPS: REMINISCENCES OF A CANADIAN MIDSHIPMAN IN THE ROYAL NAVY

By C.B. Koester
Kingston, Ontario

Coming Aboard To Join, Sir!

The routine involved in joining one of His Majesty's Ships, even in wartime, was steeped in custom and tradition which can be traced back, I am sure, to the days of Horatio Nelson if not Francis Drake. The first indication of an appointment[1] which one usually received was to be found in the CW Lists, lists of the new appointments of officers and warrant officers, issued regularly and promulgated by signal throughout the fleet. The official notification, however, was a formal letter from the Secretary to the Admiralty advising that their Lordships had been pleased to appoint a certain officer to a certain ship, and that the officer was to join at a certain place on a certain day. This communication required

CONFIDENTIAL

C.W.

By Command of the Commissioners for
Executing the Office of Lord High
Admiral of the United Kingdom, &c.

To Mr. C.B. Koester, Midshipman R.N.,

THE Lords Commissioners of the Admiralty hereby appoint
you Midshipman

of His Majesty's Ship *Hound* additional for 4/5
training

and direct you to repair on board that Ship at

Harwich on *4th January 1946*

Your appointment is to take effect from that date.

You are to acknowledge the receipt of this Appointment
forthwith, addressing your letter to the Commanding Officer,

H.M.S. *Hound* c/o G.P.O., London,

taking care to furnish your address.

By Command of their Lordships,
c/o Lord *Swadlow* Club,

Outer Circle Road,
Regent's Park,

Admiralty, S.W.1.
4th January 1946

J.V. Markham

Figure 1: The official notification of the author's appointment to HMS *Hound*, an Algerine class minesweeper in which he served from 4 January to 30 March 1946

Source: Courtesy of the author

a formal acknowledgement addressed to the Commanding Officer of the ship concerned, opening with the words "Sir, I have the honour to acknowledge receipt of my appointment to HMS...under your command...", and closing by stating "I have the honour to be, Sir, Your obedient servant..." The letter would naturally be written in black or dark-blue ink on white note paper.

It ought then to have been a fairly simple matter of presenting oneself at the right place on the appointed day and stepping aboard. But no! In the piping days of peace, the dress of the day for joining ship was frock coat and sword, and the time for joining was 0900, nine o'clock in the morning, so as to offer the least inconvenience to the ship's, and particularly the Captain's morning routine. The exigencies of wartime brought a certain relaxation of these formalities: frock coats and swords were no longer to be seen, and the time of joining could depend upon the ships' movements.

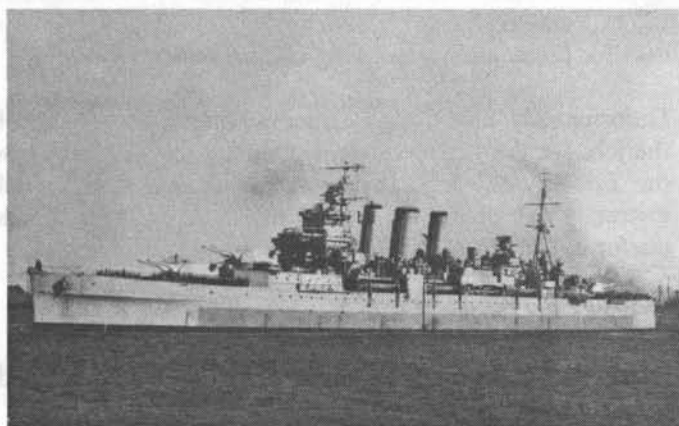


Figure 2: HMS *Devonshire*, in which the author served from 13 September 1944 to 1 December 1945

Source: Courtesy of I.A. Macpherson

I joined my first ship in Greenock, Scotland, in September of 1944, but the experience reflected little of this staid and formal ritual. About thirty brand-new Canadian midshipmen had arrived overseas aboard the troopship, *Aquitania*, and reported to the Canadian naval shore establishment near Greenock, HMCS *Niobe*, where we learned that our appointments had not yet been promulgated. Since there was no accommodation for us in *Niobe*, we were granted a week's leave, so off we went. I chose to go to Edinburgh where I knocked around for a few days before meeting a Scottish family who invited me to their home in Shotts, Lanarkshire, for the weekend. A very pleasant weekend it was too, but when I returned to *Niobe* at the duly appointed time, I found that I had missed a telegram informing me that my leave

had been cut short, that I had been appointed to HMS *Devonshire*, a ten thousand-ton County Class cruiser in the Home Fleet, and that I was to have joined her in Greenock the previous day. However, she had since sailed, and therefore, I would have to make my own way, bag and baggage, to join her in Scapa Flow.



Figure 3: Gunroom Officers, HMS *Devonshire*. Front row, left to right: Midshipmen R.C. MacLean; R.K. Niven; C.R. Manifold. Centre row: Sub-Lieutenant H. Wyndham Herbert, RNVR; Sub-Lieutenant C.A.C. Hodgson, RN who was the "Sub of the Gunroom;" Sub-Lieutenant George Rushworth, RNVR; the author. Back row: Midshipmen J.S. Hertzberg; I.A. Macpherson; M.J. Wade, RCN; Midshipman (S) D.S. McNicol, RCN.

Source: Courtesy of H.J. Wade

This I did on a train from Edinburgh appropriately referred to in naval circles as "the Jellicoe Express." It was probably a very interesting journey through the highlands of Scotland, but I could see very little of the scenery through the mist, rain and darkness that enveloped us most of the way. Whether the train was delayed or not, I don't know, but on my arrival in Thurso I was told that I had missed the naval ferry to Lyness and would have to wait overnight. The next day, safely aboard the ferry at last with trunk, suitcase, kit-bag, respirator, steel helmet and greatcoat, I was taken across the Pentland Firth and deposited aboard the *Dunluce Castle*, a depot ship for the Home Fleet in Scapa Flow,

where I was told to wait for a boat to take me off to *Devonshire*.

The hours dragged by, but there was no boat for *Devonshire*. I had tea; I had dinner; and was finally given a cabin for the night only to find the next day that *Devonshire* was not in the Flow and that I should go back to *Niobe* and begin again. What a disappointment! Still, there was nothing for it. I carefully reassembled my kit, and back I went.



Figure 4: Leisure time in the Gunroom. Left to right: Midshipmen R.C. MacLean; J.S. Hertzberg; C.R. Manifold, RCN; and Sub-Lieutenant C.A.C. Hodgson, RN.

Source: Courtesy of H.J. Wade

On arrival at HMCS *Niobe* I faced an unaccommodating appointments officer who was determined to keep his own yardarm clear by insisting that I produce a written account of my peregrinations since stepping ashore from the troopship. That took a little while, but I finished it in time to learn that my ship was at that very moment again in that very port and that I was to hurry down to the officers' pontoon in Albert harbour. So once again I collected trunk, suitcase, kit-bag, respirator, steel helmet and greatcoat and set off, this time with some success, for the driver, after one or two false turns when barbed-wire fences forced us to make unanticipated detours, got me to the pontoon just before *Devonshire's* drifter--incidentally named *Hilda*--made her last trip for the day.

It was well past 0900; I was not dressed in the formal attire for joining a ship; I had not written to acknowledge receipt of my appointment; I had not presented myself on the appointed day. Still, there she was: my ship! And here I was: up the accommodation ladder to the quarterdeck; salute; report to the Officer of the Watch: "Midshipman Koester, coming aboard to join, Sir!" I am quite certain, however, that the Officer of the Watch appreciated little of the significance those words held for me as I uttered that time-honoured formula on joining my first ship.

Captain's Doggie

My first special assignment as a very junior midshipman in HMS *Devonshire* was as Captain's Doggie. The title was appropriate, since on entering and leaving harbour and on other special occasions as required I was supposed to "dog" my master's footsteps and attend to his every need.

"There's not much to it," I was told by the RN midshipman whom I was replacing. "Hand him his binoculars when he asks for them, and do anything else he wants."

Unfortunately, he did not instruct me on the finer points of the job. On the first occasion I attended the Captain[2] on the bridge on leaving harbour, having stationed myself discreetly out of harm's way at the back of the compass platform, I heard my master's voice growl:

"Where's my Doggie?"

"Here, Sir," I replied in my best parade-ground voice and crisp Canadian accent.

I could not believe the look of shock and horror that came over the faces of the others on the bridge. These new Canadian midshipman must really be savages, they thought. Did I not know that on the bridge only the Captain has the right to raise his voice?

My second attempt at performing this personal service for the Captain was my undoing. We were at sea, and the Captain, an ardent bird-watcher, had left his chair and was observing ahead through the windscreen. Suddenly, he spotted a bird wheeling and swooping over the crests of the waves. Without a word he thrust his right arm behind him, hand open. The gesture was meaningless to me, but the Midshipman of the Watch, more experienced than I, whispered to me one word:

"Binoculars!"

I sprang forward and handed the Captain his binoculars which he swung up to his eyes in one wide sweep. Again, shock and horror! He had the big end pressed to the bridge of his nose. I had handed them to him the wrong way around.



Figure 5: Two Senior Midshipmen. Midshipman John Cochrane, RN (right), was the Senior Midshipman when the author joined HMS *Devonshire*. He was succeeded by Midshipman H.J. Wade, RCN (left).

Source: Courtesy of H.J. Wade

Shortly after that experience, the Senior Midshipman,[3] who was in charge of the watchkeeping roster and assigning special duties to the rest of us, told me that I would be relieved of my duties as Captain's Doggie and assigned to the forecandle as my Special Sea Duty. Relieved? I certainly was, but I suspect the Captain was relieved also.

Notes

[1] Officers "enter" the navy and are "appointed" to a ship; ratings "join" the navy and are "drafted" to a ship.

[2] Captain D.K. Bain, DSO, RN. He had won the DSO as Captain of HMS *Norfolk* for his part in the pursuit and sinking of *Bismarck*.

[3] Midshipman John Cochrane, RN. He later became a submariner.

INTERNATIONAL COMMISSION OF MARITIME HISTORY NEWS

FROM THE PRESIDENTS'S DESK

While travelling through the U.S.A., Canada and Europe during the past summer I had the welcome opportunity of meeting old friends and colleagues, making new contacts and friendships, and visiting large numbers of maritime museums and other heritage sites. Although no part of my trip was by boat or ship, I could not help being impressed both by the omnipresence of the sea and its influence and by the large number of lively and concerned people and organizations devoted to the preservation and promotion of the need for an awareness, management and study of our maritime past.

In a future issue of *ARGONAUTA* you will be able to read about some of the decisions made at the 1991 Executive Council meeting of the International Commission of Maritime History, which was held in the hospitable surroundings of Memorial University of Newfoundland in St. John's. Our first task was to take stock and to develop strategies to improve our membership and financial position. While I do not believe we are being unrealistic, it is nonetheless clear that in order to succeed we must appeal strongly to all national commissions to help, as the Canadian Nautical Research Society has done so admirably. In order to provide effective support rather than merely moral sponsorship for conferences, documentary publications and other activities, we must develop financial resources of some magnitude.

Still, it would be presumptuous to claim that the ICMH has--or ought to have--some sort of monopoly over all activities in maritime history, archaeology and heritage resource management. Indeed, it is salubrious to note some of the many initiatives being undertaken outside our immediate sphere. Maritime museums, for example, can be found not only in obvious places but often in what might seem to be unlikely locales. I was impressed to read in the July issue of *ARGONAUTA* about maritime museums in Winnipeg and Selkirk, and in my travels this summer I visited one even as far inland as the Tulsa port of Catoosa, "Oklahoma's Waterway to the World." The University of Maryland, with the active support of its state government, is exploiting the unique conditions of Chesapeake Bay to launch an ambitious postgraduate course in maritime archaeology designed to become a focal point for the entire United States. The Honolulu Maritime Center, reflecting local priorities and achievements, has fascinating displays on the history of Polynesian navigation, surfing, and deep-sea fishing.

While in America I also gave the keynote address to the Fourth National Maritime Heritage Conference, held in Baltimore near the inner harbour where the grandiose Christopher Columbus Center has been planned for 1992. The opening reception was held on the deck of the historic US frigate *Constitution*. This conference, organised by the National Trust for Historic Preservation and the National Maritime Alliance, brought together people involved in a wide range of maritime heritage activities, such as maritime museums, sail training, lighthouses, small craft, archaeology, inland rivers, waterfront redevelopment and museum vessels. Since the rise of maritime awareness has coincided with a deplorable slump in government support for such activities, not surprisingly much of the discussion concerned finance!

Given our immediate concerns, one overriding issue arose: the large gap between academics and the world of museums and the larger community. While this lack of communications is not the fault of any single group, as a Commission we would do well to make contact with like-minded organizations. As a first initiative, I hope that in 1993 some practical form of cooperation can occur between the ICMH and the International Congress of Maritime Museums; in the long term, I envisage more ventures of this nature.

This is not to argue that we all should write articles for airline company magazines (although this is a method that can be employed to help bring overseas visitors to conferences) or serve as consultants to real estate developers. On the contrary, as I have repeatedly argued, there are many more pressing challenges both within our own specialised field and within the historical sciences in general. But we could do worse than to look outward to share ideas and resources with such groups. Conversely, I believe that maritime history, as represented in museums and other popular and community forums, is far too serious a matter to be left outside our scope. We must, from our side, take an active interest in communicating our views and concerns to a much broader public than simply our fellow historians. Considering these objectives, I believe the subject chosen for our 1995 conference in Montréal, "Ports, Port Cities and Maritime Communities," is attractive and eminently suitable.

Frank J.A. Broeze
Nedlands, Australia

ARGONAUTA NEWS

MATTHEWS AWARD WINNERS: A RETROSPECTIVE

In the past few months we have had several requests from members for a complete listing of winners of the Society's Keith Matthews Prizes. We are happy to comply. The awards

are presented annually to the authors of the best book and best article published in a given year. The publication must either be substantially on a Canadian topic or else written by a Canadian or a landed immigrant. The Book Prize was first presented in 1984 and the Article Prize the following year. Honourable mentions were first introduced in 1987. As the list below attests, our award recipients comprise a veritable "who's who" of Canadian maritime historians.

Matthews Book Prizes

1990

Winner: Eric W. Sager with Gerald E. Panting, *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914* (McGill-Queen's University Press)

Honourable Mention: Jean-François Brière, *La Pêche française en Amérique du Nord au XVIII siècle* (Editions Fides)

1989

Winner: Brian Villa, *Unauthorised Action: Mountbatten and the Dieppe Raid* (Oxford University Press)

Honourable Mention: Eric W. Sager, *Seafaring Labour: The Merchant Marine of Atlantic Canada, 1820-1914* (McGill-Queen's University Press)

1988

Winner: Gordon Stead, *A Leaf upon the Sea: A Small Ship in the Mediterranean, 1941-1943* (University of British Columbia Press)

Honourable Mention: W.A.B. Douglas (ed.), *The RCN in Transition, 1910-1985* (University of British Columbia Press)

1987

Winner: J.F. Bosher, *The Canada Merchants, 1713-63* (Oxford University Press)

Honourable Mention: Aliette Geistdoerfer, *Pêcheurs Acadiens, Pêcheurs Madelinots. Ethnologie d'une communauté de pêcheurs* (Laval University Press)

Honourable Mention: Clyde Sanger, *Ordering the Oceans: The Making of the Law of the Sea* (University of Toronto Press)

1986

Winner: Ian K. Steele, *The English Atlantic, 1675-1740: An Exploration of Communications and Community* (Oxford University Press)

1985

Winner: Michael L. Hadley, *U-Boats against Canada: German Submarines in Canadian Waters* (McGill-Queen's University Press)

1984

Winner: Barry M. Gough, *Gunboat Frontier: British Maritime Authority and Northwest Coast Indians, 1846-1890* (University of British Columbia Press)

Matthews Article Prizes

1990

Winner: Sean Cadigan, "Battle Harbour in Transition: Merchants, Fishermen, and the State in the Struggle for Relief in a Labrador Community in the 1930s," *Labour/Le Travail*, XXVI (Autumn 1990).

Honourable Mention: Robert V. Kubicek, "The Colonial Steamer and the Occupation of West Africa by the Victorian State, 1840-1900," *Journal of Imperial and Commonwealth History*, XVIII (1990).

1989

Winner: Marc Milner, "The Implications of Technological Backwardness: The Royal Canadian Navy, 1939-1945," *Canadian Defence Quarterly*, IX, No. 3 (Winter 1989).

Honourable Mention: Garth S. Wilson, "The Great Lakes Historical Ships Research Project: An Innovative Approach to the Documentation and Analysis of Historic Hull Design," *International Journal of Maritime History*, I, No. 2 (December 1989).

1988

Winner: C. Knick Harley, "Ocean Freight Rates and Productivity, 1740-1913: The Primacy of Mechanical Invention Reaffirmed," *Journal of Economic History*, XLVIII, No. 4 (December 1988).

Honourable Mention: John Mannion, "The Maritime Trade of Waterford in the Eighteenth Century," in William J. Smyth and Kevin Whalen (eds.), *Common Ground: Essays on the Historical Geography of Ireland* (Cork: Cork University Press, 1988).

1987

Winner: James Pritchard, "From Shipwright to Naval Contractor: The Professionalization of 18th Century

French Naval Shipbuilders," *Technology and Culture*, XXVIII, No. 1 (January 1987).

Honourable Mention: W.J. Jurens, "The Loss of H.M.S. Hood--A Re-Examination," *Warship International*, XXIV, No. 2 (1987).

1986

Winner: T.J.A. LeGoff, "Les gens de mer devant le système des classes (1755-1763): résistance ou passivité?" in Alain Lottin, Jean-Claude Hocquet et Stéphane Lebecq (reds.), *Revue du Nord: Acts de Colloque de Boulogne-sur-Mer, juin 1984* (Boulogne, 1986).

1985

Winner: Carl E. Swanson, "American Privateering and Imperial Warfare, 1739-1748," *William and Mary Quarterly*, Third Series, XLII, No. 3 (July 1985).

PROVINCIAL MARINE 1812

Provincial Marine 1812 resumes its meetings this September, carrying through monthly to next May. Meetings are held on the third Thursday of every month at HMCS York, Toronto at 2000 hours.

AMERICAN MERCHANT MARINERS' MEMORIAL

A memorial to honour American merchant mariners' will be officially dedicated in New York City at the restored granite breakwater (Section D) of Battery Park, Pier A in New York City on October 8 at 3:30 PM. The seven and one-half foot bronze statue by the sculptor Marisol is a powerful work, depicting three seamen adrift on a liferaft, one of whom is attempting to rescue a fourth still in the water; their hands are joined. The statue is placed so that the tides will rise and fall on the man in the water. Though specifically dedicated to more than two centuries of service and sacrifice by American merchant mariners, the theme and representation is surely one with universal significance. CNRS members visiting New York City will surely find a visit to the site a moving experience.

CALL FOR PAPERS: ALLIES & ALLIANCES

The Society for Military History will hold its 1993 annual meeting at the Royal Military College in Kingston, Ontario, and invites submissions of proposals for papers on the theme "Allies & Alliances." The meeting will be held 21 to 24 May. Proposals for papers addressing the theme should be sent before 15 December, 1992 with an abstract of no more than two hundred words to Dr. W.A.B. Douglas, Director of

History, National Defence Headquarters, Ottawa K1A 0K2 (Telephone 613-998-7044; FAX 613-990-8579). Information relating to registration, transportation, and accommodation will be forthcoming.

AMERICAN NEPTUNE SPECIAL OFFER

Many of our members also subscribe to *The American Neptune*, the USA's premier journal of maritime history; those of us who do not subscribe, but have considered it in the past, and who qualify (unfortunately the offer is restricted) will be interested to learn that a special price is being offered for the 1992 calendar year. This offer is open only to students and academics who are not now subscribers and who are engaged half time or more in maritime history. Instead of the regular US\$32, Volume 52 will cost US\$20 (US\$23 outside the United States). For more information, contact *The American Neptune*, Peabody Museum, Salem Massachusetts 01970 USA.

TITANIC BEING STUDIED--AGAIN

Last June, a six million dollar joint Canadian-Soviet expedition set out to study the wreck of the *Titanic* in order to learn about the breakdown of steel and other materials in extreme ocean depths. The information will have numerous applications, including the disposition of dangerous materials. Scientists know the composition of the ship's steel and precisely how long it has been corroding. They also know what the ship was carrying when she sank after hitting an iceberg on 14 April 1912. With that knowledge, they can determine the rate of corrosion, whether materials have leached into the sea floor, and whether the wreck has been colonized by marine life. The expedition has been led by Steve Blasco, a scientist with the Bedford Institute of Oceanography.

SUGGESTION FOR PROFILES OF MARINE ARTISTS

At our annual meeting last May in Ottawa, we received a suggestion from one of our members that *ARGONAUTA* carry a regular column either on marine artists, past and present, who have contributed to the preservation of our marine heritage through their artwork, or a directory of important marine art. Don Withrow, who is also a member of the Marine Heritage Society of Ontario as well as Provincial Marine 1812, suggested that we might become the vehicle for giving recognition to artists like Charles I. Gibbons, C.W. Jefferies, Claus Heineke, and our own L.B. Jenson and J. Franklin Wright. It is an intriguing idea, but if it is to bear fruit, we shall need the assistance and effort of those of our members who are qualified to identify the appropriate artists and to write the columns. Even if we were

qualified in the field of marine and maritime art (and we are not!), the editors already have their plates full with other obligations. This is not to dismiss the idea, but to appeal to those of you who would like to do something of this sort to get in touch and to volunteer your services.

CONFERENCE: WESTERN JUTLAND AND THE WORLD ECONOMY

This conference, to be held 6-8 April 1992, will promote studies in regional contacts from the west coast of Jutland in a North Sea and Baltic perspective. Papers will deal with land-based and sea-based transport, migration and the fisheries, c. 1500-1900. The organizing committee consists of Poul Holm, Mette Guldberg and Per Kr. Madsen.

CALL FOR PAPERS: SOCIETY FOR MILITARY HISTORY

The Society for Military History (formerly the American Military Institute) will hold its annual meeting in 1992 on 10-11 April at the Marine Corps Command and Staff College in Quantico, Virginia. Theme of the meeting will be "Joint, Combined, Amphibious, and Expeditionary Operations." This focus is all inclusive, irrespective of era, nationality, culture, location, etc. Scholars and graduate students who are commencing work on a new research project are encouraged to submit proposals for "works in-progress" sessions. Proposals for individual papers and for complete sessions should be submitted by 5 October 1991 to Dr. Donald F. Bittner, S.M.H. Program Chairman, P.O. Box 307, Quantico, Virginia 22134-0307 (tel: 703-640-2746).

CINCINNATI TALL STACKS 1992

Cincinnati, Ohio is hosting a gathering of steam-powered river vessels, 15-18 October 1992. At least sixteen major sternwheelers and many more smaller boats will participate. There will be races, excursions, river tours, music, food, demonstrations, educational programmes, and all of the attendant hoopla that make for a great festival. For information, contact Rick Griewe, Cincinnati Tall Stacks 1992, P.O. Box 1256, Cincinnati, OH 45201.

EXHIBITS ON WHALING HISTORY IN HAWAII

History Today recently featured a profile of various exhibits on the history of the nineteenth-century Pacific whaling industry which visitors to Hawaii might wish to include in their itinerary. Hawaii was the centre of the American whaling industry in the 1840s and the town of Lahaina on the island of Maui was its capital: 326 whalers stopped there in 1844 seeking supplies. Lahaina declined with the whaling

industry, but today there are efforts to promote another industry, tourism, by capitalizing on that history. The Lahaina Restoration Foundation occupies the first permanent home on the island (built in 1834); here lived the Rev. Dwight Baldwin, a New England physician and missionary. It is complete with original furniture and gardens. Outside the town is the Whalers Village Museum, with scale models of whaling ships, a full size replica foc's'le, artifacts, photographs, log books and diaries. A second museum, to be built next year, will emphasize the cycle of humpback whales, which migrate from Alaska to calve in Hawaiian waters. This museum will examine their biology, physiology, and the current state of research. A replica of the whaling brig *Carthaginian*, moored nearby, houses additional exhibits on whales and whaling. There are also local whale-watching tours. Such tours, on Maui and the other islands, are worth an estimated \$10 million to the Hawaiian economy. That kind of revenue is helping to generate the funds needed to protect the historical infrastructure of Lahaina.

JOURNAL OF A PACIFIC WHALING VOYAGE

Still on the subject of nineteenth century whaling in the Pacific, we have just learned that an important source book for that topic has just been published. Honore Forster has edited a remarkable daily journal, kept by John Wilson, surgeon of the British whaling vessel *Gypsy* on her voyage to the Pacific Ocean via the Cape of Good Hope, 1839-1843. The journal (the original manuscript is in the archives of the Royal Geographical Society, London) contains much on island people, foreign settlers, and on whales, whaleships and whaling. Wilson's own drawings and sketches illustrate this carefully annotated, limited edition publication. There are also contemporary as well as specially prepared maps. Entitled simply *The Cruise of the "Gipsy": The Journal of John Wilson, Surgeon on a Whaling Voyage to the Pacific Ocean, 1839-1843*, it is priced at US \$32.50; orders and inquiries should be addressed to: Glen Adams, Ye Galleon Press, Box 287, Fairfield, Washington 99012 USA.

AROUND THE MARITIME JOURNALS

AMERICAN NEPTUNE (LI, NO. 1, WINTER 1991)

- Parker B. Albee, Jr., "To Windward of Schooners: Lincoln Colcord and the Bark *Harvard*"
 Spencer C. Tucker, "The Stevens Ironclad Battery"
 Paolo E. Coletta, "Rear Admiral William A. Moffett, USN, and the Bureau of Aeronautics"
 Christine Holden, "Serving Tsar and King: George Tate, Admiral in the Russian Imperial Navy"
 Timothy J. Runyan, "*The American Neptune*, A Half Century of Maritime History"

INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XX, NO. 1, FEBRUARY 1991)

- Nicholas Dixon, "The History of Crannog Survey and Excavation in Scotland"
 L. Th. Lehman, "Underwater Archaeology in 15th- and 16th-Century Italy"
 Robert Sténuit, "Some Mid 17th-Century Golfclub Heads Found during Underwater Excavations and their Significance for the Study of the Early History of the Game of Golf"
 Gerhard Kapitän, "Records of Native Craft in Sri Lanka--I: The Single Outrigger Fishing Canoe *Oruwa*--Part 2.3: Rowed, Paddled and Poled *Oru*"
 Karlis Karklins, "Beads from the Mid 18th-Century Manilla Wreck, Bermuda"
 Mensun Bound, "A Dressel 1 Amphora Wreck at the Panarelli Rocks (Panarea, Aeolian Islands)"
 Mike Markey, "Two Stone Anchors from Dorset"
 James A. Ready, Jr., "Field Procedures Developed for a Scattered, Deeply Buried Site in a High Energy Location: The *Whydah* (WLF-HA-1), Cape Cod, Massachusetts, USA"
 Per Hoffman, Kwang-nam Choi and Yong-han Kim, "The 14th-Century Shinan Ship--Progress for Conservation"

MARINER'S MIRROR (LXXVII, NO. 2, MAY 1991)

- Larry D. Gragg, "Shipmasters in Early Barbados"
 J.D. Alsop, "British Intelligence for the North Atlantic Theatre of the War of the Spanish Succession"
 Edward Sargent, "The Planning and Early Buildings of the West India Dock"
 David Eastwood, "Patriotism Personified: Robert Southey's *Life of Nelson* Reconsidered"
 John H. Harland, "The Design of Winches Used at Sea in the 1800s"
 Michael Whitby, "In Defence of Home Waters: Doctrine and Training in the Canadian Navy during the 1930s"

NAUTICAL RESEARCH JOURNAL (XXXVI, NO. 2, JUNE 1991)

- R. Michael Wall, "A Dealer Looks at the Ship Model Market: Collecting and Marketing Trends, 1980-1990"
 William F. Wiseman, "*Myrtle Corey*--1898 Memphis Riverboat: Research and Model Construction, Part Three"
 Werner Zimmerman, "Colors on Ships: Reflections on the Development of Color for Historic Ships"

- Lloyd E. Frisbee, "A Model of the 32-Gun Continental Frigate *Hancock*, Part Two"
 S.M. Pook, "The Merchant's and Mechanic's Assistant, 1858, by I.R. Butts: Miscellaneous Rules"

OCEANUS
 (XXXIV, NO. 2, SUMMER 1991)

- Vicky Cullen, "An Open Door: Soviet-American Cooperation in Marine Science"
 Cindy Lee Van Dover, "Diving the Soviet *Mir* Submersibles"
 James M. Broadus and Raphael V. Vartanov, "The Oceans and Environmental Security"
 Leonid M. Brekhovskikh and Victor G. Neiman, "The History of Soviet Oceanography"
 Viatcheslav K. Zilanov, "Living Marine Resources"
 Yuri G. Barsegov, "The USSR and the International Law of the Sea"
 Arthur Chilingarov, "Soviet Polar Research"
 Wilfred B. Bryan, "Exploring Pacific Seashore Ashore: Magadan Province, USSR"
 Raphael V. Vartanov, "Developing a New Soviet Ocean Policy"
 Mikhail E. Vinogradov, "Dynamics of Ocean Ecosystems: A National Program in Soviet Bio-oceanology"
 Vladimir V. Aksenov and Alex B. Karasev, "Satellite Oceanography"
 Hugh D. Livingston and Stella J. Livingston, "Good Morning Comrades"
 Yuri A. Ivanov, "Physical Oceanography: A Review of Recent Soviet Research"
 N.A. Ostenso, A.P. Metalnikov, and B.I. Imerekov, "A History of USSR-US Cooperation in Ocean Research"

RESOLUTION (NO. 23, SUMMER 1991)

- John MacFarlane, "The *Tilikum*"
 Julie Ferguson, "Maitland-Dougall"
 John MacFarlane and Sven Johansson, "The *North Star*"

SEAWAYS (II, NO. 5, SEPT./OCT. 1991)

- Bill Swartz, "The *Philadelphia*: American Gunboat of 1776"
 Edward C. March, "Standard Fabricated Submarine Type: Cargo Ships of World War I. Part 1 of 2"
 John Fitzhugh Millar, "H.M.S. *Rose* and *Providence*: Some Lessons Learned the Hard Way"
 Lynne Masland, "Steve Mayo"
 Melbourne Smith, "U.S. Brig *Niagara*, Part 1: Research"
 Robert H. Eddy, Jr., "Concordia '41 Yawl"
 N. Roger Cole, "Benjamin W. Latham: Part 4 of 6"

ARGONAUTA DIARY

1991

- January 1-October 15 "Grant Macdonald: The Artist, The Protagonist and the War at Sea" Exhibition, Marine Museum of the Great Lakes at Kingston
- February 14-November 16 "Northern Mystery: Spain's Maritime Exploration of the Northwest Coast of America" Exhibition, Oregon Historical Society Museum, Portland, Oregon
- May 16-Jan. 2 1992 "Empress to the Orient" Exhibition, Vancouver Maritime Museum, Vancouver, B.C. (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: 604-737-2211])
- July 1-Nov. 30 Exhibition on the One Hundredth Anniversary of the Royal Naval Hospital, Pacific Station, CFB Esquimalt Naval Museum, Esquimalt, B.C. (Information: E.W. Colwell, Director, CFB Esquimalt Naval Museum, FMO Victoria, B.C., V0S 1B0 [tel: 604-363-4395])
- Sept. 13-Jan. 2 1992 "Siberia: Northern Discovery and Survival" Exhibition, Ontario Science Centre, Don Mills, Ontario (Information: Ontario Science Centre, 770 Don Mills Road, Don Mills, Ontario M3C 1T3 [tel: 416-429-4100])
- October 6-9 Annual Meeting of the Historic Naval Ships Association of North America, Patriots Point Museum, Charleston, South Carolina (Information: James Cheevers, Executive Secretary, HINAS, c/o U.S. Naval Academy Museum, Annapolis, Maryland 21402-5034)
- October 10-12 "Make No Small Plans," Ninth International Conference on Urban Waterfront Planning, Washington, D.C. (Information: Secretariat, Ninth International Conference on Urban Waterfront Planning, Waterfront Centre, 1536 44th Street, Washington, D.C. 20007 [tel: 202-337-0356])
- October 12 "Casks, Containers and Barrels," Conference of the Merseyside Maritime Museum

and Nautical Archaeology Society, Merseyside Maritime Museum, Liverpool, England (Information: Michael K. Stammers, Merseyside Maritime Museum, Albert Dock, Liverpool L3 4AA)

tary, CMMC, 50 North Dunlevy Avenue, Vancouver, B.C. V6A 3R1)

October 16-20 45th National Preservation and Trade Show, San Francisco, California (Information: National Trust for Historic Preservation, 1785 Massachusetts Avenue N.W., Washington, D.C. [tel: 1-800-YES-NTHP])

October 25-26 Company of Master Mariners of Canada, Annual General Meeting, St. John's, Nfld. (Information: Captain Janice Kenefick, National Secretary, CMMC, 50 North Dunlevy Avenue, Vancouver, B.C. V6A 3R1)

October 17 Seminar on "Gender and Seafaring" (Information: Valerie C. Burton, Department of History, Memorial University of Newfoundland, St. John's, Newfoundland A1C 5S7 [tel: 709-737-8433])

October 25-27 18th Annual Conference of the Nautical Research Guild, Hampton, Virginia (Information: William H. Clarke, Conference Chairman, 196 Odd Road, Poquoson, Virginia 23662 [tel: 804-868-6809])

October 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Robert Greenhill (City of London Polytechnic), "British Steam Shipping in the Caribbean 1850-1914" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

October 25-27 "Scuba Celebration 1991," Palais de Congress, Hull, Québec (Information: David Keenlyside, Box 1928, Kemptville, Ontario K0G 1J0 [tel: 613-258-4250, home; or 819-994-6117, work])

October 26 S.O.S. Forum 1991, Palais de Congress, Hull, Québec (Information: David Keenlyside, Box 1928, Kemptville, Ontario K0G 1J0 [tel: 613-259-4250, home; or 819-994-6117, work])

October 17 "Northwest Coast Woodworking: A Demonstration" by John Livingston of Vancouver, BC at 8 PM at the Kendall Whaling Museum, Sharon, Massachusetts. The demonstration is free with museum admission.

October 26-27 Annual Maritime History Conference, Dartington Hall, Dartington, England (information: Dr. Stephen Fisher, Department of Economic and Social History, University of Exeter, Amory Building, Rennes Drive, Exeter EX4 4RJ [tel: 44-392-263290])

October 18-20 Sixteenth Annual Whaling History Symposium, Kendall Whaling Museum, Sharon, Massachusetts (Information: Dr. Stuart M. Frank, Director, Kendall Whaling Museum, 27 Everett Street, P.O. Box 297, Sharon, Massachusetts 02067, U.S.A. [tel: 617-784-5642]).

November 1-3 Symposium on "Contest for the Old Northwest: The United States, Canada and the Ohio Country Indian Wars," Defiance, Ohio (Information: Conference Secretariat, c/o Fort Meigs State Memorial, P.O. Box 3, Perrysburg, Ohio 43552)

October 18-20 Canadian Science and Technology Historical Conference, Ottawa, Ontario (Programme Chair: Philip C. Enros, 280 Albert Street, Ottawa, Ontario)

November 9 Colloquium on "The Crisis of Naval War, 1941-1942," sponsored by the Society for Nautical Research, National Maritime Museum, Greenwich, England (Information: Jean Hollis, 21 Union Street, Woodstock OX7 1JS, England)

October 25 The Company of Master Mariners of Canada sponsors a professional conference at St. John's, Newfoundland (Information: Captain Janice Kenefick, National Secre-

November 16 Symposium on "Documentary Publishing," Alumni Hall, Victoria College, The University of Toronto; sponsored by The Champlain Society (To register, write: The

Champlain Society, P.O. Box 592, Station "R", Toronto, Ontario M4G 4E1).

- Nov. 16-Dec. 14 "The Art of Sailmaking: A Five Session Course on the Design, Construction and Repair of Sails," Maritime Museum of British Columbia, Victoria, B.C. (Information: MMBC, 28 Bastion Square, Victoria, B.C. V8W 1H9 [tel: 604-385-4222; FAX: 604-382-2869])
- November 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Neil Pilfold (Imperial War Museum), "The British Naval Film Record in the Second World War: Resource and Limitations" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- November 21 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Richard W. Unger (University of British Columbia), "The Total Tonnage of Europe's Merchant Fleets 1300-1800" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- Nov. 23-24 Executive Meeting of the Association for the History of the Northern Seas, Göteborg, Sweden (Information: Dr. Michael North, Secretary, AHNS, Elbblöcken 5c, D-2000 Hamburg, Germany)
- Nov. 1991-March 1992 "Grant MacDonald's Sailors: The Canadian Navy in World War II," Exhibition, Marine Museum of Upper Canada, Toronto (Information: Marine Museum of Upper Canada, Exhibition Place, Toronto, Ontario M6K 3C3 [tel: 416-392-6827])
- Dec. 2-14 Exhibition on "The Jason Project: Voyage III to the Galapagos Islands," Ontario Science Centre, Don Mills, Ontario (Information: Ontario Science Centre, 770 Don Mills Road, Don Mills, Ontario M3C 1T3 [tel: 416-429-4100])
- December 5 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Stephen Fisher (University of Exeter), "Naval and Mercantile Transformation in Devon since 1780" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- December 12 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: David V. Proctor, "Music and the Sea: The Social and Cultural Dimension" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- Dec. 16-20 Second International Symposium on Maritime Studies, Pondicherry University, Pondicherry, India (Information: Prof. K.S. Mathew, Department of History, Pondicherry University, Pondicherry 605 014, India [tel: 85-405, Ext. 0413])
- 1992
- January 16 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Valerie C. Burton (Memorial University of Newfoundland), "The Myth of Bachelor Jack: British Merchant Seafarers in the Victorian and Edwardian Age" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- January 30 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Raymond Sibbald (Royal Military Academy, Sandhurst), "The Galley Fleet of Peter the

Great" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

February 13

British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Rob Robinson (Hull College of Further Education), "British Fishing--The Spread of Trawling across the North Sea Grounds 1800-1890" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

February 27

British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. P. Crimin (Royal Holloway and Bedford New College), "Forests and Seapower: The Navy's Search for Timber in Adriatic and Russian Waters, 1802-15" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

March 8

"Mariners' Sunday," Moore Museum, Mooretown, Ontario (Information: Laurie Fournie, Curator, Moore Museum, Mooretown, Ontario N0N 1M0 [tel: 519-867-2020])

March 12

British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Nicholas A. Lambert (National Maritime Museum), "The Strategic Theory of John Fisher 1904-10: Submarines and Battlecruisers" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

April 2-5

Organization of American Historians 1992 Annual Meeting, The Palmer House, Chicago, Illinois

April 6-8

"Western Jutland and the World Economy," a conference to promote studies in regional contacts from the west coast of Jutland in a North Sea and Baltic perspective (Information: Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark)

April 10-11

Annual meeting of the Society for Military History (formerly the American Military Institute) on the theme "Joint, Combined, Amphibious, and Expeditionary Operations," to be hosted by the Marine Corps Command and Staff College, Quantico, Virginia (Proposals for papers should be submitted by 5 October, 1991 to: Dr. Donald F. Bittner, S.M.H. Program Chairman, P.O. Box 307, Quantico, Virginia 22134-0307 [tel: 703-640-2746])

April 17-19

Vancouver Conference on Exploration and Discovery, Vancouver, B.C. (Information: Dr. Hugh Johnston, Department of History, Simon Fraser University, Burnaby, B.C. V5A 1S6)

April 23-25

Annual Conference of the North American Society for Oceanic History, Naval Historical Center, Washington, D.C. (Information: William Dudley, Naval Historical Center, Washington Navy Yard, Building 57, Washington, D.C. 20374-0571)

April 28-May 1

Colloquium on "La piraterie dans tout ses états," Rochefort, France (Information: Gérard A. Jaeger, 29 bis route de France, 06800 Cagnes-sur-Mer, France)

April

Fourth Anglo-French Naval Historians Conference, Portsmouth, England (Information: D.J. Lyon, National Maritime Museum, Greenwich SE10 9NF, England)

April-Sept.

"Captain George Vancouver--Navigator and Surveyor," Exhibit, Vancouver Maritime Museum, Vancouver, B.C.

May 1-3

20th Annual Maritime History Symposium, Maine Maritime Museum (Information: Robert L. Webb, Curator, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA)

May 5-7

Colloquium on "Dans le sillage de Colomb: l'Europe du Ponant et la découverte du

- Nouveau Monde, 1450-1650," Rennes, France (Information: Professeur André Lespagnol, Université de Rennes II, 6 avenue Gaston Berger, 34043 Rennes Cedex, France)
- May 7-10 Battle of the Coral Sea Conference, Australian National Maritime Museum, Sydney, Australia (Information: John Wade, Senior Curator, USA Gallery, Australian National Maritime Museum, GPO Box 5131, Sydney, NSW 2001 [tel: 011-612-552-7777; FAX: 011-612-660-0729])
- May 21-23 Atlantic Canada Studies Conference, Memorial University of Newfoundland, St. John's, Nfld. (Organizers: Dr. Rosemary E. Ommer and Dr. James K. Hiller, Department of History, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- May 31-June 2 71st Annual Conference of the Canadian Historical Association, Charlottetown, Prince Edward Island (Information: The Programme Committee, CHA Annual Meeting, Department of History, University of Prince Edward Island, Charlottetown, PEI)
- June 4-6 "By Sea and By Air: Five Centuries of Interaction between the Low Countries and the Americas," Leiden, Netherlands (Information: Mrs. S. Tabeling, Department of History, University of Leiden, P.O. Box 9515, 2300 RA Leiden, Netherlands)
- June 12-14 International Whaling History Symposium, Sandefjord, Norway (Information: Commander Chr. Christensen's Whaling Museum, N-3200 Sandefjord, Norway [tel: 47-34-63251; FAX: 47-34-63784])
- June 25-27 Annual Meeting of the Canadian Nautical Research Society, St. John's, Nfld. (Information: Prof. L.R. Fischer, Secretary, CNRS, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- June 25-28 Conference on "Shared Perspectives: Australia, Canada and New Zealand and Pacific Defence and Security," University of Victoria, Victoria, B.C. (Information: Ms. Janice Heppell, Conference Coordinator, Pacific and Maritime Strategic Studies Group, University of Victoria, Box 3045, Victoria, B.C. V8W 3P4 [tel: 604-721-7288; FAX 604-721-8772])
- June Tenth International Harbour Congress, Antwerp, Belgium (Information: Ms. Rita Peys, Tenth International Harbour Congress, Ingenieurshuis, Desguinlei 214, B-2018, Antwerp, Belgium)
- July 3 "Provincial Marine" 1792 Voyage, Toronto to Niagara-on-the-Lake, Ontario (Information: Victor J.H. Suthren, Canadian War Museum, 330 Sussex Drive, Ottawa, Ontario K1A 0MB)
- August 4-6 "People of the Sea," Triennial Conference of the Association for the History of the Northern Seas (Co-Sponsored by the International Commission for Maritime History), Kotka, Finland (Organizer: Dr. Yrjö Kaukiainen, President, Association for the History of the Northern Seas, Department of Economic and Social History, University of Helsinki, Aleksanterinkatu 7, 00100 Helsinki, Finland)
- August 15-19 First International Congress of Maritime History, Liverpool, England (Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- Oct. 15-18 "Cincinnati Tall Stacks 1992," a gathering of steam-powered sternwheelers and smaller boats, Cincinnati, Ohio (Information: Rick Griewe, P.O. Box 1256, Cincinnati, OH 45201 USA)
- Nov. 12-14 B.C. Studies Conference, University of Victoria, Victoria, B.C. (Organizer: Dr. Eric W. Sager, Department of History, University of Victoria, P.O. Box 3045, Victoria, B.C. V8W 3P4)
- 1993
- April 23-25 Fathoms '93 Conference, Sponsored by the Underwater Archaeological of British Columbia (Information: U.A.S.B.C., c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)

May 21-24 Annual Meeting of the Society for Military History on the theme "Allies & Alliances," Royal Military College, Kingston, Ontario (Information: Dr. W.A.B. Douglas, Director of History, National Defence Headquarters, Ottawa, Ontario K1A 0K2)

July Pre-Conference of the IMEHA Session on "Management, Finance and Industrial Relations in Maritime Industries," University of Glasgow, Glasgow, Scotland (Information: David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

August Conference of the North Sea Society, Aberdeen, Scotland (Organizer: John Edwards, Aberdeen Maritime Museum, Schoolhill, Aberdeen AB9 1FQ, Scotland)

September 6-10 Triennial Conference of the International Congress of Maritime Museums, Barcelona, Spain (Information: Dr. Boye Meyer-Friese, Secretary-General, ICMH, Altonaer Museum, Museumstrasse 23, D-2000 Hamburg, Germany)

December 6-10 "New Directions in Maritime History," Conference Sponsored by the Australian Association for Maritime History, University of Western Australia, Nedlands, Australia (Organizer: Dr. F.J.A. Broeze, Department of History, University of Western Australia, Nedlands, W.A. 6009)

1994

May Commonwealth Maritime History Conference, Victoria, British Columbia

Aug./Sept. "Management, Finance and Industrial Relations in Maritime Industries," Session of the Eleventh International Congress of Economic History (Sponsored by the International Maritime Economic History Association), Milan, Italy (Organizers: David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England; and Dr. Simon Ville, Department of Economic History, Australian National University,

GPO Box 4, Canberra, ACT 2601, Australia)

1995

August International Congress of Historical Sciences, Montréal, P.Q., including the Congress of the International Commission for Maritime History (ICMH Organizer: Lewis R. Fischer, Maritime Studies Research Unit, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)

AROUND CANADA'S MARITIME MUSEUMS

[Editor's note: A few members have raised questions concerning the practice of including information about American museums in this column. Let's not forget that several such museums are members of the CNRS, and that their activities directly concern the research interests of many of our members both north and south of the 49th parallel.]

FORT MALDEN NATIONAL HISTORIC SITE (AMHERSTBURG, ONTARIO)

There are several new appointments, including Ellen Clarke as Collections Specialist, Bob Garcia as Resource Centre Specialist, and David Guthrie as Chief of Visitor Activities. Harry Boseveld, the Superintendent, will retire in October; an announcement concerning his replacement is forthcoming.

The museum has a number of continuing exhibitions as well as plans for new ones. Those on the War of 1812 and the Rebellion of 1837 are on-going, while one on the Provincial Marine is on display in Amherstburg. An exhibition on the British Indian Department will open in Spring 1992, while an exhibit on the Naval Yard is being planned for Spring 1993.

KENDALL WHALING MUSEUM (SHARON, MASSACHUSETTS)

The Museum hosts its 16th Annual Whaling Symposium on the weekend of 19-20 October. In addition to several papers, films and discussions, arrangements have been made for a special lecture-demonstration of "Northwest Coast Woodcarving" by British Columbia artist John Livingston on the evening of 17 October. On 19 October Louis Killen, a Geordie originally from near Newcastle-upon-Tyne, will perform. Killen is one of the most venerated performers of folk songs in English, and is widely regarded as the greatest interpreter and performer of sea songs. His vocal style is unique, and his subtle concertina accompaniment is a trademark. For more information on the Symposium and

special program events, contact The Kendall Whaling museum, P.O. Box 297, Sharon, Massachusetts 02067 USA or telephone (617) 784-5642.

*MAINE MARITIME MUSEUM
(BATH, MAINE)*

Stephanie Staley, formerly curator of the museum ship *Valley Camp* at Sault Ste. Marie, Michigan, has been named Registrar, filling a vacancy that has existed for several months. The museum has recently acquired its largest floating artifact, a fifty-seven foot wet-well lobster smack, built in Maine in 1916. It was donated by Perry Duryea, Jr. of New York and will be used to help interpret the lobster industry. Through May 1992 there is an exhibit on "Big Boats Made Small," about elder fishermen and boatbuilders from Downeast Maine who reproduce in miniature the boats they built or worked on during their careers. Finally, the museum announces a call for papers for its Twentieth Annual Maritime Symposium, May 1-3, 1992. Inquiries should be directed to the museum care of Robert L. Webb, Curator.

*MARINE MUSEUM OF UPPER CANADA
(TORONTO, ONTARIO)*

The Marine Museum has just completed the acquisition of a significant historic vessel. *MTP #8*, acquired from the Metro Police Marine Unit, is a thirty-six foot, eight-inch self-righting motor lifeboat, built in 1948-1949 by the Toronto boatbuilding firm of J.J. Taylor and Sons. Patterned after United States Coast Guard vessels, she was in active service on Toronto Harbour until June 1991. Stoutly constructed of mahogany planks on oak frames, with teak decking, she is powered by her original eighty-one horsepower Gardner diesel engine. Other recent acquisitions include ten fifteen-foot lapstrake rowing skiffs used by lifeguards to patrol Toronto beaches; three drawings by turn-of-the-century Toronto marine artist Charles I. Gibbons (of the yacht *Albion*, the schooner *Dominion*, and the schooner *Minnedosa*); as well as eight-millimetre footage of the museum's tug *Ned Hanlan* in the harbour during the 1960s.

The museum also received a collection of approximately six hundred nautical reference books from the estate of the late Robert N. McKechnie. The collection includes many complete runs of many out-of-print journals.

*MARITIME MUSEUM OF BRITISH COLUMBIA
(VICTORIA, B.C.)*

The museum continues to solicit applications from owners of vessels built forty or more years ago for its Vintage Vessel Registry. Qualifying vessels will receive a burgee to fly from

the vessel, a certificate to put on the wall, and a copy of the annual catalogue. The latter, which will include histories and pictures of all the vessels, will be published in December.

The museum has also acquired a 1:24 scale model of the tug *Bandera*. Built by Donald Ferguson, this particular model has earned its constructor more than two dozen awards and distinctions, including the silver medal at the 1989 Model Engineers Exhibition in London, England. The model took more than 2600 hours to build.

This fall, the museum is sponsoring a sailmaking course with local master sailmaker, Ron Mack.

*MUSEUM OF THE
GREAT LAKES HISTORICAL SOCIETY
(VERMILION, OHIO)*

This year the museum's major activity has been to fund and build a replica of the 1877 lighthouse which once stood on the West Pier in Vermilion. A \$55,000 fund-raising effort was sufficiently successful that a ground-breaking ceremony was held in July. The structure will differ from the original only in its use of steel plate rather than cast iron. An authentic Fresnel lighthouse lens, manufactured in Paris in 1891 and which has been in storage in the museum basement, is the correct size for the replica. Permission has been obtained from the US Coast Guard to operate the light as a fixed light. Anyone wishing to donate to the building fund may send a contribution to the Great Lakes Historical Society, 480 Main Street, Vermilion, Ohio 44089.

*NATIONAL AVIATION MUSEUM
(ROCKCLIFFE AIRPORT, OTTAWA)*

The museum recently unveiled a new display of the official badges of all Canadian-manned and RCN aircraft carriers, all Canadian-staffed and RCN air squadrons, and all RCN shore establishments. Admiral Falls was guest of honour at the ceremony, which took place on August 8. The project was sponsored by the Canadian Naval Air Group.

*YARMOUTH COUNTY MUSEUM
(YARMOUTH, NOVA SCOTIA)*

The museum announces the acquisition of a number of furnishings, documents, and artifacts once belonging to Killam Brothers, a family business in Yarmouth for 203 years until it closed this August. In its heyday, Killam Brothers operated the largest fleet of deep sea vessels in Yarmouth. It is hoped that the acquisitions will be displayed either in the museum or in the Killam Brothers building, if discussions now underway with the new owners are success-

ful. The interior of the building was thoroughly photographed with the help of Yarmouth's bi-weekly newspaper, *The Vanguard*, before any of the items were removed.

AROUND CANADA'S MARITIME ARCHIVES

MARITIME HISTORY ARCHIVES (ST. JOHN'S, NEWFOUNDLAND)

The MHA announces the publication of *A Guide to the Holdings of the Maritime History Archives* by R. Thomas and H. Wareham earlier this year (112 pages), as well as *A Guide to the Crew Agreements and Official Log Books 1863-1913 Held at the County Record Offices of the British Isles*, also by R. Thomas and H. Wareham (456 pages).

New acquisitions include approximately 1,200 additional photographs of the Captain Harry Stone Collection; this collection now totals three thousand photographs of Newfoundland vessels and other shipping-related activities. A complete set (104 in all) of nautical charts for Newfoundland and Labrador has been donated by the Newfoundland Inshore Fisheries Association. The papers of Robert Mackey, former manager of the cable station at Harbour Grace, have been acquired. These include books, reports, and pamphlets relating to the history of submarine cables. Finally, the MHA has acquired original copies of the *London Mail*, 1877-1887.

ROYAL CANADIAN YACHT CLUB ARCHIVES (TORONTO, ONTARIO)

Kimberley Hancock, Archivist/Librarian for the Royal Canadian Yacht Club, is in the process of cataloguing the library. The project is near completion; the main subject areas are Canadian yachting, design, and international yacht racing. The Archive is anxious to develop an effective finding aid for its important collection of yacht designs and drawings. Of particular note is the Duggan collection (Duggan's only existing drawings) and designs by C.W. Bourke.

YARMOUTH COUNTY HISTORICAL RESEARCH LIBRARY AND ARCHIVES (YARMOUTH, N.S.)

Laura Bradley is now the full time archivist; she is available to help visitors and researchers five days of the week.

AROUND CANADA'S MARITIME SOCIETIES

CANADIAN CANAL SOCIETY

Society members Roberta Styran and Rob Taylor have learned that their proposal to the Champlain Society for a volume of documents on the Welland Canals has been

accepted. The projected volume will appear late in this decade in the Champlain Society's "Ontario" series.

MANOTICK CLASSIC BOAT CLUB

The Manotick Classic Boat Club announces that Cameron Graham now chairs the Heritage Committee. The Club is considering the possibility of producing a book on boatbuilding in Eastern Ontario. The Annual Antique and Classic Boat Show was held last August at Westport, Ontario, and all who participated agree that it was an unqualified success.

SAVE ONTARIO SHIPWRECKS

Members of the Sault Ste. Marie chapter assisted in a dive in June to explore the wreck of the steamer *Acadia* near Michipicoten. The ship was wrecked on the North Shore of Lake Superior in 1896; she was the first in North America to have iron frames and a wooden hull. The *Acadia's* remains were first discovered by SOS divers in the fall of 1990.

PERSONAL NEWS

LOUIS C. AUDETTE has published a paper on Admiral Murray for *Starshell*.....NORMAN R. BALL is currently researching a book to be entitled *Partners: Engineering in Canadian Society*. He was recently appointed Director of the Centre for Society, Technology and Values at the University of Waterloo, Ontario.....G.T. JOHN BARRETT continues his work on a model of the *Sir Isaac Brock*, the warship which was burned on the stocks in 1813 when the town of York was captured by the Americans during the War of 1812.....FRANK BROEZE's study of "Albert Ballin, The Hamburg-Bremen Rivalry and the Dynamics of the Conference System" appeared in the *International Journal of Maritime History*, III, No. 1 (June 1991), 1-32. Frank recently spent some time working in the archives of the Hamburg-America Line in the State Archives in Hamburg.....BRITON C. BUSCH has agreed to serve as Acting President of our sister society, NASOH, for the coming year. Tony is standing in for Barry Gough.....M. SHAWN CAFFERKY has been hired as a naval historian at the Directorate of History. He currently is working both on the official history of the RCN and his PhD thesis at Carleton University on the RCN (especially procurement), 1943-1964.....FRED CRICKARD is editing a series of volumes as part of a research project on "Maritime Policy and Strategy," which has received funding from DND and DFO; Fred is also involved in editing the *Niobe Papers*, of which three volumes will have been published by year's end. Next year Fred will serve as Programme Chair of the NOAC conference in St. John's on "Oceans Policy in the 1990s: An Atlantic Perspective".....W.A.B. DOUGLAS contributed an article entitled

"The Honour of the Flag had not Suffered: Robert Heriot Barclay and the Battle of Lake Erie" to a collection edited by W. Jeffrey Welsh on *War on the Great Lakes: Essays Commemorating the 175th Anniversary of the Battle of Lake Erie* (Kent, Ohio, 1991).....SERGE MARC DURFLINGER has published an assessment of "The Canadian Defence Quarterly, 1933-35: Canadian Military Writing of a Bygone Era," *Canadian Defence Quarterly*, XX, No. 6 (Summer 1991). He continues work on a doctorate on Canadian military reaction to participation in the war with Japan, 1941-45 (see "Mailbag," this issue) and will present a paper, on "Pearl Harbor and After: The Canadian Perspective," at a conference on "The Pacific War and Modern Memory: War, Culture and Society" to be held in December at William Paterson College in New Jersey.....TONY GERMAN's critically acclaimed *The Sea Is At Our Gates: The History of the Canadian Navy* (Toronto, 1990) is now available in paperback (see the review in the April 1991 issue of *The Northern Mariner*, 31-32).....CHARLES DANA GIBSON published an article entitled "The Weakest Link" in the June 1991 *Proceedings* of the U.S. Naval Institute. He is also the author of a successful historical and legal brief seeking veterans' status for a group known as "U.S. Coast and Geodetic Survey Seamen of World War II"; application was made to the Civilian Military Review Board, Department of Defense and approved this past spring. Charles hopes to publish his history of US Army Marine transportation under the title *The Army's Navy, 1775-1866* in the spring of 1992.....WILLIAM GLOVER is currently doing research on officer training in the RCN, 1939-1943.....BARRY GOUGH is on sabbatical leave in England; his address for correspondence only is 60 Alpha Terrace, Trumpington, Cambs. CB2 2HT, England. Barry has just published an article in *History Today*, XLI (September 1991), 49-56, on the founding of the Hudson's Bay Company in 1670; it is entitled "Lords of the Northern Forest." Barry will be honoured in December with an honorary D.Litt. at London University for his contributions to Imperial and Commonwealth history. Congratulations, Barry!.....MICHAEL HADLEY's book, *Tin-Pots and Pirate Ships: Canadian Naval Forces and German Sea Raiders, 1880-1918*, co-authored with Roger Sarty, was published earlier this year by McGill-Queen's University Press; he is now working on his next book, *Count Not the Dead: Culture of the German Submarine*.....JOHN H. HARLAND is the author of "The Design of Winches Used at Sea in the 1800s," *Mariner's Mirror*, LXXVII, No. 2 (May 1991), 151-165.....POUL HOLM is the author of *Kystfolk. Kontakter og sammenhænge over Kattegat og Skagerrak, ca. 1550-1914*; the book was successfully defended for a doctorate at the University of Aarhus.....OLAF JANZEN recently had a paper published in the *Canadian Journal of Native Studies*, X, No.1 (1990), 71-94; the essay, co-authored by Dennis Bartels, examined "Micmac Migration to Western Newfound-

land" in the mid-eighteenth century.....GERALD JORDAN will be in Singapore until 1 July 1992 as a Fellow at the Institute of Southeast Asian Studies. Gerry is conducting research into the British East India Company and maritime trade in southeast Asia during the eighteenth and nineteenth centuries. In September, he presented a paper at the US Naval Academy's Naval History Symposium in Annapolis on the 1780 British expedition to Nicaragua.....JOHN LING has published two papers in the *Transactions of the Royal Society of South Australia*, CXV. One examines "Recent Sightings of Killer Whales, *Orcinus orca* (Cetacea: Delphinidae) in South Australia," 95-98; the other, written with C.M. Kemper, examines "Whale Strandings in South Australia (1881-1990)," 37-52. John is currently engaged in studies of the southern right whale, which is staging a recovery from near-extinction in the nineteenth century, as well as historical sealing and whaling, with particular attention to old records which describe the distribution and abundance of pristine populations of seals and whales.....JOHN M. MACFARLANE has published an article in *Resolution*, No. 23 (Summer 1991), 16-21 on "The North Star: Last of the Western Arctic Eskimo trapping schooners".....DONALD MACKAY is working on a history of Canadian National, "the People's Railway"; it is due to appear in the autumn of 1992.....FRASER MCKEE has been busy with preparing papers for *The Northern Mariner* and *ARGONAUTA*, as well as trying to raise membership awareness and knowledge of events in the North West Territories and the Yukon by trying to establish a liaison person there. His own research continues into the history of HMCS *Swansea*; he was able to establish contact with five U-boat survivors, with the unexpected result of inspiring a reunion last June of the men of U-845 (their first in forty-seven years).....BRUCE A. MCFARLANE reports that his paper on "The Impact of the Social Sciences on Social Policy in Canada" has been published in the *Proceedings* of the Fiftieth Anniversary Conference, Social Science Federation of Canada, 1991. In June, Bruce was a discussant of three papers in a session at the Annual Meeting of the Canadian Sociology and Anthropology Association held at Queen's University; the session examined "Problems in the Sociology of Military Organization," and included papers on "Canadian Forces Immigrant Recruitment," "Age Differences in Voluntary Turnover Behaviour from the Canadian Forces," and "The Canadian Reserve Force: Image Among Canadians and Propensity to Join." In July, one of Bruce's graduate students, Capt. Lesley Oakes, CAF, successfully defended her master's dissertation on "Organizational Commitment, Job Satisfaction and Intentions to Leave: A Sample Survey of the Canadian Armed Forces (Navy)".....DOUG MCLEAN is working on an MA thesis at Royal Military College on RCN Support Escort Groups during the winter of 1944/45.....D.B. MUNRO has completed plans for modelling the World War II "Glen" Class harbour tug

HMCT *Glenside*. They are drawn to a scale of $\frac{1}{2}$ "=1'0" (1/24th); at a total length of forty inches, these drawings would be suitable for a radio-controlled working model. The plans are also sufficiently detailed to construct a static museum-quality model, should anyone be interested..... HARRY C. MURDOCH is investigating traders active in the Gilbert Isles (now Kinibati) and is trying to locate source materials for the period between 1880 and the establishment of the copra cooperatives. He is particularly interested in late nineteenth, early twentieth century individuals such as Robert Corrie, Captain Randolph, and others. Harry, this might be the kind of research which would make productive use of the missionary archives, described in Jim Greenlee's article elsewhere in this issue..... JAMES PRITCHARD has been working on a monograph reconstructing the history of the disastrous 1746 expedition of the Duc d'Anville to capture Nova Scotia. Jim's research has already led to one publication, entitled "The Sailors of the French Expeditionary Force to Acadia in 1746" which has just appeared in Colin Howell and Richard Twomey (eds.), *Jack Tar in History: Essays in the History of Maritime Life and Labour* (Fredericton, 1991)..... FRANK PROTHERO continues his research into the history of the commercial fishing industry on the Great Lakes from the 1790s to the present. Frank, together with Nancy Prothero, recently published *The Lone Survivor: The Katherine V of Rogers City*..... FRED ROGERS will soon have a second volume published of his *Shipwrecks of British Columbia*; he also has put together two manuscripts on BC's pioneer towboats as well as one on BC tugboats. Fred also tells us of a new book entitled *Union Steamships Remembered*, a study and recollection of shipmates that served Union Steamships on the BC coast. The book was written by Art Twigg and can be purchased by writing the author at RR 1, Campbell River, BC V9W 3S4..... ALAN RUFFMAN spent twenty-eight days as client rep. on the *Edward O. Vetter* "mowing the lawn" at the Penobscot site north of Sable Island; the *Vetter* was doing a 3-D deep seismic survey. Alan also tells us that the Geological Survey of Canada has finally issued the report on *Historic Seismicity and Record of Severe Storms with Coastal Flooding for Western Newfoundland: Search of the Western Star of Corner Brook, Newfoundland, April 4, 1900-June 15, 1964*; the report was prepared by several people including Alan, Katherine Hattie, Darrel Boyce, Bruce Stevenson, Andrew Smith, Gavin Budran, and Dionne Snow, and was released in August as G.S.C. Open File Report 2407, in two volumes..... CHESLEY W. SANGER is involved in an on-going investigation with A.B. Dickinson of Newfoundland-Labrador shore-station whaling. Last spring he was in Norway following up specific Norwegian connections through the Ellefsen family, which owned the station at Aquaforte. Ches also continues to be interested in the Scottish northern whale fishery from the seventeenth to the nineteenth centuries, with

particular attention to the environment as a biological "control" factor. These interests have led to a number of publications over the years, most recently "Environmental Factors Affecting 17th-19th Century Whaling in the Greenland Sea," *Polar Record*, XXVII (1991), 77-86; "Saw Several Finners But No Whales: The Greenland Right Whale (Bowhead)--An Assessment of the Biological Basis of the Northern Whale Fishery During the 17th, 18th and 19th Centuries," *International Journal of Maritime History*, III, No. 1 (June 1991), 127-154; and, with A.B. Dickinson, "A Newfoundland Floating Factory Whaling Expedition," *Polar Record*, XXVII (1991), 125-128..... DONALD M. SCHURMAN is the author of *A Bishop and His People: John Traavers Lewis and the Diocese of Ontario. 1862-1902* (Kingston, 1991), which has been published by the Diocese of Ontario. He has also written a study of "The Third Battle of Ypres" which appears in David Chandler (ed.), *Great Battles of the British Army: A Commemoration in the Sandhurst Companies*, published this year in London by Arms and Armour Press. Don will spend part of October conducting a high school group on a tour of Normandy, Dieppe, and Vimy Ridge. This after a year (by his own admission) of "strenuous teaching at RMC" where he had "superb students, as no doubt they would agree." Don's current research interest is Jellicoe as First Sea Lord, which he hopes to complete in England next March..... GEORGE SCHUTHE's research on "Room 19" continues, slowly but surely! This will develop into an history of the institution in Vancouver that trained radio operators for marine, aviation, and fixed land stations from 1926 until the 1970s..... JOHN STANTON's research into labour history continues. Currently he is working on an exposé of a corrupt official within the Mine, Mill & Smelter Workers' Union in BC who helped force a merger of his union with an American one in the 1960s. John is also researching judicial corruption involving a 1948 criminal libel case in BC, in which he acted for the defence..... JOHN SUMMERS will present a paper this month entitled "*Silver Heels: A Toronto Harbour Iceboat*" at the eighteenth annual conference of the Museum Small Craft Association in Seattle. His article, "Forgotten Watercraft: Small Craft for Work and Pleasure in Toronto Harbour, 1793-1940," which appeared in *Freshwater* in 1990, was awarded second place in the first annual Great Lakes History competition, sponsored by Cleveland State University. Well done, John!..... CHRISTOPHER TERRY informs us that the National Aviation Museum in Ottawa recently hosted the launch of a new book by Carl Mills on the use in the RCN of the McDonnell Banshee jet fighter. It is an exhaustive history with many hitherto unpublished photographs and details. The book is available from the author at 26 Clareville Crescent, Toronto M2J 2C1..... JOAN THORNLEY is currently studying the early paintings of Montague Dawson..... RICHARD UNGER's new book, *The Art of Medieval*

Technology: Images of Noah the Shipbuilder will be published before the year is out by Rutgers University Press. On the same theme, Richard's article on "Dutch and Flemish Marine Paintings as a Source for Research on the History of Shipbuilding" should be published next year in *Art in History/History in Art*, edited by J. DeVries and D. Friedberg. An article with Robert Allen on "The Depth and Breadth of the Market for Polish Grain 1500-1800," appeared in *Baltic Affairs. Relations Between the Netherlands and North-Eastern Europe 1500-1800*, ed. J.P.S. Lemmink and J.S.A.M. van Koningsbrugge (Nijmegen, 1990), 1-18. Richard continues to study technical developments in northern European brewing industries from the early Middle Ages to the 1870s while on leave during 1991-1992; he is a Fellow of Clare Hall, Cambridge University this fall.....THEODORE WAKEFIELD has been active for more than a year as a member of the Lighthouse Steering Committee of the Museum of the Great Lakes Historical Society; he is pleased to announce that efforts to raise funds for the construction of a replica of the Vermilion, Ohio, West Pier lighthouse have been so successful that the official ground-breaking ceremony was held this past summer. Ted was pictured in the Summer 1991 issue of *The Chadburn*.....MICHAEL WHITBY has made several contributions on Canadian naval history to the revitalized *Crowsnest*; he is currently working on a book about the RCN's "Tribal" and Fleet Destroyers, 1938-1965.....PETER WITCHELL is involved in the research and documentation of the New York pilot vessel *Thomas F. Bayard*, built in 1880. He is now in the process of draughting a complete set of working drawings. He is also investigating construction details and sail plans of British revenue cutters from the 1750s to the 1850s, and drop keel cutters from the 1790s to the 1850s.

BOOKS RECEIVED

(Editors' Note: With this issue we inaugurate "Books Received", a new feature which was first suggested by some members at the annual meeting in Ottawa last May. Because so much time elapses between the publication of a new book and its appearance in the review pages of *The Northern Mariner*, we felt that members could not become aware of publications which might be of particular interest to them until long after they become available. Indeed, given the relatively short "shelf-life" of some books today, there was concern that a book might be out of print before it could be reviewed. "Books Received" will attempt to remedy this by drawing attention to those new publications in maritime studies which the Book Review Editor of *TNM* has already received from the publishers and which eventually will be reviewed. What follows is only a partial list. Canadian books do not appear in the list below since they are included in the

"Canadian Maritime Bibliography" in *The Northern Mariner*. This listing will continue in future issues of *ARGONAUTA*.)

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- Andrews, Kenneth R. *Ships, Money and Politics: Seafaring and Naval Enterprise in the Reign of Charles I*. Cambridge: Cambridge University Press, 1991.
- Anson, Peter F. *The Sea Apostolate in the Port of London*. London: Apostleship of the Sea, 1991.
- Ballard, Robert D., with Rick Archbold. *The Discovery of the Bismarck*. Markham, Ontario: Viking/Madison Press, 1990.
- Bartholomew, C.A. *Mud, Muscle, and Miracles: Marine Salvage in the United States Navy*. Washington: Naval Historical Center, 1990.
- Basseches, Joshua T. *The Scrimshaw of Manuel Cunha: Late Work from Madeira Revealed*. Sharon, Massachusetts: Kendall Whaling Museum, 1988.
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- Baumann, Wolf-Rüdiger. *The Merchants Adventurers and the Continental Cloth-Trade (1560s-1620s)*. Berlin: Walter de Gruyter, 1990.
- Beechert, Edward D. *Honolulu: Crossroads of the Pacific*. Columbia: University of South Carolina Press, 1990.
- de Beer, Carel. *The Art of Gunfounding: The Casting of Bronze Cannon in the Late 18th Century*. Rotherfield, UK: Jean Boudriot Publications, 1991.
- Benford, Harry. *Naval Architecture for Non-Naval Architects*. Jersey City, NJ: Society of Naval Architects and Marine Engineers, 1991.
- Braynard, Frank O. *Classic Ocean Liners, Vol. 1: Berengaria, Leviathan & Majestic*. Sparkford: Patrick Stephens Limited, 1990.
- Brigham, Lawson W. (ed.). *The Soviet Maritime Arctic*. Annapolis: Naval Institute Press, 1991.
- Broeze, Frank (ed.). *Brides of the Sea: Port Cities of Asia from the 16th-20th Centuries*. Honolulu: University of Hawaii Press, 1989.
- Brown, David. *Warship Losses of World War II*. London: Arms & Armour Press, 1990.
- Brown, David K. *The Future British Surface Fleet: Options for Medium-Sized Navies*. London: Conway Maritime Press, 1991.
- Cabantous, Alain. *Le Ciel dans la mer: Christianisme et civilisation maritime XVIe-XIXe siècle*. Paris: Editions Fayard, 1990.
- Canney, Donald L. and Barbara Voulgaris. *Uniforms of the United States Coast Guard*. Washington: US Coast Guard, 1990.

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- Coates, J.F.; Platis, S.K.; and J.T. Shaw. *The Trireme Trials 1988: Report on the Anglo-Hellenic Sea Trials of Olympias*. Oxford: Oxbow Books, 1990.
- Colomb, Philip H. (intro. Barry Gough). *Naval Warfare: Its Ruling Principles and Practice Historically Treated*. 2 vols. Reprint ed. Annapolis: Naval Institute Press, 1990.
- Commission française d'histoire maritime. *Marins et Océans: études d'histoire maritime*. Vol. I (1991). Paris: Commission française d'histoire maritime, 1991.
- Cornell, Jimmy. *World Cruising Handbook*. Camden, Maine: International Marine Publishing, 1991.
- Cornell, Jimmy. *World Cruising Survey*. Camden, Maine: International Marine Publishing, 1990.
- Cressman, Robert J. and J. Michael Wenger. *Steady Nerves and Stout Hearts: The Enterprise (CV6) Air Group and Pearl Harbor, 7 December 1941*. Missoula, Montana: Pictorial Histories Publishing Company, 1989.
- da Cunha, Derek. *Soviet Naval Power in the Pacific*. London: Lynne Rienner, 1990.
- Daniels, Edwin H., Jr. (ed.). *Eagle Seamanship: A Manual for Square-Rigger Sailing*. 3rd ed. Annapolis: Naval Institute Press, 1990.
- Davies, Peter N. *Fyffes and the Banana, Musa Sapientum: A Centenary History*. London: Athlone Press, 1990.
- Davis, Robert C. *Shipbuilders of the Venetian Arsenal: Workers and Workplace in the Preindustrial City*. Baltimore: Johns Hopkins University Press, 1991.
- Dawson, Philip S. *British Superliners of the Sixties: A Design Appreciation of the Oriana, Canberra and QE2*. London: Conway Maritime Press, 1990.
- Dear, Ian. *Shipwreck!*. London: Portman Books, 1990.
- Doherty, Robert. *Disputed Waters: Native Americans and the Great Lakes Fishery*. Lexington: University Press of Kentucky, 1990.
- John Dyson, with Peter Christopher. *Columbus: Gold, God and Glory. In Search of the Real Christopher Columbus*. Markham: Viking/Madison Press, 1991.
- Eglinton, Edmund (ed. and intro. by Basil Greenhill; notes and charts by Peter Allington). *The Mary Fletcher. Seven days in the Life of a West Country Coasting Ketch*. Exeter: University of Exeter Press, 1990.
- Falkus, Malcolm. *The Blue Funnel Legend: A History of the Ocean Steam Ship Company, 1865-1973*. London: Macmillan, 1990.
- Fernández-Armesto, Felipe. *Columbus*. Oxford: Oxford University Press, 1991.
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- Fuson, Robert H. (trans.). *The Log of Christopher Columbus*. Camden, Maine: International Marine Publishing Company, 1987.
- Gannon, Michael. *Operation Drumbeat: The Dramatic True Story of Germany's First U-Boat Attacks Along the American Coast in World War II*. New York: Harper and Row, 1990.
- Gibbons, Tony. *Warships and Naval Battles of the Civil War*. New York: Gallery Books, 1989.
- Gibson, Charles Dana. *Merchantman? or Ship of War: A Synopsis of Laws, U.S. State Department Positions, and Practices Which Alter the Peaceful Character of U.S. Merchant Vessels in Time of War*. Camden, Maine: Ensign Press, 1986.
- Gleichen, Justin F. *Unsung Sailors: The Naval Armed Guard in World War II*. Annapolis: Naval Institute Press, 1990.
- Glassner, Martin Ira. *Neptune's Domain: A Political Geography of the Sea*. Boston: Unwin Hyman, 1990.
- Goodwin, Peter. *The Anatomy of the Ship: The Bomb Vessel Granado 1742*. Annapolis: Naval Institute Press, 1989.
- Gray, Todd (ed.). *Early-Stuart Mariners and Shipping. The Maritime Surveys of Devon and Cornwall, 1619-35*. Exeter: Devon and Cornwall Record Society, 1990.
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- Greenhill, Basil and John Hackman. *Herzogin Cecilie: The Life and Times of a Four-Masted Barque*. London: Conway Maritime Press, 1991.
- Greenway, Ambrose. *Comecon Merchant Ships*. 4th ed. Emsworth: Kenneth Mason, 1989.
- Greenway, Ambrose. *Soviet Merchant Ships*. 6th ed. Emsworth: Kenneth Mason, 1989.
- Gröner, Erich; revised and expanded by Dieter Jung and Martin Maass. *German Warships, 1815-1945. Volume I: Major Surface Vessels*. Annapolis: Naval Institute Press, 1990.
- Hagan, Kenneth. *This People's Navy: The Making of American Sea Power*. New York: Free Press, 1990.

- Halsey, John R. *Beneath the Inland Seas: Michigan's Underwater Archaeological Heritage*. Lansing: Bureau of History, Michigan Department of State, 1990.
- Harrington, Steve (ed.). *Diving Into St. Ignace Past: An Underwater Investigation of East Moran Bay*. Mason, Michigan: Maritime Press, 1990.
- Hartmann, Gregory K., with Scott C. Truver. *Weapons That Wait: Mine Warfare in the U.S. Navy*. Rev. ed. Annapolis: Naval Institute Press, 1991.
- Henige, David. *In Search of Columbus: The Sources for the First Voyage*. Tucson: University of Arizona Press, 1991.
- Hessler, Günther. (intro. Andrew J. Withers). *The U-Boat War in the Atlantic*. 3 vols. in one. London: Her Majesty's Stationery Office, 1989.
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- Hodges, Nan Powell (ed.). *The Voyage of the Peacock: A Journal by Benajah Ticknor, Naval Surgeon*. Ann Arbor: University of Michigan Press, 1991.
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- Hoyt, Edwin P. *Carrier Wars: Naval Aviation from World War II to the Persian Gulf*. London: Robert Hale, 1990.
- Hickerson, Lynn (ed.). *Historic Maritime Resources: Planning for Preservation*. Washington: Office of Maritime Preservation, National Trust for Historic Preservation, 1990.
- Jarvis, Adrian. *Prince's Dock: A Magnificent Monument of Mural Art*. Liverpool: National Museums and Galleries on Merseyside, 1991.
- Johnson, Richard R. *John Nelson, Merchant Adventurer: A Life Between Empires*. New York: Oxford University Press, 1991.
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- Layman, R.D. and Stephen McLaughlin. *The Hybrid Warship: The Amalgamation of Big Guns and Aircraft*. London: Conway Maritime Press, 1991.
- Lees, James. *The Mastings and Rigging of English Ships of War 1625-1860*. 2nd rev. ed. Annapolis: Naval Institute Press, 1990.
- Lewis, James A. *The Final Campaign of the American Revolution: Rise and Fall of the Spanish Bahamas*. Columbia: University of South Carolina Press, 1991.
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RESEARCH DIRECTORY UPDATES

(Editors' Note: Below we print the latest instalment of updates to the CNRS research directory. For a complete introduction to the Directory, see the October 1990 issue of ARGONAUTA.)

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Research: History of the RCN, 1943-1964

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Research: 20th Century Naval History, Defence, and Diplomacy with particular attention to North Atlantic, North Pacific, and Arctic waters; naval and oceans policy

Publications: co-ed., *The Niobe Papers*, I-III(1990-91); ed., *The Underseas Dimension of Maritime Warfare* (1989); *Naval Arms Limitations and Maritime Security* (1990); and *Maritime Interests, Conflict and the Law of the Sea* (1991).

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Research: Sailing Ships; Shipbuilding: Small Traditional Craft

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Research: Maritime and U.S. Marine Transportation; American Civil War; World Wars I and II

Publications: *The Ordeal of Convoy NY 119* (New York, 1973); *Merchantman? Or, Ship of War* (Camden, Maine, 1986).

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Research: Fishing (Especially Fisheries Management Policy, Systems Modelling, biological Oceanography; Conventions; and History)

Publications: *Independent Review of the State of the Northern Cod Stock* (Ottawa, 1990).

Name: **LING, JOHN K.**

Institution: South Australian Museum

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Research: Early sealing and whaling; marine mammals

Publications: "Recent Sightings of Killer Whales, *Orcinus orca* (Cetacea: Delphinidae) in South Australia," *Transactions of the Royal Society of South Australia*, CXV, 95-98; (with C.M. Kemper) "Whale Strandings in South Australia (1881-1990)," *Transactions of the Royal Society of South Australia*, CXV, 37-52.

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Research: Nautical Archaeology; Shipwrecks

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Research: German Merchant Marine; 20th Century German Whaling; Marine Artists

Publications: *Felix Schwormstädt 1870-1938. Maler, Pressezeichner, Illustrator* (Herford, Germany, 1990); "The German Merchant Marine in the Interwar Period, 1920-1932," in Lewis R. Fischer and Helge W. Nordvik (eds.), *Shipping and Trade, 1750-1950: Essays in International Maritime Economic History* (Pontefract, England, 1990), 191-212.

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Research: Naval Warfare; Military Biography

Publications: "In Defence of Home Waters: RCN Training and Doctrine during the 1930s," *Mariner's Mirror*, LXXVII, No. 2 (May 1991); "Foolin' Around the French Coast": RCN Tribal Class Destroyer Operations, Jan.-April 1944," *Canadian Defence Quarterly* (Winter 1990); "Northern Saga: HMCS *Sioux* and the Defence of Convoys JW 64 and RA 64," *Crowsnest* (July 1991).

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RESEARCH INDICES

Antarctic: Ling

Arctic: Crickard, Scholl

Baltic: Scholl

Biography: Whitby

Canada, Arctic and North: Crickard, Fox, Harris

Canada, East Coast: Cafferky, Fox, Harris, McLean

Canada, Pacific Coast: Cafferky, Paris, Witchell

Civil War (USA): Gibson

Defence: Cafferky, Crickard, McLean, Whitby

Diplomacy: Cafferky

Early Modern (1600-1800): Witchell

English Channel: Whitby

European Waters: Whitby

Fishing: Harris

Fur Trade: Ling

Great Britain: Witchell

Indian Ocean: Ling

Marine Biology: Ling

Maritime Law: Gibson

Merchant Shipping: Gibson, Scholl

Nautical Archaeology: Paris

Naval Architecture: Witchell

Naval History: Cafferky, Crickard, McLean, Whitby

Nineteenth Century: Fox, Ling, Paris

North Atlantic: Cafferky, Crickard, Fox, Harris, McLean, Scholl

North Pacific: Crickard, McLean, Paris

Oceans: Gibson

Sailing Ships: Fox, Harris

Sealing: Harris, Ling

Shipbuilding: Fox, Scholl

Shipwrecks: Paris

Small Craft: Fox

South Pacific: Ling

Twentieth Century: Cafferky, Crickard, Gibson, Harris, McLean, Scholl, Whitby

United States Army Marine Transportation: Gibson

United States Western Rivers: Gibson

Whaling: Ling, Scholl

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ANNUAL CONFERENCE AND GENERAL MEETING**

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ST. JOHN'S, NEWFOUNDLAND
25-27 JUNE 1992**

"SHIPS, SHIPPING AND SEAFARERS"

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THE ORGANIZING COMMITTEE FOR THE 1992 CNRS CONFERENCE INVITES PROPOSALS FOR PAPERS. PROPOSALS FOR INDIVIDUAL PAPERS OR COMPLETE SESSIONS ON ANY TOPIC IN MARITIME HISTORY WILL BE WELCOMED, BUT THE ORGANIZERS ARE ESPECIALLY INTERESTED IN PROPOSALS DEALING WITH THE PERIOD OF THE SECOND WORLD WAR. THE FRIDAY SESSIONS WILL BE HELD JOINTLY WITH THE NAVAL OFFICERS ASSOCIATION OF CANADA ON OCEANS POLICY IN THE ATLANTIC.

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