

ARGONAUTA

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ARGONAUTA EDITORIALS

(I)

A few weeks before we began this editorial, Canada observed Remembrance Day (or Armistice Day as our American members will know it). Once again, we offered tribute both to the fallen and to the survivors of past wars, and renewed our fervent but too frequently disappointed hope that such sacrifices might "never again" have to be made. Attention focused largely on those who served in the several armed forces. We were particularly intrigued to learn that Arthur Wiseman, one of only three crewmen to survive the sinking of the British battle cruiser *Hood* by the German battleship *Bismarck*, is still alive and living in Corner Brook, Newfoundland. Yet, too often when we focus on our service veterans, we fail to acknowledge many others who also deserve to be remembered for the hardships they suffered and the sacrifices they made. How much public attention has been focused on the fact that this winter marks the fiftieth anniversary of the merchant navy's battle against Nazi surface and U-boat raiders? How few of us remember—as Tony German does in his eulogy, reprinted in "President's Corner," to the late Eric Brand—that merchant seamen suffered four times the casualty rate as did the navy during World War II? How rarely do we reflect on *Bismarck's* purpose in trying to break out into the north Atlantic in May 1941? Thousands of former merchant seamen and several national organizations, including the Company of Master Mariners and the Merchant Navy Association, have long laboured to secure recognition for the role they played—and the costs they incurred—during World War II. A growing number of reports and studies, including a House of Commons committee report last October, have recommended that merchant seamen receive the pensions and benefits given to other military veterans. But the federal government continues to delay implementation of a programme which would cost an estimated \$10 to \$20 million. As recently as 27 November, the Minister of Veterans Affairs advised that his officials were still examining the situation. Bill Riddell, president of the Merchant Navy Association, warns that the time for continued study is fast running out. In an interview with the *Globe and Mail*, he emphasized the need for public recognition and support for their cause, and encouraged people to write their local MPs before it is too late. "There's very few of us left," he warned; "we're all sick and dying off." H.C. Chadderton, Chief Executive Officer of the War Amputees of Canada, echoed this concern in a letter to the *Globe and Mail*, urging all Canadians "to reflect on the penurious manner in which the Canadian government has made provision for disability pensions and needy assistance for these gallant seamen." To send a few letters to local MPs, to Veterans Affairs Minister Gerald Merrithew, or to

the Prime Minister requires little effort, and the cause surely is deserving. If we and our friends and relatives were to do this, who knows but that it might make all the difference?

(II)

One of our members has urged that "the requirements for inclusion of historically-oriented articles for *The Northern Mariner* not prejudice the need for general interest type articles in ARGONAUTA." He then observed that only about six of thirty-two pages in the October 1991 issue were devoted to articles. We were pleased to receive the comment. It is only when members offer their thoughts and suggestions that efforts can be made to tailor the newsletter and journal to the needs of the membership. More to the point, the reader was quite correct in his observation; the October issue was light on articles. This, however, is less a matter of choice than a function of what is submitted. We cannot run more general interest articles if we do not receive any. This has long been the case, and we have editorialized about it in the past. And, we suspect, it will continue to be a dilemma for years to come. Moreover, now that CNRS is served by a journal, it seems likely that fewer articles will be submitted to ARGONAUTA as it returns to its role as the Society's newsletter. This is not to say that we no longer want ARGONAUTA to carry articles, but rather that *The Northern Mariner* is increasingly viewed as the logical forum for research pieces.

Which raises the obvious question: what kind of articles should the journal carry? It is true that the articles which have appeared thus far in *The Northern Mariner* have been "historically-oriented." Yet this, too, is more a reflection of the kind of articles that have been submitted. The "Guidelines for Contributors" on the inside back cover of each issue give strong encouragement to "submissions which reflect other approaches or are interdisciplinary." The door is always open to other kinds of articles. We simply have not received any non-historical essays. Members should therefore be patient. With time, the diversity of material appearing in ARGONAUTA and *The Northern Mariner* will surely increase. We also repeat the request to all members by previous editors to submit material for both the newsletter and the journal. Only in this way will the general as well as specialized interests of members continue to be served.

PRESIDENT'S CORNER

By W.A.B. Douglas
Ottawa, Ontario

Now and then, people of quality light up our world. Captain Eric Brand, OBE, who led a rich and long life from 14 May

1896 to 22 November 1991, was one of these. His Memorial Service of Celebration and Thanksgiving took place at St. Bartholomew's Church in Ottawa on 6 December, and the eulogy by Commander Tony German, RCN (ret'd) will be of such interest to our readers that I have persuaded him to allow me to use it for the President's Corner.

Who, looking back over the life of Eric Brand, all 95½ years of it, could be anything but thankful for having known him, and could feel anything but a sense of celebration for what he, in that lifetime of service, achieved? Britain, his birthplace, and the Royal Navy were admirably served by an energetic, highly-competent naval officer. It was when he came to Canada, by a stroke of fortune, in 1939 with the world on the very edge of war, that he found perhaps his greatest challenge--not out at sea where his heart always was and where all his professional life was focused, but in a rather unglamorous Ottawa, applying his remarkable intellect and ability one thousand miles from the open ocean, masterminding the movement of millions of tons of shipping in probably the most crucial facet of that long and bitter war. Canada, this country of immigrants, was truly fortunate to have him then, and right through the second half of his life. He never lost the fine things that were bred in his bones. He embraced his new country and served it in a way which is a shining example to generations who followed and are yet to come.

To his three grandchildren--young Eric Brand, Fraser and Toby Robinson: I first met your grandfather and your grandmother when they came here in 1939 and I was around your age--about fifteen. I remember them as very good friends of my father and mother; in fact their first Christmas in Canada was spent at our house. I remember him as friendly, forthright, with an easy sense of humour, someone you liked right away, someone you knew instinctively as a man of substance, and someone who never looked down his nose at you. He showed respect for you and so you respected him. I was on my way not long after that to become a naval cadet, just as my father had in the Canadian Navy, and your grandfather had in the Royal Navy some thirty years before in 1911. His history is your history--it is our history. He would not have liked the word applied to him, I know this full well, but he is in truth one of Canada's real heroes.

Sub-Lieutenant Brand was barely twenty when he fought in the Battle of Jutland in HMS *Valiant*. He distinguished himself there, won a Mention in Dispatches and advanced promotion to Lieutenant. He studied two specialties, first Gunnery which he practised at sea, then Navigation in which he became an outstanding expert. Clearly he was a young man who always sought more knowledge, always looked to the horizons. And he could always find the best in something

and bring it to bear on whatever he had to do. The characteristic of the naval Gunnery Officer, I should tell you, was always "When in doubt, get on with it," of the Navigator, "Plan meticulously beforehand, and never lose your head." He brought both attributes with him to Canada and our navy.

It was indeed a stroke of fortune. In 1939 Commander Brand had been passed over for promotion to Captain, a misfortune and disappointment to him, due partly at least to being the first of his term promoted to Lieutenant, which put him out of phase for his age. The winner was Canada and the Royal Canadian Navy. In 1939 our Naval Service Headquarters had a small handful of officers and they were not well blessed with experience. Someone of Eric Brand's calibre was heaven sent. He was Director of Intelligence and Trade at first and soon concentrated on Trade. This was really the hub of the whole business of the navy. If the merchant ships did not make safe passage with food and fuel and weapons of war, Britain and Russia would inevitably fall.

I do not suppose youngsters like us who saw convoys from an escort's bridge or upper deck gave much thought to how they were pulled together in the first place. That was the massively complex job, marshalling all the shipping leaving North and South American ports, that was pulled together in Eric Brand's small office in Ottawa with a team of youngsters who were completely green to start with and learned quickly under his inspired and very firm tuition. He had been running it all for two years when the United States came into the war. That was fifty years ago tomorrow, 7 December 1941. He continued to run the whole show for a full six months while the US Navy was organizing itself to catch up.

They clearly recognized his tremendous ability. The United States made him a Commander of their Legion of Merit with the citation that "By his outstanding ability he contributed materially to the establishment of an efficient US Navy organization for the control of shipping in cooperation with Canadian forces." Something of a rare admission from the USN. He also was invested as Chevalier, Legion d'Honneur of France and received the special medal from the King of Sweden for his key part in delivering the food and necessities of life for millions of people through the years of war. He also won the Order of the British Empire, which of all was closest to his heart.

Integrity, refusal to compromise a principle, as demanding on others only as he was on himself, there was another side of him and that was his profound humanity. He had a vast congregation of friends and colleagues over the years, and any who came to work with him found a friend. Many are here today. There is not one of them--one of us, I'm proud to say--who would not say without question that they would

serve with Eric Brand anywhere. I will mention only two names.

The first is Ted Watt, to whom I very recently spoke on the telephone in Victoria. In 1940 Lieutenant Watt, RCNVR, was in charge of the Naval Boarding Service in Halifax--a rather unexciting job for one who was anxious to get into the action--with a handful of naval ratings who inspected ships as they came in to gather in Bedford Basin for their trans-Atlantic convoys. Their job was to check for sabotage, possibly bombs concealed while they were loading in neutral ports. What those young sailors did find was a time bomb--fast crumbling morale among the merchant seamen. Great numbers of them lived a rootless existence in wretchedly ill-found ships, with no amenities or comforts ashore or afloat and constantly in danger of death at sea with four times the casualty rate of the navy protecting them. And no one seemed to care.

Ted Watt cared and reported up the line. At the top was Eric Brand. He cared. He listened. He acted. With his unique blend of swift insight, sure action and built-in humanity he wrought the essential changes in high places. First, he could see that if morale broke among the merchant seamen and the ships stopped moving, the war would be lost. Second, there were thousands of friendless seamen out there who were in bitter need. The practical measures were things like manning pools for the seamen, pay between voyages, medical services, decent accommodation ashore and recreation. On the human side, with leadership assumed instantly by people like your grandmother, Margaret Brand, comforts for merchant seamen quickly made their way from all across the country--hand-knit sweaters, toques and mitts and seaboot stockings, bundles of magazines, cigarettes. The Brands' garage just a few blocks from here on Rideau Gate became a warehouse. Eric Brand, working a good ten hours a day at naval affairs, found time to bear a hand as a gopher. As he recounted in that great gathering of recollections, *Salty Dips*, he picked up, among other things, the 127th sweater one elderly, shut-in lady had knitted for merchant seamen.

All these articles--as essential in their way as guns and depth charges--got to the seamen via the motor launches of the Naval Boarding Service. So Ted Watt's sailors became the merchant seamen's friends. Halifax's lead was followed in other ports. The whole system became a model for Britain and played a vital role in eventual victory at sea. Humanity: it is people, individual people, who make the difference. It is people who make history. Your grandfather did.

His affinity with the Merchant Service went right back to his first cadet days in the training ship *Conway*. He retired from

the navy in 1946, but Canada was now home. Fortunately, again. Almost simultaneously he was called in by C.D. Howe to keep inland shipping going during a paralysing seamen's strike. He then became the thoroughly efficient and effective Director of the new Maritime Commission. My path brushed his again in 1959 when he had charge of organizing the social events for the opening of the St. Lawrence Seaway and I was commanding a destroyer escorting the Royal Yacht. As Her Majesty Queen Elizabeth sailed through with Prime Minister Diefenbaker and President Eisenhower aboard *Britannia* there was something of a note of a family affair. The Queen's father, King George VI, and Eric Brand had been classmates at the Royal Naval College close to fifty years before.

Next he became in effect the Commandant of the Canadian Coast Guard. It was not called that then. The Department of Transport had had for years a large but rather disparate collection of vessels doing all sorts of essential, non-naval chores: icebreaking, light tending, and surveying, in coastal and inland waters. As the new Director of Marine Operations, Eric Brand fashioned the Canadian Coast Guard into a fine and efficient, well-trained and disciplined professional service. Not a navy precisely, not a commercial merchant service, but a unique blend that suits this country and our particular conditions very well. He wore the uniform of Honorary Commodore, Canadian Coast Guard, on appropriate occasions with every bit as much pride as he had always worn the uniform of the navy he had joined as a young cadet.

He retired from the Department of Transport in 1963, aged sixty-seven, but was called back next year for what was his crowning and perhaps most personally rewarding achievement. He organized and started the Canadian Coast Guard College at Sydney on Cape Breton Island. I promised only one other name. The present Commandant of the College, David Parkes, Canadian Coast Guard, who is with us here today was a member of the first class that entered when it opened in September 1965. So Eric Brand's firm, wise and human hand is on that first-rate Canadian institution to this day. His bequest is to the young men and women going to sea as Coast Guard officers: they will always have a fine, deep-rooted tradition to uphold.

Today, Eric, Fraser and Toby, here in St. Bartholomew's Church where your grandfather and grandmother worshipped together for many years, you will understand that while we are saddened at his passing because he leaves a gap in all our lives, we are here for thanksgiving. We are celebrating Eric Brand's lifetime of true service to God, King, Queen, country and his fellow man. None of us will ever forget.

ARGONAUTA COMMENTARY

REPLICA NORSE SHIPS

By Trevor Kenchington
Musquodoboit Harbour, Nova Scotia

The article on the replica Norse ships [ARGONAUTA, VIII, No. 3 (July 1991)], followed soon after by the arrival of those craft in Halifax, leads me to a few observations. First, while Morcken's analysis contained some dubious arguments, it is surely correct that the Gokstad ship is not an appropriate prototype for a north Atlantic-voyaging vessel.[1] Besides being the wrong basic form (more an oared warship than an ocean sailer), she is about one hundred years older than the Vinland voyages. That *Gaia* has now crossed successfully (as Andersen's original replica, *Viking*, did ninety-eight years ago) is a tribute to her crew, though one may doubt whether either replica would be safe, even by tenth century standards, for routine trans-oceanic voyaging in the absence of escort vessels and other support. The Oseberg ship is even less suitable as a prototype. As Haakon Shetelig has put it, "Obviously, this ship was not built for real voyages on the high seas, hardly even for regular use on the fjords...it was made for small trips in calm waters and fair weather, suitable for the personal use of a lady of high rank" such as the woman buried in her.[2] Seen in that light, the modern Oseberg's recent voyage from Halifax to Boston must have been quite a test for the design and for the latter-day "vikings" who sailed her!

The Roskilde *knarr* (Skuldelev 1), one of a group of block-ships sunk about 1000-1050 AD, is a much more appropriate prototype.[3] Not only was she built close to the date of Leif's voyage but she was exactly the type of ship that we might expect Bjarni Herjolfsson to have owned before Leif bought her. Fortunately for the historical purist, Skuldelev 1 was used as the basis for the smallest and oldest of the *Gaia* craft, *Saga Sigla*. While she received little attention from the press this year, the first leg of her 1984 around-the-world voyage was in terms of nautical technology a more accurate reproduction of Leif's voyage than the 1991 crossing.

I had a chance to look at all three replicas in Halifax. Unfortunately, their deck houses rather spoiled their lines and prevented the casual viewer from getting a good idea either of their structure or of living conditions on the original vessels. In particular, the enormous *kjerringa* (or keelson-cum-mast step), the mast partner and associated structure of the Gokstad ship, if they are indeed present on *Gaia*, were hidden from view. That was a shame, not only because these means of transferring the stresses of the mast to a large, flexible hull were perhaps the most important development

made by Norse shipwrights but also because they call for enormous timbers that are rarely to be found in modern European forests. It would be interesting to know how they were replicated. Aside from the deckhouses, the hulls of all three craft seemed to be remarkably faithful reproductions of their respective prototypes (if, of course, one was careful to ignore the controls for the diesels and the hangings for stern rudders, presumably used when under power). It was certainly good to see the hull lines developed in three dimensions, after years of looking at paper reconstructions!

Their rigs had a number of very curious elements, however, and it would be interesting to know the bases for them. None of the Gokstad, Oseberg or Roskilde ships were rigged when they were found, though the first had several spars and assorted rigging elements on her deck and the second had at least a mast (though that seems only to have been made for inclusion in the burial). Those pieces and various other bits of archaeological, iconographic and documentary evidence for Norse rigging have led to a thriving debate over all aspects of contemporary sailing gear, of which I know too little to make much comment. Shetelig originally suggested that the Gokstad ship had no standing rigging at all (much like nineteenth-century luggers), but most recent commentators have accorded her a full suit of shrouds and stays.[4] *Gaia* followed this latter trend (which is only appropriate, considering that she was rigged for ocean sailing), as did the modern Oseberg and *Saga Sigla* (for which latter vessel such heavy rigging is probably historically appropriate). Sadly, all three were being sailed into Halifax with bowlines rigged and the only sign of a *beitass* (the distinctive Norse spar used as a spreader to keep the weather leech taut) was one lashed in the place of a bowsprit on *Saga Sigla*. Whether any of the three prototypes would have carried bowlines is a matter of debate. Certainly the Gokstad ship and Skuldelev 1 were fitted for a *beitass* whereas the Oseberg ship was not. It would have been most interesting to see one in use.

As a much more serious anachronism, the publicity video of *Gaia* at sea showed her with, of all things, a staysail! Captain Andersen used much the same thing on *Viking* so, besides perhaps being essential to lift a Gokstad-replica's bow to the ocean swell, this particular feature was an authentic reproduction of a nineteenth-century attempt to reproduce the tenth century, even if it did introduce a post-1600 AD element. Which brings me to my final point: the whole exercise seems not to have been intended to be historically accurate in the first place. To me, the most curious aspect of the *Gaia* voyage is that historic/archaeological symbols should have been chosen to carry an environmental message, while almost entirely avoiding a valuable opportunity to correct the popular misconceptions about the historical roles of Leif, Columbus and other supposed discoverers of this

continent. There is certainly no lack of such errors in the public consciousness, as witness the growing Columbus-mania in countries that owe their political origins to the English and French mariners who followed the Norse explorers to the New Found Land. No doubt the publicists and fund-raisers can explain why the juxtaposition of a Gokstad ship replica, a Greek goddess' name that is now inextricably linked to a pseudo-scientific theory of planet-wide homeostatic control and "green" propaganda was appropriate. I cannot.

The affair has had its positive side, of course. Several hundred Canadians and, no doubt, many more Americans have had a chance to see Norse ships under sail. That must plant a seed of nautical interest somewhere. Moreover, there are now replicas of three ships afloat and, presumably, potentially available for scientific sailing and rowing trials. The Nautical Archaeological Society has recently made some such use of Tim Severing's replica Homeric ship, *Argo*. Is it too much to hope that *Gaia*, *Oseberg* and *Saga Sigla* might make similar contributions to research?

Notes

1. R. Morcken, "Longships, Knarrrs and Cogs," *Mariner's Mirror*, LXXIV, No. 4 (November 1988), 391-400.
2. A.W. Brøgger and H. Sjetelvig, *The Viking Ships* (2nd English ed.; Oslo, 1971), 115. By popular repute, if not archaeological fact, the ship was the grave of Queen Åsa, the wife of Gudrød the Hunter who, according to the *Ynglinga-tal*, had her husband murdered in vengeance for the deaths of her father and brother. She probably died about 850 AD.
3. O. Olsen and O. Crumlin-Pedersen, *Five Viking Ships from Roskilde Fjord* (English ed.; Copenhagen, 1978).
4. See Harald Åkerlund's reconstruction of the Gokstad ship's rigging in P.H. Sawyer, *The Age of the Vikings* (2nd ed.; London, 1971).

ARGONAUTA MAILBAG

Sirs:

The article on "Postwar Ocean Shipping and Shipbuilding in Canada" by Michael A. Hennessy [*The Northern Mariner*, I, No.3 (July 1991)] contains at least one of those seemingly picayune errors that upsets the natural order of things and gives the impression that water flows uphill. On p. 30 there is reference to "the 1961 decision to restrict shipping within the Great Lakes below Montreal to Canadian-registered ships." In most cases the Great Lakes are buoyed following

a well-established convention which assumes that when one is going up a river, one is proceeding "upbound." For purposes of navigation and Isaac Newton, the Great Lakes flow from west to east--downhill, Niagara Falls and all that. Even captains, shipping company staff, and other professionals follow this convention for clarity. So, are the Great Lakes below Montréal? Indeed they are not. Shame on ye, editors, for missing this one!

Maurice D. Smith, Executive Director
Maritime Museum of the Great Lakes at Kingston
55 Ontario Street
Kingston, Ontario
K7L 2Y2

Sirs:

I seek information concerning the fate of two vessels which were transferred to Newfoundland registry and were last listed in the service of Bowater's Newfoundland Pulp and Paper Mills Ltd., Corner Brook. The first vessel was *Champlain* (No. 116999-522/04-steam salvage tug); she was transferred to St. John's on 16 March 1942 and the only notice I have on hand suggests that the vessel sank 1/6/43. The other vessel was *Samia City* (No. 126227-233/09-steam tug); she was transferred to St. John's 17 March 1942. Her final disposition is unknown. Any advice or suggestions which might lead to further information would be appreciated.

George Ayoub
194 Arthur Street
Ottawa, Ontario
K1R 7C4

Sirs:

A small point, but methinks editors or their secretaries and word processors should not correct the spellings of authors' names without some just cause. I've checked, and at no point in my book review in *The Northern Mariner* I, No.4 (October 1991), pp. 70-72 did I misspell my own name! My Alan has but one "l," but I am now enshrined as having two "l's," not only in the review and the issue's index but also in the volume index. T'ain't so--you can't believe all you read?

Alan Ruffman
P.O. Box 41, Station M
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(Eds. Note: Since two of us have suffered the slings and arrows of outrageous spelling of our names, we sympathize even as we apologize. Sorry about that.)

Sirs:

Information is sought on the whereabouts of senior officers and statesmen of the NATO alliance concerned with the role that seapower played and plays in the successful working of the alliance and in securing the member states against aggression. I would welcome any suggestions about memoirs, diaries, tapes, photographs, books, and articles and would particularly appreciate information that is not usually in the public realm of university and institutional libraries. I have been awarded a NATO Research Fellowship to investigate aspects of this subject with a view to writing a survey history of the years 1949-1989. I seek the opinions of informed individuals, particularly those active in the process of ensuring NATO's sea security and of influencing aspects of the alliance's naval capabilities. Opinions and suggestions from soldiers and airmen would also be welcome.

Barry M. Gough
Department of History
Wilfrid Laurier University
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Sirs:

Do readers know anything about the *G.B. Walters* of Lunenburg? According to my information, she was a "knockabout" fishing schooner built in Newfoundland and later converted to a trader. She was sailed by Captain Edward Jansen. I would be grateful for any additional information.

F.J. Berry
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ARGONAUTA ARTICLES

SOME OBSERVATIONS ON THE ARTISANAL FISHING CRAFT OF EL SALVADOR [1]

By T.J. Kenchington
Musquodoboit Harbour, Nova Scotia

During a recent trip to El Salvador as part of a fisheries development project, I had the opportunity to spend several days on the waterfront of La Unión, a fishing and naval port on the Golfo de Fonseca, and to make much briefer visits to La Libertad and Acajutla in the west. Since El Salvador is not generally accessible to nautical ethnologists, some observations on the small boats of the area may be of

interest, even though based on limited observation and despite a lack of comparative studies.



Figure 1: Map of El Salvador

La Libertad is a well-established fishing station but has no harbour or sheltered anchorage. There is only a sand beach, fully-exposed to the Pacific. The fishing facilities comprise a single long pier extending beyond the break-point of the waves. Boats are launched and recovered from the end of this pier by a crane hoist which lowers boat, men and gear into the water, relifting them at the end of each trip. When not in use, the boats are stored on small trolleys that allow them to be wheeled to the owner's space, clear of the launch area. The fish are sold (usually direct to consumers) from alongside the boats. The boats are all locally-built (probably in the national capital, San Salvador) of GRP construction, with wood incorporated as necessary in the stringers, gunwales and so on. Powered by outboard motors, they are open, about five or six metres long overall, and narrow for their length, with "simulated-lapstrake" sides. This boat type is probably a modern adaptation of a traditional local design. Indeed, it is likely that one wooden example was used as a mould from which the form of the current boats was taken.



Figure 2: Dugout driven fast on La Unión Bay. This boat bore the painted name *Lorena*.

Acajutla was once equally exposed but now has a large breakwater-wharf which forms El Salvador's only significant

commercial port facility. In its lee, a smaller breakwater encloses the artisanal fishing harbour where there is a wharf, ample space for boat storage on trolleys, and a covered market building. Compared to La Libertad, the greater shelter allows some small boats to be kept on moorings or hauled up a slipway, though most also seem to be launched and recovered by crane. Perhaps partly because of this wider range of options, the local boats are more varied. Many are identical to those at La Libertad, while some are larger variants (up to perhaps eight metres overall, these being likely of wooden construction) or double-ended GRP canoes essentially little different than those on any Canadian lake, though all have very small transoms high on their sterns for mounting an outboard motor. Finally, there was a single dugout canoe, apparently in recent use but possibly now abandoned. Although most are clearly normally powered by outboards, the one canoe that was in use while I was there returned from a commercial fishing trip under sail and was steered by nothing more elaborate than a paddle held over the lee side, well aft.

Although it is only some two hundred kilometres along the coast, La Unión's artisanal boats are in marked contrast to the GRP craft of La Libertad and Acajutla in that they are all dugouts. These are simple, single-log craft, without any of the elaborations (such as extension, expansion or multi-log construction) needed on shores that lack giant trees. Indeed, it seems that far from needing to extend the log to obtain a boat of sufficient size, it is normal to cut a tree in half lengthwise to make two boats, each with an appropriate beam to depth ratio! Nor should it be supposed that these craft are small. I spent a morning fishing from one that easily accommodated four men and still left plenty of space for the gill nets (say seven metres long and seventy-five centimetres in both beam and depth amidships), yet was far from the largest in the fleet. Even larger ones serve as local "buses," carrying school children from the outlying settlements and ferrying their parents to and from the market.

In shape, these dugouts generally have a pronounced plumb stem and a firm forefoot leading to very fine waterlines in the entrance, with pronounced flare higher in the forward sections. The "gunwale" (if such it may be called in a dugout) sweeps up through a moderate sheer to the "stemhead." Amidships, there is normally a moderate rocker and a slight athwartships curve on an otherwise flat bottom, with moderately firm bilges and almost straight, wall sides. The stern is a more moderate version of the bow, with less sheer and flare. The straight and almost-plumb "sternpost" has a flat, after face which swells into a small "transom," suitable for an outboard motor. Such motors seem to be the sole source of motive power, except that paddles are used in very shallow water and the occasional sail is spread for entertainment rather than practical transport.

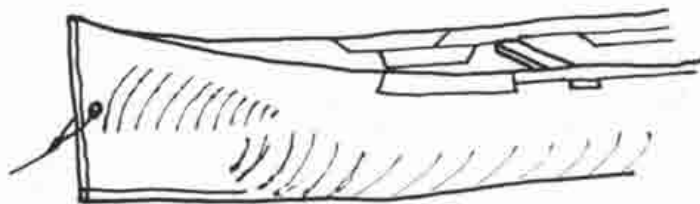


Figure 3: Bow of dugout dried out on the foreshore at La Unión. Note the flat face of the "stem" worked out of the log, the various inserted pieces along the "gunwales" and, near the forefoot, the extreme flare of the bow and the painter passed through a hole just abaft the "stem." The pattern of the wood grain is not shown in the figure but the heart of the log was clear on the original boat. It passed through the centre of the "stem" just below the "stemhead."

It would be pleasant to report that these dugouts are the products of proud master craftsmen but, romantic notions of the wooden boat fraternity aside, that is not the nature of working tools in poorer tropical countries. The one dugout at Acajutla, for example, had been made from a bent log, leaving it with a large hollow in one bilge that resembled a giant "wany" edge. Similarly, the one boat I saw under construction in La Unión was being carved from a defective tree in which disease had produced a hole. Rather than restarting with better material, the boat-builder was busy patching it with something strongly reminiscent of polyester resin. Nor is it possible to classify these boats by the simplified schemes sometimes suggested by nautical archaeologists.[2]

They are apparently not "expanded" and are certainly not "extended" in any meaningful sense. The builders and owners seem content, however, to nail odd bits of plank or timber wherever the original log was deficient or where some damage has led to a need to build up the structure. Presumably sawn lumber and steel nails are cheap enough to make such minor additions preferable to the labour of cutting out a new hull but not so cheap as to make new plank-built boats cheaper than dugouts. As a final blow to purist sentiment, the fishermen are not above using a split piece of PVC pipe to make a smooth surface for the "rail" so that their monofilament nylon nets can be shot and hauled with less damage! Perhaps this epitomizes the tropical world's practical response to the products of industrial development.

The very pronounced difference between the GRP boats of western El Salvador and the dugouts of the east is perhaps the most interesting of these observations. I cannot advance a certain explanation, though the use of cranes at La Libertad and Acajutla may preclude the use of anything as heavy (and, perhaps, as longitudinally-weak) as a dugout. Furthermore, La Unión is relatively far from the industrial facilities of San Salvador, but it lies near the mouths of

major rivers that descend from the forested mountains of Honduras. La Libertad and Acajutla have opposite advantages. Thus, the relative expense of GRP and dugout construction may well differ markedly. This may also explain the boats of El Triunfo (half way between La Unión and La Libertad), which are reportedly a mix of dugouts and GRPs. Despite such easy geographical hypotheses, this change in boat form also suggests an extreme localization of perceptions and communication. The artisanal fishermen of the various ports use very different names for the same species of fish but the same names for very different species.[3] This certainly implies a limited interchange of ideas.

All these craft had been brightly-coloured, as might be expected in the tropics, though most of the dugouts showed much bare wood through worn and faded paint. Many carry names which in keeping with Latin American tradition are often of saints. The same broad interests and wry humour that decide many a Canadian fishing boat's name can also be seen, however: *Led Zeppelin* presumably reflects its owner's musical tastes but what is one to make of the smallest boat in the port when it is emblazoned *Bismark*?

Notes

1. I would like to thank Martin Yeatman of EYE Marine Consultants, Dartmouth, Nova Scotia (naval architect for the fisheries development project) for confirming some of my observations at La Libertad and supplying information on the boats of El Triunfo.

2. See, for instance, Basil Greenhill, *Archaeology of the Boat: A New Introductory Study* (London, 1976).

3. M. Ramirez and O. Villatoro, "Determinación de sinonimias de nombres comunes de peces marinos en El Salvador" (Informe Técnico, Servicio de Recursos Pesqueros e Informática, Ministerio de Agricultura y Ganadería, El Salvador).

ARGONAUTA COLUMNS

MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie
East LaHave, Nova Scotia

P.S. City of Saint John

Specifications:

Official Number:

59286

Builder: I. and S.W. Olive, Carleton, N.B.
Date Built: 1870
Gross Tonnage: 709
Overall Length: 159.5 feet
Breadth: 27.1 feet
Draught: 9.8 feet
Engine Builder: Possibly Phoenix Foundry, Saint John, which manufactured engine for Lunt's *P.S. Rothesay* in 1867
Description: Wooden hull, beam engine-driven sidewheeler

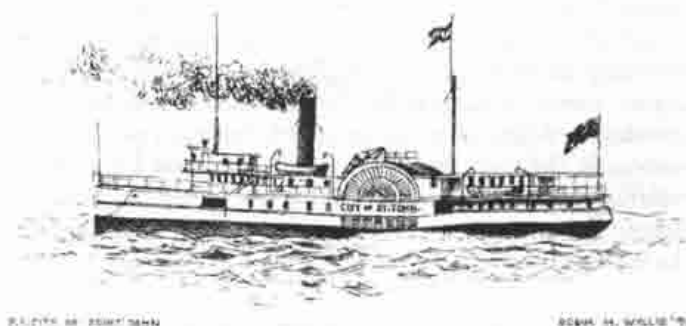


Figure 1: P.S. City of Saint John

Steamer "City of Saint John."



THROUGH connection to Woodstock, Houlton and Canterbury, via St. Stephen, with the N. B. and Canada Railway, twice each week. Through Bills Lading to Woodstock, Houlton and Canterbury, signed at the Warehouse of the Steamer at Reed's Point.

Until further notice, the Fine and Fast Sea-going Steamer
"CITY OF SAINT JOHN."

will leave her Wharf at Reed's Point every WEDNESDAY and SATURDAY Morning at 8 o'clock, for St. Stephen, calling at St. George and St. Andrews, and connecting with the N. B. and Canada Railway to Woodstock, Houlton and Canterbury, making a Through and Reliable connection. Returning from St. Stephen every MONDAY and THURSDAY Morning, calling at St. Andrews and St. George. On every SATURDAY and MONDAY the steamer will call at L'Etang.

The above Steamer connects every trip with the Steamer "COCHITUATE" for St. George.

PARRSBORO', WINDSOR and HALIFAX.—The above Steamer will leave her wharf at Reed's Point every Thursday evening, at high water, for Parrsboro' and Windsor.

FREIGHT (which must be plainly marked) received at the Steamer's Warehouse, at Reed's Point, up to 6 o'clock, P. M., by the Agent who is always in attendance.

ENOCH LUNT, 41 Dock Street.

Figure 2: P.S. City of Saint John Schedule, 1872

Source: *Down East: A Guide to Travel in the Maritime Provinces* (Saint John, 1872).

History:

City of Saint John was typical of the inshore paddle steamers serving Fundy and Nova Scotia ports from Saint John in the mid-to-late nineteenth century. Built for Enoch Lunt in the Carleton yard of I. & S.W. Olive in 1870, the vessel was placed on the Bay of Fundy service to connect with his P.S. *Rothsley* from Fredericton. As can be seen from her schedule (Fig. 2), she made four trips each week between Saint John and Charlotte County ports, connecting at St. Andrews and St. Stephen with the New Brunswick and Canada Railway. The connection with the *Cochituate* might have been a small ferry running between St. George and Passamaquoddy Bay. At "high tide" on Thursday evenings, *City of Saint John* ran up the Bay of Fundy to Parrsboro and Windsor, connecting with trains of the Windsor and Annapolis Railway.

Construction of the Shore Line Railway, connecting Saint John and St. Stephen, and a through ticketing arrangement between the Windsor and Annapolis Railway and the Yarmouth Steamship Company, forced the withdrawal of the steamer. It is not known whether she was laid-up or placed on another route, but in 1884 the *City of Saint John* was purchased by the Yarmouth Steamship Company and placed on a Saint John to Halifax route which served as a feeder to its Yarmouth-Boston service. In addition to Yarmouth, she called at Barrington, Shelburne, Liverpool and Lunenburg. She remained on this route until replaced by the ill-fated P.S. *Express* in 1898. Retained at Yarmouth as a spare, she was sold with the other Y.S.S. Company vessels to the Dominion Atlantic Railway in 1901. Upon her inspection that year, she was condemned and subsequently dismantled.

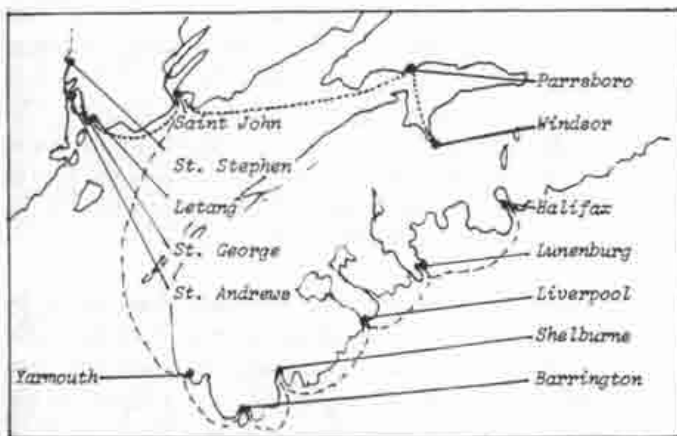


Figure 3: P.S. *City of Saint John*: Ports of Call

Sources:

Banks, Harold. *Yarmouth-South Shore Steamship Services*. Unpublished ms., c.1983.

Belcher's Farmers Almanac. Halifax, various dates.

MacBeath, George and Donald F. Taylor. *Steamboat Days on the St. John*. St. Stephen, 1982.

Mills, John M. *Canadian Coastal and Inland Steam Vessels, 1809-1930*. Providence, 1979.

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

Recover Torpedo!

The Mark VIII Whitehead torpedo in use in the Royal Navy during World War II was, for those days, a very expensive weapon. Twenty-one feet long, twenty-one inches in diameter and weighing 3500 pounds, it was a complex piece of machinery designed to deliver some eight hundred pounds of high explosives at a predetermined depth and a speed of forty-five knots to a target up to three miles away. Fired in anger it would, of course, be destroyed on striking the target, but otherwise would sink at the end of its run. For practice firings the explosive warhead was replaced by a blowing head filled with water and set to run under rather than to strike a target. At the end of the run the water would be expelled by compressed air and the blowing head thus converted to a buoyancy chamber which would bring the torpedo to the surface, floating vertically, to be recovered, reconditioned and re-used. Many things could go wrong between firing and recovery, but the technical problems would be dealt with by the Torpedo Officer and his crew of experts. Bringing the beast alongside to be hoisted inboard presented other problems which could constitute a real test of seamanship for the midshipman and the boat's crew called away to "Recover Torpedo!"

Simply put, the exercise involved bringing the boat up to leeward of the torpedo, taking care to see that the torpedo would be between the boat and the ship when returned alongside. A torpedoman in the bows would snap a spring-loaded hook secured to a wire pendant onto a ring-bolt fitted to the nose of the blowing head. At the same time, a leather-covered, chain-link noose, similarly secured to a pendant, would be dropped over the head, lowered the length of the torpedo and hauled taut around the tail. By hauling on the tail pendant, the torpedo would be raised to a horizontal

position just below the surface alongside the boat, and the two pendants turned around convenient thwarts. On returning to the ship, the torpedo could then be hoisted inboard by crane or davit. Yet with any kind of sea running, particularly if accompanied by a chop, the exercise could become extremely hazardous.

Such was the case on an occasion when one of my Canadian messmates took the cutter away to recover an exercise torpedo. Everything went wrong. With barely positive buoyancy, the torpedo disappeared beneath the surface for long periods of time, invariably resurfacing on the wrong side of the boat. The sea made it difficult for the torpedo-man in the bows to hook on, and the first few attempts were unsuccessful. These delays increased the risk that the torpedo would lose its buoyancy completely and be gone forever. Moreover, although we were exercising in "friendly" waters, the Captain was understandably nervous with his ship lying stopped in mid-ocean. He did not want to be a stationary target for any U-boat which might be lurking in the exercise area.

It took some time before the torpedo was finally secured and the boat could make its way back alongside. All the while the Captain shouted, cursed and gesticulated from the wing of the bridge, reciting for the benefit of all every mistake made until, almost on the verge of an apoplectic fit, he turned his wrath on my hapless messmate and roared:

"And not only did that midshipman have his cap flat-aback during the whole evolution, but what's more, he was chewing gum!"

Thus was the insult of "unofficerlike" deportment added to the injury of "unseamanlike" performance, cardinal sins both, particularly in a young officer.

Stop Banging My Ass About!

One of the several duties of the Midshipman of the Watch at sea was to call the officers who were to be on duty for the next watch and any others who for any reason had put in for a "shake." The Shake List could get to be quite long, for about a dozen officers were needed in a County-Class cruiser for Defense Stations, which was the normal watch-keeping condition in waters where enemy vessels or aircraft might be expected. There was, for example, a Principal Control Officer, an Officer of the Watch and sometimes a Second Officer of the Watch, two Plot Officers, a Gunnery Control Officer in the eight-inch director and a High-Angle Control Officer for the anti-aircraft armament, an Air Defense Officer and an Air Direction Officer. There was usually a midshipman as Star Shell Control Officer, another

in the Air Defense Position and, most important, one's own relief as Midshipman of the Watch.

The only difficulty presented during the daytime watches was to find the officers concerned, but running down the Shake List for the night watches was a different matter. Two shakes were required; one at twenty minutes--and woe betide the midshipman who started on his rounds too early and deprived an officer of a few more minutes sleep--and a second at ten minutes as insurance against the possibility that someone had fallen asleep again. It was natural, then, that one called one's own messmates first and last.

There was really not much of a trick to it, for one soon learned the idiosyncrasies of most officers, information that was passed on from one midshipman to another. Still, I shall never forget the first time I called the Torpedo Officer for the Morning Watch as Duty Commanding Officer. He was a very able RN lieutenant-commander,[1] but rarely displayed any qualities which might endear him to junior officers, and he was notoriously difficult to wake up. I had this responsibility as Midshipman of the Watch very early in my time in *Devonshire*, and my predecessor had duly passed on the advice that "Torps" was a very heavy sleeper. I therefore entered his cabin at precisely 0340, twenty minutes before the Morning Watch would close up, and I shook him, not violently, but certainly firmly. He sat up in bed like a shot and cried out:

"Stop banging my ass about, boy!"

This violent reaction was quite beyond my comprehension. I was innocent enough not to understand the Torpedo Officer's aversion to being touched, and no one had ever even suggested to me that there were some. Winston Churchill included, who claimed that the Royal Navy had survived for centuries on rum, the lash and buggery. The Torpedo Officer must have recognized this innocence, for in a much calmer voice he asked if no one had told me how to shake an officer. No one had, so I had shaken him in the same way that I had been shaken at home.

"Well, then," he went on, "you certainly don't do it by touching the officer. You stand in the middle of his cabin and speak his rank and name or his position loudly and often enough to awaken him. Then you give him a report on the weather conditions and anything else you think might of interest, and you call him back in ten minutes to make sure he has not fallen asleep again."

I took the advice to heart and fortunately, being a quick learner, did not make that mistake again. Naturally, I was quick to share the experience with my messmates, any one

of whom might be called upon in the future to "shake" the Torpedo Officer.

Notes

[1] Lieutenant-Commander (T) Simon Post, RN.

Correction

The author wishes to apologize for an error which appeared in footnote 2, p. 11, of "Swing the Lamps" in the October 1991 issue. Captain Bain received his DSO for his part in the sinking of *Scharnhorst*, not *Bismarck* as stated in the footnote.

ARGONAUTA NEWS

CNRS CALL FOR NOMINATIONS

At the CNRS Executive meeting in November, Garth Wilson was appointed to chair the Nominating Committee for this year. As one of his principal responsibilities, Garth has issued a call for nominations to fill all Executive positions (President, two Vice-Presidents, four Councillors, a Secretary, a Treasurer and an Assistant Treasurer). If you would like to nominate someone for any of these positions, please note that, according to our By-Laws, each nominee will eventually have to give his or her approval in writing for the nomination to stand. However, at this time it will be sufficient to let Garth know who the nominees are and that they are willing to accept nomination. Names should be submitted by 1 March 1992 to Garth Wilson, 585 O'Connor Street, Apt. 3, Ottawa, Ontario K1S 3R2 (Tel. 613-991-3087).

FAYE KERT APPOINTED ASSISTANT TREASURER

Dr. W.A.B. Douglas, President of CNRS, is pleased to announce the selection of Faye Kert as Assistant Treasurer of the Society. Faye's appointment, which took effect from 30 November 1991, should strengthen CNRS' financial operations and enable better service to members. We wish Faye every success in her new post.

MARITIME AWARDS SOCIETY OF CANADA ANNOUNCES FIRST POST-GRADUATE FELLOWSHIP

The Maritime Awards Society of Canada has awarded its first Post-Graduate Fellowship. On the recommendation of the University of Victoria's Pacific and Maritime Strategic Studies Group, the annual award of \$10,000 is shared by two excellent candidates in the university's Department of History. Ms. Kori Street (BA, Guelph; MA, Ontario Institute for Studies in Education) is a PhD candidate with a special interest in both military and women's studies. Her MA thesis

was entitled "Toronto's Amazons: Militarized Femininity and Gender Construction in the Great War" (1991). Her PhD research will focus on women in the navy and defence industries. Mr. Bradley A. Simpson (BA, University of Victoria) is an MA candidate specialising in naval history, and is a research assistant with the Pacific and Maritime Strategic Studies Group. His proposed thesis is entitled "The Royal Canadian Navy and the Defence of Canada, 1944-1949."

THE ADMIRALS' MEDAL FOUNDATION

The Admirals' Medal Foundation has announced the winner of the Admirals' Medal for 1991. Commander Charles Herbert Little, C.D., M.A., F.R.C.G.S., RCN (Ret'd) has been selected in recognition of his outstanding contribution to Canada's maritime destiny through his efforts in organizing and developing the University Naval Training Division (UNTD) programme. The award cites the graduates' awareness, appreciation and understanding of Canada's maritime destiny that occurred during their training in the UNTD programme. These young students went into various careers, including the RCN, and all benefitted significantly from Commander Little's efforts. The silver medal and accompanying certificate will be presented at a formal ceremony at Ottawa's Rideau Club on 24 January 1992.

The Admirals' Medal Foundation was established in 1985 in conjunction with the seventy-fifth anniversary of the RCN. Previous winners were Commodore Robert I. Hendy (1985), Commander Louis C. Audette (1986), Dr. Michael C. Eames (1987), Miss Moira Dunbar (1988), Commander C.R. Nixon (1989), and Captain T.C. Pullen (1990). The Admirals' Medal Foundation, a registered charitable organization, exists to provide recognition for the significant personal contributions of individuals to Canadian maritime affairs. This national award is made annually by the Foundation, selected from nominations made by interested Canadians. Nominations close on 1 September and should be made by letter, including biographical information, a brief description of the work, achievement or display of practical skill which it is proposed to recognize, and the name of the individual or organization submitting the recommendation. Nominations and all correspondence related to the Admirals' Medal should be addressed to the Executive Secretary, Admirals' Medal Foundation, P.O. Box 505, Ottawa, Ontario K1P 5P6.

Commander Little served in the RCN from 1939 to 1958. He was the first Canadian Director of Naval Intelligence, served with British Intelligence in Hong Kong, and was Command Education Officer in both the Atlantic and Pacific commands. Following retirement, he joined the Canadian public service where he served until his retirement in 1971.

CANADIAN MARINE POLICY AND STRATEGY PROJECT

The Centre for Foreign Policy Studies at Dalhousie University recently announced a new programme of research known as the "Canadian Marine Policy and Strategy Project." This is a response to a perceived need for a more integrated and comprehensive national marine policy and an overall strategy for protecting and developing our vital maritime interests. Historically, Canadian ocean policy has been incorporated within a variety of policy statements, resulting in the development of various programmes without overall coordination. Today, more than a dozen federal departments oversee roughly seventy-five ocean-related programmes. An excellent overview of the problem appeared in the panel review of *A Maritime Policy for Canada* by Pierre Camu, Vice-Admiral D.N. Mainguy, and Trevor Heaver in the October issue of *The Northern Mariner*.

The Dalhousie University programme was formulated in the belief that an extra-governmental perspective might offer new viewpoints on national marine policy. Its aim is to identify long-term national needs and to define an integrated strategy to protect and develop Canada's maritime interests, with particular attention to national maritime security, marine transportation, resource development, ocean environment, and marine science and technology. The programme hopes first to identify needs through a series of conferences, publications, research papers, and the like. Gradually, a working paper will be developed and distributed to all interested agencies in advance of a multi-agency colloquium. Ultimately a national maritime strategy will be defined to meet national requirements. Because the project is currently being funded by the Department of National Defence, initial emphasis will be placed on national maritime security.

Any CNRS members with ideas or who wish to be involved should contact Rear-Admiral Fred Crickard, RCN (Ret'd), who is a Research Associate with the Centre for Foreign Policy Studies at Dalhousie University in Halifax (tel.: 902-494-6610 or 494-3769; FAX: 902-494-1957).

INTERNATIONAL MARITIME HERITAGE YEAR 1992

The World Ship Trust has declared 1992 as International Maritime Heritage Year (IMHY). The aim of the IMHY is to awaken awareness of the importance of maritime heritage. Since many significant maritime artifacts are threatened with imminent loss or decay, their scientific recording and, if possible and practicable, their recovery and restoration needs to be hastened. IMHY is intended to focus international attention on the problem. The World Ship Trust will sponsor a number of activities in support of IMHY. In addition, it

will encourage national organizations to sponsor or undertake projects designed to further the general aim of IMHY.

World Ship Trust-sponsored activities include encouraging the United Nations as well as various heads of state to proclaim 1992 International Maritime Heritage Year. Forty countries have been approached to identify artifacts which merit international attention and, where appropriate, recovery and restoration. The International Register of Historic Ships will be published in an enlarged edition, including a much wider sample of world maritime artifacts, their history and state of preservation. An international calendar of IMHY and national events will be published. A two-day conference at Greenwich in October will review and debate the present state of research, the latest achievements in preservation and all other aspects of interest to the World Ship Trust. Two major WST Maritime Heritage Awards are envisaged for 1992; the strongest candidates at press time are Mikasa in Japan and the Golden Barge in Thailand. IMHY will also be acknowledged by the presentation of special awards to individuals whose contribution to particular heritage projects would otherwise not be recognized. The feasibility of an exhibition of contemporary maritime art and a book fair with a poetry competition on a maritime theme are also being investigated.

The IMHY will be coordinated by an international committee drawn from the WST membership. In support of the 1992 activities, a media office will be established to ensure that countries possessing significant artifacts are aware of world-wide interest. The office will also coordinate WST-sponsored events and dovetail them with national programmes where appropriate. The international plan is being drawn up by Dr. E.J. Berryman, 2316 South Eads St., #234, Arlington, VA 22202, USA (Telephone: 703-920-0684). Suggestions concerning individuals who might merit a personal award, or information on special events during 1992 concerning the maritime heritage of members' countries which merit publication, should be addressed to Lt. Cdr. R. Arnold Shrubbs, Honorary Secretary, World Ship Trust, Clegyr Boia, St. Davids, Dyfed SA62 6QD, United Kingdom.

CANADA-FRANCE MARITIME BOUNDARY DISPUTE

For some time, Canada and France have disputed the maritime boundary around the tiny islands of Saint-Pierre and Miquelon off the south coast of Newfoundland. The French maintain that they are entitled to a modified two hundred-mile economic zone around their islands, while Canada argues that no such designation can be justified. At stake is control over fish stocks and, conceivably, undersea mineral resources. When the dispute could not be resolved through bilateral negotiations, the two countries agreed to

resort to international arbitration. To prepare the historical foundations for its case, Canada's Department of External Affairs hired Rosemary Ommer and Jim Hiller, both of the Department of History at Memorial University of Newfoundland, who then arranged with a number of historians to sub-contract research on the history of the international fishery in the disputed zone and the treaties governing the cession of the islands to France. The presentation of the Canadian and French arguments took place, sometimes quite acrimoniously, last summer in New York City. The two countries now must await adjudication by the international court; a decision is expected in the spring. Until then, much of the historical research generated by the controversy must remain confidential. However, once the dispute is resolved, the material will presumably contribute to a number of publications presenting new insights into the social, economic, and diplomatic history of the Atlantic region in general and the fisheries and Newfoundland in particular.

NAVY RECORDS SOCIETY CENTENARY

The Navy Records Society was founded in 1893 and published the first of many volumes in 1894. While the its Council hopes to hold some kind of centenary celebration in 1993, a more lasting memorial to the Society's first hundred years will be the publication of a special Centenary Volume. It is intended that this will print the essential documents of the whole of British naval history from 1204 to 1960; its mandate is to broaden the knowledge of the most knowledgeable specialist, even as it introduces the subject to the beginner. The Council readily concedes that so much ground cannot be covered in the same detail as is usual in NRS publications. Nevertheless, it is confident that the contributions, which will come from a large number of specialists and which will be edited by a team consisting of Professor John B. Hattendorf, Dr. R.J.B. Knight, Mr. A.W.H. Pearsall, Dr. N.A.M. Rodger, and Professor Geoffrey Till, under the direction of A.B. Sainsbury, will achieve this ambitious goal.

The NRS is also considering publishing as an "Extra Series" a revised version of the "Commissioned Sea Officers' List, 1660-1815," which is nearing completion by a team under the direction of Professor David Syrett of the City University of New York. Many of our members will recognize immediately that this reference work is essential to anyone working in the field of British naval history. It was originally compiled from the principal surviving official lists and issued by the National Maritime Museum in three typescript volumes in 1955. Although a considerable number of copies were distributed, it was never formally published and is virtually unobtainable outside libraries. If the NRS Council accepts the recommendation of its Publications Committee, the revised list will be published in the near future.

BLUENOSE III

Nova Scotia's Minister for Tourism, Terry Donahoe, recently announced plans for the construction in Lunenburg of *Bluenose III*. Though it has not yet been announced when actual construction will begin, it is clear that the vessel will be built of wood. Some had advocated a steel hull on the grounds that it would last longer; *Bluenose II*, built in 1964, is approaching the end of her sailing days as dry rot takes hold of her timbers.

The announcement was made at the premiere screening at the Fisheries Museum of the Atlantic in Lunenburg of "Forever Young--The Legend of the Grand Banks Ladies." This one-hour film by Bruntouch Entertainment Group tells the story of the original *Bluenose*, launched in 1921, and her sister schooners. *Bluenose* set records as a fishing schooner off Nova Scotia and Newfoundland, but is best remembered for going undefeated in annual schooner races against American and Canadian rivals during her twenty-five year career. After her fishing and racing days were over, she came to an ignominious end on a Haitian reef in 1946 while working as a freighter. Canadians may know far too little about their maritime heritage, but almost everyone recognizes *Bluenose* as the vessel which has appeared on the back of the Canadian dime since 1937.

The first *Bluenose* replica was built to keep alive the memories of her namesake. She has worked as a tour boat, sailing ambassador, and training vessel. The provincial government would like her replacement to be built over the course of two seasons in a setting which would permit guests to watch her construction, much as visitors to Expo '67 were able to watch construction of *Atlantica*. It is estimated that *Bluenose III* will cost \$8 million, to be raised through a national fund-raising campaign by the *Bluenose* Foundation, a provincial fund established several years ago. National and international corporations will also be encouraged to serve as patrons in exchange for the right to use the *Bluenose* in their advertising and marketing programmes. An additional \$10 to \$12 million will have to be raised to maintain the vessel over and above construction costs.

PUBLISHER SEEKS MANUSCRIPTS

Many of our readers will be familiar with the University of South Carolina Press as one of North America's foremost publishers in maritime studies. Recent works (all of which will be reviewed this year in *The Northern Mariner*) include *Admirals and Empire: The United States Navy and the Caribbean, 1898-1945* by Donald Yerxa; *Honolulu: Crossroads of the Pacific* by Edward Beechart; *The Final Campaign of the American Revolution: Rise and Fall of the*

Spanish Bahamas by James Lewis; and *Predators and Prizes: American Privateering and Imperial Warfare, 1739-1748* by CNRS member Carl Swanson. USC Press encourages manuscript submissions in maritime history. Those interested should contact David Caffry, Acquisition Manager, USC Press, 1716 College Street, Columbia, SC 29208, USA.

ALBION FELLOWSHIP

Mystic Seaport Museum and Williams College invite applications for the *Robert G. Albion Fellowship in American Maritime History*. This is for one year, with the possibility of a one-year reappointment, starting 1 July 1992. The annual stipend is US \$25,000. The fellow will teach American Maritime History each semester in the Williams-Mystic Maritime Studies Program. The course traces the development of American mercantile enterprise from colonial times to the present, and examines its relationship to political, economic, and cultural history. Mystic Seaport's collection is used extensively in the material culture portion, in which students work side-by-side with museum curators for a hands-on approach to history.

Scholarly pursuits such as publication of the dissertation or other research would also be expected from the fellow. Mystic Seaport's extensive research facilities, including the manuscript collection and other primary materials of the G.W. Blunt White Library, are available. Candidates must have or be near completion of the Ph.D. To apply, send application letter and graduate dossier, including c.v. and three references. Application deadline is 15 January 1992. Write to Dr. James T. Carlton, Director, Maritime Studies Program, Williams College-Mystic Seaport, P.O. Box 6000, Mystic, Connecticut 06355-0990 or call (203) 536-2326.

The Maritime Studies Program brings together twenty-two outstanding students, with a variety of majors, from small liberal arts colleges across the United States. These students come to Mystic for a semester focused on the sea. While there, they study marine science, literature of the sea, and marine policy as well as maritime history.

RESULTS OF AERIAL SURVEYS OF WHALES IN AUSTRALIA

Dr. John Ling, one of our Australian members, reports that aerial surveys of Southern Right whales (*Eubalaena australis*) were undertaken along Australia's coasts between June and October 1991. Almost a hundred whales (including twenty-seven calves) were spotted off South Australia, an important calving and nursery area, but few were seen off the east or southeast coasts. The surveys are funded by the Australian National Parks and Wildlife Service and BHP-Petroleum.

SHIPSEARCH (MARINE)

This is a basic marine research service covering twentieth-century merchant shipping. With a strong research base for passenger ships and standard (wartime) ships, using Lloyds' Registers, shipping company histories, and fleet lists, *Shipsearch (Marine)* may be able to help researchers locate the origins or fates of vessels in which they are interested. However, the service is not able to respond to naval inquiries. For more information, contact Captain Hubert G. Hall and Research Analyst Helen Hall at RR 3, Box 9020, Yarmouth, Nova Scotia B5A 4A7 (telephone: 902-742-4467).

SUMMER 1993 INSTITUTE ON EARLY MODERN MARITIME HISTORY

Recognizing a need for academic support of maritime history and maritime humanities in general, the John Carter Brown Library of Providence, Rhode Island announces a four-week National Endowment for the Humanities summer institute for college and university faculty in all humanities disciplines, as well as for curators of cultural/historical organizations with significant maritime collections who have substantial teaching responsibilities.

Scheduled for August 1993, the course will concentrate on maritime trades in the seventeenth and eighteenth centuries, and will follow a similar session to be held this August on European exploration in the fifteenth and sixteenth centuries. Both courses are intended to illuminate the full scope of issues related to nautical and oceanic affairs from the fifteenth century to the end of the age of sail. The goal is to better prepare scholars for teaching maritime humanities regardless of period of interest or specialization.

By its nature, maritime history cuts across standard disciplinary boundaries, and the institute will bring together participants and faculty who approach the subject from a number of different perspectives, including technology, economics, sociology, art and literature, politics, ideas and cartography. It will also draw on the rich maritime collection of the John Carter Brown Library as well as on other resources of Brown University and a half-dozen nearby maritime institutions.

The institute will be limited to twenty participants, each of whom will receive round-trip travel and a stipend of US \$1,000, in addition to room and board for the four weeks. For further information and application forms, please write to: Maritime Institute, John Carter Brown Library, Box 1894, Providence, RI 02912. Deadline for applications is 1 February 1992.

GREAT LAKES HISTORY PRIZE

In the July 1991 issue of *ARGONAUTA*, we reported that the Department of History at Cleveland State University had announced the establishment of an annual prize in Great Lakes history. The response was so positive that it has been definitely decided to repeat the programme in 1992, with a deadline set for May.

WELLAND CANAL DOCUMENTS

Roberta Styran and Rob Taylor, both of the Canadian Canal Society, have learned recently that their proposal to the Champlain Society for a volume of documents on the Welland Canal has been accepted. The projected volume will appear later this decade in the Society's Ontario series.

REPRINT OF CLASSIC BOOK ON OLD SHIP FIGUREHEADS AND STERNS

In 1925, Carr Laughton's detailed analysis of ship decoration was first published, remaining today the only major work on this subject. Over the years, it has become increasingly difficult to obtain, but now Conway Maritime Press has decided to publish a limited facsimile edition of 750 numbered copies. Though the author traced the development of ship decoration from antiquity, the core of the book is devoted to English ships-of-war of the seventeenth and eighteenth centuries. Since the volume includes 350 drawings, forty-eight photographs and eight colour plates, the cost of £80 should therefore come as no surprise. Nevertheless, because it is certain to be of interest to many readers, including naval historians, modellers, art historians, and enthusiasts generally, and because it is unlikely that so dear a book will be acquired for review in *The Northern Mariner* (though we shall try!), it seemed appropriate to mention it here. The ISBN is 0-85177-595-0, and potential purchasers may write to Conway Maritime Press at 101 Fleet Street, London EC4Y 1DE.

TITANIC UPDATE

In October, *ARGONAUTA* carried a news item about a joint Canadian-Soviet expedition last summer to study the wreck of the *Titanic*. Since then, we have learned a great deal more about the expedition, which has been termed an unqualified success. First of all, the expedition was not limited to Soviet and Canadian participation; there was also an American component. Second, in addition to the scientific research described in the October *ARGONAUTA*, one of the expedition's aim was to produce an IMAX film about the *Titanic*. Dr. Joe MacInnis, the Executive Producer, explained that the world's best photographers and cinematographers had been

brought together for this project. Using twin three-person MIR submersibles, reputed to be among the most advanced in the world, the expedition's scientist/camera crews made the two-and-a-half to three hour, 12,500-foot descent more than twenty times in order to shoot over thirty-eight thousand feet of film. The resulting footage, described by MacInnis as "outstanding," is scheduled for release in the fall of 1992. A CBS television special, filmed at the same time, will also air next fall.

CONFERENCES OF THE CANADIAN MARINE ADVISORY COUNCIL

The Canadian Coast Guard sponsored conferences in May and November 1991 of the Canadian Marine Advisory Council. These are attended by government and marine industry people but are open to anyone with a maritime interest. The Council updates Coast Guard policy and pending regulations. The next conference is scheduled for May 1992 at the Conference Centre in Ottawa.

NEW AMERICAN RESEARCH SHIP

The first major academic-research ship built in the United States in eighteen years sailed into Seattle harbour in October for delivery to the University of Washington. The *Thomas G. Thompson*, named after the founder of the university's School of Oceanography, is the first of a new class of research vessels and the most technically-advanced and largest in the fleet operated by academic institutions for the US Navy. The school will immediately put its new vessel to use for research on such topics as how oceans move heat around the earth. The university will operate the ship and share it with researchers from other institutions: 150 scientists from fifteen institutions are expected to use it in 1992.

GERMAN WHALERS MEET

CNRS member John Harland was in Köln, Germany, last November and had the opportunity to attend the second Kölner Walfang Treffen, featuring speakers on all aspects of whales and whaling. For John, the most interesting angle was the chance to meet and have a yarn with several whaling captains. "The oldest," he writes, "was 91 and had been whaling before the war; the youngest about my own age, 68." According to John, "It was fascinating to hear some of them slide from German to Norwegian to English and back without drawing breath."

ARCTIC CONVOYS TO RUSSIA: RESEARCH QUERY

Commander Richard Woodman of the Navy Records Society has been asked to write a history of the Arctic convoys to

Russia during World War II; he would be glad to correspond with anyone involved with them in any capacity. His address is 73 Fronks Road, Dovercourt, Harwich, Essex CO12 3RS, England.

INTERNATIONAL COMMITTEE PROTECTS US CIVIL WAR RAIDER

A joint American and French scientific committee of naval historians and archaeologists is working to protect the wreck site of *CSS Alabama*, the notorious Confederate commerce-raider sunk off Cherbourg, France in June 1864 by the US steam frigate *Kearsarge*.

While the wreck lies in French territorial waters, the American government owns the ship and her artifacts. Under the terms of an executive agreement between the two nations, the scientific committee reviews planned activities associated with the wreck and offers advice to the French Ministry of Culture, which authorizes scientific work on historical sites. Meeting for the first time last June, the committee agreed to a noninvasive dive to survey the site and to retrieve artifacts deemed at risk from nature or human predators. A dive was successfully completed in July by the *CSS Alabama* Association, a private, nonprofit group whose leaders include naval and maritime historian Ulane Bonnell and Captain Max Guerout, a retired French naval officer and maritime archaeologist. Plans are underway to display artifacts at the Navy Museum in January 1992, when French committee members visit Washington, DC. Several dozen artifacts, including the ship's wheel, china, a commode, and everyday items from the crew, were brought up by French divers.

INITIAL CALL FOR PAPERS: SEVENTY-FIFTH ANNIVERSARY OF THE HALIFAX EXPLOSION

The Gorsebrook Research Institute will be hosting a major conference to examine and commemorate the seventy-fifth anniversary of the Halifax Explosion. The explosion is regarded as both the largest accidental explosion and the largest human-made explosion prior to the atomic bomb. It had profound social and scientific consequences, many of which have never been explored in a public forum. The proposed conference will present an opportunity for interdisciplinary analysis of the explosion's significance, while also drawing upon the proven high level of public interest in the subject. Participants will include academics from a variety of disciplines, as well as others who have conducted significant research on the explosion. It is hoped that the conference proceedings will be published as a book. Inquiries should be directed to: Program, Halifax Explosion Conference, Gorsebrook Research Institute, Halifax, Nova Scotia B3H 3C3 (Telephone: 902-420-5668; FAX: 902-420-5561).

GENOA HOSTS MARITIME CONFERENCES

1992 is a momentous year. It represents the five hundredth anniversary of Columbus' voyage to America, the establishment of a link between the old and new continents, and the ultimate acknowledgement of the sea as an essential element for all legal and commercial activities. It also marks the completion of the internal market within the European Community. It coincides with three important anniversaries and events regarding the codification of international law (the tenth anniversary of the adoption of the Montego Bay UN Convention on the Law of the Sea, the twentieth anniversary of the UN Conference on the Human Environment, and the convocation of the new UN Conference on Environment and Development). Within this context, it seemed useful to attempt an assessment of the present status of international maritime law on transport and charter parties. *Ente Colombo '92-Esposizione di Genova* will therefore host the Twenty-sixth Law of the Sea Institute (LSI) Annual Conference (22-25 June 1992) simultaneously with the International Conference on Current Issues in Maritime Transportation (25-26 June).

The LSI conference will examine not only the most relevant topics concerning the Law of the Sea at the beginning of the 1990s but also some striking features related to the site of the conference and the theme of the exhibition. The conference will organize its works with a view to: 1) identifying possible international rules to be applied to particular kinds of ships and/or floating facilities, such as hydrocarbon carriers, submarines, research vessels, icebreakers, off-shore and mobile platforms, and ships carrying dangerous or noxious substances; 2) dealing with the UN Conference on Environment and Development, which will surely address protection of the marine environment, in order to provide commentaries and suggestions; 3) focusing on a regional perspective, that of the Mediterranean, with its peculiar characteristics of a nearly land-locked sea bordered by many nations; 4) celebrating the tenth anniversary of the UN Law of the Sea Convention; and 5) evaluating the increasing role of the European Community in the international arena as regards the shaping and developing of the international maritime legal system.

The conference devoted to Current Issues in Maritime Transportation will try to establish a balanced picture of the purposes and results of the international conventions of uniform law adopted on this matter. This conference has several aims, including (but not limited to): 1) the progressive codification of rules related to shipping within the system of international law applicable to transportation; 2) the problems related to contracts by charter parties (limitations, responsibilities, liabilities); 3) the new rules concerning the

responsibilities for Operators of Transport Terminals (OTT) based on a UNIDROIT draft convention and the new convention on civil liability concerning damage caused during carriage of dangerous goods; and 4) the interrelations and common patterns among different international conventions of uniform law applicable to each mode of transport in order to emphasize the need for integration between them by eliminating or avoiding legal discrepancies.

Papers will be collected, reviewed, and published. *Ente Colombo '92-Esposizione di Genova* is also willing to grant a limited number of scholarships to permit young scholars to attend the conferences. For further information on either or both conferences, write to *Ente Colombo '92-Esposizione di Genova*, Palazzo Serra Gerace, Via Sottoripa, 5, 16123 Genoa, Italy or FAX (10) 292693.

CALL FOR PAPERS: FRENCH COLONIAL HISTORICAL SOCIETY

The 1992 meeting of the French Colonial Historical Society will be held at McGill University, Montréal, 21-23 May, marking the 350th anniversary of the founding of Ville-Marie. Special themes are: Montréal, ville et voisinage; la guerre et les colons; le Français et l'autre; colonisation et contrôle de l'espace. Papers in history and related disciplines on other subjects, especially related to the Antilles, Polynesia, Madagascar, Africa, Indo-China and the Near East have been solicited. For information, contact Professor Cornelius J. Jaenen, Department of History, University of Ottawa, Ottawa, Ontario K1N 6N5.

NEW BIOGRAPHY OF A CANADIAN MERCHANT NAVY OFFICER

CNRS member Patricia LeBlanc will soon publish *From Tropical White to Battleship Grey*, her biography of Captain Edward A. LeBlanc. Captain LeBlanc began his sea-going career at fourteen on a three-masted schooner. He first served mainly on British and American vessels, but later became a familiar figure on Canadian ships, including lengthy service with the Canadian Government Merchant Marine. During the 1930s he was master of a luxury cruise ship voyaging between Canada and the Caribbean. When the war erupted, he commanded the *SS Lady Rodney*, a troop transport shuttling military forces from St. John's to the new air base at Goose Bay. From the autumn of 1942 until his death in 1945, he was in command of the Canadian Government ship *Rockwood Park*. In addition to his service at sea, Captain LeBlanc served as Assistant Marine Superintendent at Montréal for several years. In short, his career was diverse and colourful, and we congratulate Patricia for a biography which provides an intimate glimpse of the merchant service

from the perspective of the bridge. CNRS members can expect to find the biography in bookstores soon, or contact the author at 425 Roger Rd., Ottawa, Ontario K1H 5B7.

PROPOSAL FOR A GREAT LAKES SAILING SEMINAR

Captain Douglas Prothero, the son of CNRS members Frank and Nancy Prothero, is attempting to establish a sailing seminar through Western Michigan University in Kalamazoo aboard the ninety-foot schooner *Challenge*. The credit course would last six weeks in the spring and would involve sailing on Lakes Huron, Erie and Ontario.

CAMPAIGN AGAINST PACIFIC DRIFT NETS MAY AFFECT GREAT LAKES FISHERMEN

Canada became one of the first Pacific rim nations to sign the Wellington Accord opposing the use of drift nets in the north Pacific. These "Walls of Death," as they are called, are blamed for the deaths of thousands of marine mammals and are chiefly used by countries such as Korea and Japan. Under the Wellington Accord, signatories will not use the nets and will levy sanctions against those nations that continue to do so.

This is all to the good, but according to Frank Prothero, writing in a recent issue of *The Great Lakes Fisherman*, the commercial fishing industry should be concerned about possible fallout from all this attention. The "Wall of Death" is a gill net, albeit an exceptionally large and deep one. Prothero is concerned that the public will be inclined to group all such nets into one category, thereby adding fuel to the "Ban the Gill Net" movement. The commercial fishing industry on the Great Lakes has undertaken some effective efforts to defend against the anti-gill net lobby in recent years, but "has let its guard down over the past year, during what appeared to be a lull in the campaign." However, Ohio and New York have prohibited gill nets, and Pennsylvania is giving consideration to a similar ban. Despite its focus on the north Pacific, the campaign to abolish drift nets might yet be used to stimulate public opposition to the use of gill nets by commercial fishermen on our inland seas.

BRITISH MARITIME FOUNDATION CEASES OPERATIONS

Sir Frederic Bolton, President of the British Maritime Foundation (BMF), has announced that as of 30 November 1991 the organization will cease operations. He explained that "the main reason for this is our failure to get enough support from the shipping industry." The BMF's main activity was attempting to restore Britain's maritime capability. The foundation attempted to attain this goal not only through

lobbying but also by sponsoring research through the UK Centre for Maritime Policy Studies and the British Maritime League, both of which are also terminating operations.

While the BMF may have ceased to exist, its subsidiary, the British Maritime Charitable Foundation (BMCF), will continue in its role "to promote British maritime industry, commerce and defence for the benefit of the public through education, training and research." A registered charity in Britain, the BMCF hopes not only to sponsor research but also to mount a "suitable high level forum" in the autumn of 1992 to promote the argument for maritime capability. Readers interested in more information about the work of BMCF should contact the Honourary Secretary, Mr. G.D.L. Adams, at 32 St. Mary Axe, London EC3A 8ET, England.

US NAVAL UNDERSEA MUSEUM

The Naval Undersea Museum in Keyport, Washington, the newest in the US Navy's museum system, dedicated its Preview Center last September. This centre gives visitors a taste of things to come when the museum's exhibits are completed. All aspects of the Navy's tactical, engineering and scientific use of the undersea environment will be depicted. The museum is operated by the Naval Undersea Warfare Engineering Station and is open to the public Wednesday through Saturday from 10 a.m. to 4 p.m.. Admission is free.

AROUND THE MARITIME JOURNALS

AMERICAN NEPTUNE (LI, NO. 2, SPRING 1991)

- T.J. Runyan, "Current Conferences and Organizations Relating to Maritime History" (Editorial)
 S.J. Stark, "Sailors' Pets in the Royal Navy in the Age of Sail"
 R. Malcomson, "The Captures of the Schooner *Julia* (Confiance): Naval History During the War of 1812"
 M. Bogucka, "Illness and Death in a Maritime City: Gdansk in the 17th Century"
 David Syrett, "The Sinking of HMS *Firedrake* and the Battle for Convoy ON-153: The Battle of the Atlantic During World War II"
 K. Friedland, "Raiding Merchant Shipping: U-Boats on the North American Coast, 1942"
 J.E. Allen, "Portraits of American Master Mariners: Sea Captains in Naval History"

AMERICAN NEPTUNE (LI, NO. 3, SUMMER 1991)

- Edward W. Sloan, "The Nightingale and the Steamship: Jenny Lind and the Collins Liner *Atlantic*"
 Fred W. Hopkins and Donald G. Shomette, "The *De Bruak*

Legacy: An Analysis of Eighteenth Century Rigging"
 Stanley Sandler, "The Royal Navy's Coastal Craze: Technological Results of Strategic Confusion in the Early Ironclad Era"

Richard Eddy, "...Defended by an Adequate Power": Joshua Humphreys and the 74-Gun Ships of 1799"

Jay C. Martin, "The Grand Haven Rig: A Great Lakes Phenomenon"

THE GREAT CIRCLE (XIII, NO. 1, 1991)

J. à Campo, "From Far Neighbours to Good Friend. The Birth of the Java Australia Line"

A.B. Lumby, "The South African Economy and the Development of the Port of Durban during the Inter-War Years"

Rhys Richards, "The Cruise of the *Kingston* and *Elligood* in 1800 and the Wreck found on King Island in 1802"

INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XX, NO. 2, MAY 1991)

- S. McGrail, "Early Sea Voyages"
 G. Momber, "Gorad Beuno: Investigation of an Ancient Fish-Trap in Caernarfon Bay, N. Wales"
 C.T.C. Dobbs and R.A. Price, "The Kennemerland Site: An Interim Report. Sixth and Seventh Seasons, 1984 & 1987, and The Identification of Five Golf Clubs"
 R.L. Vann, "The Drusion: A Candidate for Herod's Lighthouse at *Caesarea Maritima*"
 R.A. Gould, "The Archaeology of HMS *Vixen*, an Early Ironclad Ram in Bermuda"
 I. Radić, "Three More *Louteria* Finds in the Eastern Adriatic"

INTERNATIONAL JOURNAL OF NAUTICAL ARCHAEOLOGY (XX, NO. 3, AUGUST 1991)

- A. Nibbi, "Five Stone Anchors from Alexandria"
 M. Stanbury, "Scientific Instruments from the Wreck of HMS *Sirius*"
 J.P. Rosloff, "A One-Armed Anchor of c. 400 BCE from the Ma'agan Michael Vessel, Israel: A Preliminary Report"
 D.J.L. Gibbins, "The Roman Wreck of c. 200 AD at Plemmirio, Near Siracusa (Sicily). Third Interim Report--The Domestic Assemblage. 2. Kitchen and Table Pottery, Glass, and Fishing Weights"

MARINER'S MIRROR (LXXVII, NO. 3, AUGUST 1991)

- Eve Black and David Samuel, "What Were Sails Made Of?"
 Stephen J. Greenberg, "Seizing the Fleet in 1642: Parlia-

ment, the Navy and the Printing Press"

Jeremy Black, "Anglo-Spanish Relations in the 18th Century"

Nicholas Tracy, "Sir Robert Calder's Action"

Mensun Bound, "The Final Voyage of the *Jhelum*"

Gary E. Weir, "Naval Strategy and Industrialization at the Twelfth Hour: The Scheer U-Boat Programme of 1918"

LE MOUVEMENT SOCIAL

(NO. 156, JUILLET-SEPTEMBRE 1991)

"Les ouvriers européens de la navale"

Alain Dewerpe, "Entreprises, technologies, travail dans la construction navale (1880-1980)"

Marina Cattaruzza, "Les ouvriers des chantiers navals d'Hambourg et le mouvement syndical allemand (1880-1913)"

Jean Domenichino, "Construction navale, politique étatique, stratégies patronale et ouvrière: les Chantiers et Ateliers de Provence de Port-de-Bouc (1950-1965)"

Alan McKinlay, "Maîtres ou employeurs? Travail et rapports d'autorité dans la construction navale: l'exemple des chantiers de la Clyde (1900-1939)"

Bo Stråth, "Les chantiers navals suédois et leurs ouvriers de 1890 à 1990"

Alain Dewerpe, "Construire des bateaux Ansaldo (1900-1915)"

NAUTICAL RESEARCH JOURNAL

(XXXVI, NO. 3, SEPTEMBER 1991)

Freerk de Vries, "The Union Ironclad Ram *Choctaw*"

Robert C. Leavitt and Grisel M. Leavitt, "The Deck Furniture and Machinery of Large Mid-19th Century Sailing Ships, Part Ten: The Ventilation Problem"

Laurence A. Arnot, "USS *Maine* (1887-1898) in Contemporary Plans, Descriptions, and Photographs"

Francis G. Clarke, "The Seaman's Manual, 1830: Spars and Rigging"

RESOLUTION (NO. 24, FALL 1991)

John MacFarlane, "One Sea, One World"

Peter Birch-Jones, "HMCS *Crescent*"

Timothy Doherty, "Elegant Empress"

REVUE INTERNATIONALE D'HISTOIRE MILITAIRE

(NO. 73, 1991)

"The Naval Arms Race 1930-1941"

David K. Brown, "Naval Rearmament, 1930-1941: The Royal

Navy"

Dean C. Allard, "Naval Rearmament, 1930-1941: An American Perspective"

Saburo Toyama, "The Outline of the Armament Expansion of the Imperial Japanese Navy During the Years 1930-1941"

Philippe Masson, "Réarmement et Marine Française"

Alberto Santoni, "Italian Naval Policy from 1930-1941"

Jost Dülffer, "Aufrüstung zur Weltmacht: die deutsche Marinepolitik 1919-1941"

Aleksandr v. Basov, "Der Bau der Seekriegsflotte der UdSSR vor dem Zweiten Weltkrieg--1921 bis 1941"

STEAMBOAT BILL (XLVIII, NO. 3, FALL 1991)

Paul H. Silverstone, "Clandestine Immigration to Palestine, 1938-1942"

Daniel C. Krummes, "Dating Ship's China"

James L. Shaw, "Adriatica Line: The Post-War Years"

Charles O.L. Lawesson, "The Mystery of the Unfinished Passenger Liners of 1945"

David G. McMillan, "Wendy B of Montreal"

Francis J. Duffy, "Flying the Ships"

ARGONAUTA DIARY

1992

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])

January 9 Southampton Marine and Aviation Talks, Lecture, Tudor Merchant's Hall, Westgate Street, Southampton; Speaker: Peter Goodship, "Portsmouth Maritime Heritage Project"

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])

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| 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]) | | University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582]) |
| | | March 7-8 | 21st Underwater Archaeology Symposium, Fort Bovisand, Plymouth, England (Information: Fort Bovisand Underwater Centre, Plymouth, Devon PL9 0AB) |
| | | March 8 | "Mariners' Sunday," Moore Museum, Mooretown, Ontario (Information: Laurie Fournie, Curator, Moore Museum, Mooretown, Ontario N0N 1M0 [tel: 519-867-2020]) |
| February 3-21 | "Captain Vancouver School Program" at the Maritime Museum of British Columbia, Victoria, BC (Information: Liz Webster, Education and Programs Officer, Maritime Museum of British Columbia, 28 Bastion Square, Victoria, British Columbia V8W 1H9 [tel: 604-385-4222]) | 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]) |
| February 6 | Southampton Marine and Aviation Talks, Lecture, Tudor Merchant's Hall, Westgate Street, Southampton; Speaker: Geoff Hudson, "Coastal Forces" | | |
| 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]) | March 14-May 10 | Exhibition on "The Painter Otto Bollhagen, 1861-1924: Decorative Art and Industry," with catalogue and poster, Deutsches Schifffahrtsmuseum, Bremerhaven, Germany |
| | | April 1-4 | Fourth Annual Anglo-French Naval History Conference, "Maritime War 1688-1713," Portsmouth, England (Information and Paper Proposals: D.J. Lyon, National Maritime Museum, Greenwich, London SE10 9NF) |
| February 20 | Southampton Marine and Aviation Talks, Lecture, Tudor Merchant's Hall, Westgate Street, Southampton; Speaker: Commander Richard Compton-Hall, "The Submarine Service" | April 2-5 | Organization of American Historians Annual Meeting, Palmer House, Chicago, Illinois |
| | | April 3-5 | 20th Underwater Canada, Sponsored by the Ontario Underwater Council, Constellation Hotel, Toronto, Ontario (Information: Ontario Underwater Council, 1220 Sheppard East, Willowdale, Ontario [tel: 416-495-4245; FAX: 416-495-4310]) |
| February 27 | British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. P. Crimmin (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, | April 6-8 | "Western Jutland and the World Economy" Conference (Information: Poul Holm, Fiskeri- og Søfartsmuseet, DK-6710 Esbjerg V, Denmark) |

- April 10-11 "Joint, Combined, Amphibious, and Expeditionary Operations," Annual Meeting of the Society for Military History (formerly the American Military Institute), 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, VA 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 "50th Anniversary of the World War II Battle of the Atlantic," 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-Sept. "Captain George Vancouver--Navigator and Surveyor," Exhibit, Vancouver Maritime Museum, Vancouver, BC
- May 1-3 International Conference on French-American Encounters in the St. Lawrence River and Gulf, 16th to 20th Centuries, Québec City (Information: Laurier Turgeon, CELAT, Université Laval, Cité universitaire, Québec, Québec G1K 7P4)
- 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 15-August 15 *Ente Colombo '92--Esposizione di Genova* (Genoa 1992 Specialized International Exhibition): "Christopher Columbus: Ships and the Sea," Palazzo Serra Gerace, Via Sottoripa, 5, 16123 Genoa, Italy (Tel. [10] 284111, FAX: [10] 292693)
- May 21-23 Atlantic Canada Studies Conference, Memorial University of Newfoundland, St. John's, Nfld. (Organizers: Drs. Rosemary E. Ommer and James K. Hiller, Department of History, Memorial University of Newfoundland, St. John's, Nfld. A1C 5S7)
- May 21-23 Annual meeting of the French Colonial Historical Society, McGill University, Montréal, Québec (Information: Cornelius J. Jaenen, Department of History, University of Ottawa, Ottawa, Ontario K1N 6N5)
- May 31-June 2 71st Annual Conference of the Canadian Historical Association, Charlottetown, Prince Edward Island (Information: 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 8-12 "Vessel Traffic Services in the Global Environment," 7th International Symposium on Vessel Traffic Services, Vancouver, BC (Information: James C. Kelly, Supt. Language Training, Coast Guard College, P.O. Box 4500, Sydney, Nova Scotia B1P 6L1)
- June 12-14 International Whaling History Symposium, Sandefjord, Norway (Information: Com-

mander Chr. Christensen's Whaling Museum, N-3200 Sandefjord, Norway [tel: 47-34-63251; FAX: 47-34-63784])

June 12-19 Symposium on Baltic Trade, Novgorod, CIS (Information: Prof. dr. Klaus Friedland, Kreienholt 1, D-2301 Heikendorf, Germany)

June 22-26 26th Law of the Sea Institute Annual Conference and International Conference on Current Issues in Maritime Transportation, Genoa, Italy (Information: *Ente Colombo '92-Esposizione di Genova*, Palazzo Serra Gerace, Via Sottoripa, 5, 16123 Genoa, Italy [tel: (10) 284111; FAX: (10) 292693])

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, BC 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 12-14 "L'espace maritime acadien: passé, présent et perspectives," colloque sur l'Acadie et la mer et les pêches du golfe Saint-Laurent, Centre Universitaire de Shippagan, Université de Moncton (Information: Nicolas Landry, Dean, Centre Universitaire de Shippagan, Université de Moncton, Shippagan, New Brunswick E0B 2P0 [Tel: 506-336-4761; FAX: 506-336-9870])

August 17-21 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)

August 31-September 4 Common European Maritime Heritage Congress, Amsterdam (Information: Dr. Willem Mörzer Bruyns, Nederlands Scheepvaartmuseum, Kattenburgerplein 1, 1018 KK Amsterdam)

September Conference on "Demography of Small Island Populations," sponsored by the Institute of Island Studies, Charlottetown, Prince Edward Island (Information: Harry Baglole, Director, Institute of Island Studies, University of Prince Edward Island, Charlottetown, Prince Edward Island C1A 4P3 [tel: 902-566-0386; FAX: 902-566-0420])

September 19 Annual Meeting of the Association for Great Lakes Maritime History, Duluth, Minnesota (Information: David T. Glick, Admin. Sec., P.O. Box 25, Lakeside, Ohio 43440, USA)

Oct. 15-18 "Cincinnati Tall Stacks 1992," Gathering of Steam-Powered Sternwheelers and Smaller Boats, Cincinnati, Ohio (Information: Rick Greiwe, P.O. Box 1256, Cincinnati, OH 45201, USA)

October 31-November 1 "The Archaeology of Ships of War from Antiquity to Modern Times," Greenwich, England. Sponsored by Oxford University M.A.R.E., World Ship Trust, National Maritime Museum and Nautical Archaeological Society for International Maritime

Heritage Year (Information: Tim Dingemans and Mensun Bound, O.U.M.A.R.E., 1st Floor Flat, 58 Fairholme Road, London W14 9JY)

Nov. 12-14 BC Studies Conference, University of Victoria, Victoria, BC (Organizer: Dr. Eric Sager, Department of History, University of Victoria, PO Box 3045, Victoria, BC V8W 3P4)

December "75th Anniversary of the Halifax Explosion" Conference, Halifax, Nova Scotia (Information: Program, Halifax Explosion Conference, Gorsebrook Research Institute, Halifax, Nova Scotia B3H 3C3 [tel: 902-420-5668; FAX: 902-420-5561])

1993

Spring Annual Conference of the North American Society for Oceanic History, Bermuda Maritime Museum, In Conjunction with Council of American Maritime Museums (Information: Dr. Edward Harris, Director, Bermuda Maritime Museum, P.O. Box MA 273, Somerset, Bermuda)

April 23-25 Fathoms '93 Conference, sponsored by the Underwater Archaeological of British Columbia (Information: Fathoms '93, #2104-2020 Bellevue Avenue West, Vancouver, BC V7V 1B8 [tel: 604-737-2211] or U.A.S.B.C., c/o Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3)

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

Summer American Sail Training Association/Canadian Sail Training Association "Tall Ship" Rally, Toronto to Erie, Pennsylvania (Information: Richard Birchall, Toronto Brigantine, Inc., 283 Queens Quay West, Toronto, Ontario M5B 1A2)

August 23-25 Pre-Conference of the IMEHA Session on "Management, Finance and Industrial Rela-

tions in Maritime Industries," University of Glasgow, Glasgow, Scotland (Proposals for papers by 1 March 1992 to David M. Williams, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])

August 27-29 Conference of the North Sea Society on "The North Sea--Resource and Responses," 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, ICMC, 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

June "Canada's Pacific Maritime Interests," Naval Officers Association of Canada conference, Vancouver, BC

August Seventh Conference of the Association for the History of the Northern Seas, University of Northern Iceland, Akureyri, Iceland

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 Simon Ville, Department of Economic History, Australian National University, GPO

Box 4, Canberra, ACT 2601, Australia)

1995

August International Congress of Historical Sciences, Montréal, Québec, 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)

PERSONAL NEWS

G.T. JOHN BARRETT and his brother presented a completed model of a corvette (Matchbox Kit) to the Legion; it was labelled K178-HMCS *Oakville*.....TOM BEASLEY (with H. Williams, D. Huntley, and W. Newton) reported on "A Spanish Jar from the Queen Charlotte Islands" *International Journal of Nautical Archaeology*, XX, No.3 (August 1991). Tom also has a paper entitled "The City of Ainsworth: An ROV Analysis of a 19th Century Shipwreck" which appears in John Drinkwater (ed.), *Underwater Archaeology Proceedings from the Conference of the Society for Historical Archaeology* (Richmond, VA, 1991).....DAVID BEATTY's essay on "The Royal Naval Canadian Volunteer Reserve in World War One" introduces a list of "Officers of the Royal Naval Canadian Volunteer Reserve" compiled by John MacFarlane and published in the newsletter of the Maritime Museum of British Columbia, *Maritime Museum Notes*, No. 7 (November 1991).....ROGER BOSHIER presented a paper entitled "Educational Legacy of the Spanish Voyages to the Northwest Coast, 1791-1792" at the AAHE Research Symposium at the University of British Columbia last April; another paper offering a "Theoretical Perspective on Marine Incidents and Their Prevention" was presented to the National Defence/Coastguard SAR Plenary Meeting at Coast Guard Victoria in November. Roger contributed two articles to recent issues of *Pacific Yachting*; one on "Sex, Drugs and VHF" appeared in April 1991 while the other, entitled "Seamanship: A Cautionary Tale," appeared in the October 1990 issue. This is in addition to a paper, "Mayday, Mayday, Mayday: Educational Implications of the Coastguard Marine Incidents Database," which was published in the *Proceedings of the 1990 Annual Conference of the Canadian Association for the Study of Adult Education*. These papers and articles reflect Roger's two research interests. On the one hand, he is interested in the educational legacy of Narvaez, Galiano, Valdes and other members of the Malaspina expedition (1791-92) and is particularly concerned with José Cardero, an organic intellectual, and Tadeo Haenke, the first PhD on the coast. His other research interest is in errant boating and marine incidents. He performed a statistical analysis of the

Coast Guard Marine Incidents database as part of an effort to diagnose the educational needs of errant boaters; he is also the author of a theoretical model portraying the causes and "life cycle" of marine incidents and which is designed to influence ways to structure public education programmes for boaters.....FRANK BROEZE's article on "Militancy and Pragmatism: An International Perspective on Maritime Labour, 1870-1914" appeared in the *International Review of Social History*, XXVI (1991), 165-200. Frank will teach a course in 1992 on "Port Cities of Asia" in an M.Phil. programme in urban studies at the University of Western Australia.....BRITON "TONY" BUSCH is Vice-President of the North American Society for Oceanic Research, but this year is serving that organization as Acting President while Barry Gough is in England. This is in addition to Tony's activities as Book Review Editor for *The American Neptune*.....An article by KEN COATES, written with W.R. Morrison, on "The American Rampant: Reflections on the Impact of United States Troops in Allied Countries during World War II" appears in *Journal of World History*, II, No. 2 (Fall 1991).....JAMES P. DELGADO is the Executive Director of the Vancouver Maritime Museum and is actively involved in several maritime archaeological projects, including the wreck of the US brig *Somers* at Vera Cruz, Mexico as well as some British Columbia wreck projects. Jim and J. Candace Clifford are the authors of *Great American Ships*, published this year by Preservation Press. Jim also wrote, with Tom Freeman, *Pearl Harbor Recalled: New Images of the Day of Infamy*; this has just been published by the Naval Institute Press. Earlier this year Jim was a speaker at a Fiftieth Anniversary Symposium held at Pearl Harbor. He is now working on a book on the shipwrecks at Bikini Atoll which were used by the US Navy as part of their nuclear weapons-testing programme; another work in progress concerns Japanese midget submarine development and construction, and he will appear on National Geographic Explorer in December as an authority on this topic.....W.A.B. DOUGLAS contributed an article on "Grant Macdonald's Navy" to a special issue of *FreshWater* (1991).....LEWIS R. FISCHER's article, "Seamen in the Industrial Revolution: Maritime Wages in Antwerp during the Shipping Transition, 1863-1900," appeared in *Collectanea Maritima*, V (1991), 331-342. Skip and Helge Nordvik will present a paper entitled "Shipbroking in the Inter-War Years: Fearnley and Eger as a Case Study, 1919-1939" at the Sixth Conference of the Association for the History of the Northern Seas in Kotka, Finland in August 1992.....DAVID FLEMMING, together with Heather-Anne Getson, contributed an article on "The Nova Scotia Maritime Museums, Halifax and Lunenburg, Nova Scotia to Great Maritime Museums of the World (Balsam Press, 1991); this magnificently-illustrated book will be reviewed in *The Northern Mariner* later this year.....KEVIN GRIFFIN announces that, after moving to

the UK for two years in the late 1980s, he has revived his project to publish *St. Lawrence Saga: A History of the Clarke Steamship Company*.....Conway Maritime Press will publish JOHN HARLAND's *Catchers and Corvettes* this year. Though John's principal focus is the steam whalecatcher, he maintains that the corvette owed its design less to *Southern Pride* specifically and more to whalecatcher design in general. John also develops this argument in "The Whales and the Corvette," a contribution to *Warship 1991*.....Congratulations to DAN HARRIS upon receiving the 1991 Silver Medal of the Swedish Royal Society of Naval Sciences. Dan completed and presented a paper to the Society which compared Chapman and Gerner. *Warships 1991* carries Dan's monograph on "The Swedish Cruisers," and he is now completing his monograph on "The Sverige Class Armoured Coastal Defence Ships" for the 1992 volume of *Warships*, as well as manuscripts on "Nordic States Coastal Defence Armoured Ships 1880-1946" and a biography of Gerner. Meanwhile his research on Danish naval intelligence activities in Norway and Sweden, 1784-1786, continues. He is also arranging for hydrostatic and performance profiles of Gerner and Chapman frigates.....POUL HOLM will be in Kotka, Finland next August at the Sixth Conference of the Association for the History of the Northern Seas to present a paper on "Afterthoughts on Maritime Communities: The Coastal Life of the Kattegat and the Skagerrak Reconsidered".....MARK HOWARD published an article entitled "Archdeacon Thomas Reibey's 1862 Missionary Voyage to the Islands of Bass Strait" in *Papers and Proceedings* of the Tasmanian Historical Research Association, XXXVIII, No.2 (June 1991).....TOM IRVINE contributed an article on "The Canadian Coast Guard" to the 1990 issue of *Canada's Navy* and two articles on Coast Guard activities, one on "Research and Development" and the other on "Personnel" to *Canadian Coast Guard News*. Tom also organized a Northwest Passage voyage for the cruise ship *Frontier Spirit* in August and September 1991, and acted as Ice Master on the vessel. The voyage had to be aborted near Amundsen Gulf due to very severe ice conditions and the lack of icebreaker supportOLAF JANZEN will be joining other CNRS members at the Sixth Conference of the Association for the History of the Northern Seas next August in Kotka, Finland. Olaf plans to present a paper entitled "'Une petite Republique' in Southwestern Newfoundland: The Limits of Imperial Authority in a Maritime Environment".....JAMES C. KELLY attended the Third International Conference of the International Association for Sea Survival Training at the Marine Institute in St. John's, Newfoundland in October. Consistent with the conference theme, "Training for Survival and Rescue at Sea," Jim presented a paper on "Language and Communication--Strategies for Survival." The conference proceedings have been published.....TREVOR KENCHINGTON and Colin Frazee-Whitelock have returned to the

survey of a fragment of the *Humboldt*, an American trans-Atlantic steamer lost off Halifax in 1853. This continues a project begun two years ago. The first report may be ready for publication this winter.....FAYE KERT has been appointed Assistant Treasurer of CNRS, while also continuing her role as President of the Ottawa Branch. Faye is working on her PhD in Maritime History at University of Leiden under Professor Jaap Bruijn, but is able to do most of her research in Ottawa. Nevertheless, she recently received a DND travel and research grant, and a two-week research trip took her to Nova Scotia where, in addition to visiting the Provincial Archives, she stopped at various old privateering centres including Liverpool, Shelburne, and Lunenburg.....C.B. KOESTER is presently engaged on a series of biographical sketches of selected flag officers of the Royal Canadian Navy, 1910-1945, commencing with Charles Edmund Kingsmill (1855-1935).....PATRICIA LEBLANC has written a biography of Acadia-born Capt. Edward A. LeBlanc (1888-1945); entitled *From Tropical White to Battleship Grey*, it will be published by the author early in the new year.....LAWRENCE E.A. LEE has completed his MA thesis entitled "Per Mare Per Terram? The Changing Roles of the British Marine Forces, 1664-1766" at the University of Western Ontario.....WALTER LEWIS, together with Rick Neilson, Dr. Gordon C. Shaw and Capt. Jim Knox, completed a report for the St. Lawrence Parks Commission on the feasibility of developing a steamboat appropriate to the 1860s period of Upper Canada Village.....Heartiest congratulations to DONALD MACKAY, whose book, *Flight From Famine: The Coming of the Irish to Canada* (reviewed in the October 1991 issue of *The Northern Mariner*) won the 1991 OSPELL Award for non-fiction. OSPELL is the Quebec Society for the Promotion of English Language Literature. Don is currently working on a history of Canadian National Railways, to be published next fall.....DUNCAN O. MACKENZIE is conducting research into Mackenzie Brothers Steamships.....D.N. MAINGUY is working with DAWN, the Defence Associations National Network, to promote an informed public debate on national defence.....JOHN MCKAY's book on *The 24-Gun Frigate Pandora 1779* is due to be published in January by Conway Maritime Press as part of its "Anatomy of the Ship" series. John's next project for the "Anatomy" series is the Flower-Class corvette *Agassiz*, for which he is currently preparing a set of drawings; John hopes to have these completed sometime next fall.....HARRY C. MURDOCH is preparing an article on "John Paul Jones--A Canadian Connection".....HELGE NORDVIK contributed an essay on "Norwegian Maritime Historical Research During the Past Twenty Years. A Critical Survey" to *Sjøfartshistorisk Årbok 1990*, XXIV (1990). Helge has been appointed to a new Chair in Maritime Studies at the Norwegian School of Management in Oslo and is also responsible, with Tor Wergeland of the Centre for

Shipping Research and International Economics at the Norwegian School of Economics and Business Administration, for a two-year Master of Shipping Management programme; this is a cooperative venture between four Norwegian academic institutions and is scheduled to begin next August. In 1992-93, Helge will be working on a business history of the Norwegian shipbroking and maritime finance firm of Astrup Fearnley A/S (formerly Fearnley), in cooperation with Lewis Fischer (Memorial University), Gunnar Nerheim (Rogaland Regional College) and Even Lange (Norwegian School of Management).....GREGORY PRITCHARD recently visited Northern Ireland in connection with research into a ship collision about which he plans to write; while in the United Kingdom, he also visited the National Fishing Heritage Centre in Grimsby, England, which opened its doors in May 1991. Here he found excellent static displays of the fishing industry. Though there is only one vessel (a fishing smack) now on display, the Centre hopes eventually to obtain a side trawler.....FRANK and NANCY PROTHERO publish *Great Lakes Fisherman*, a monthly magazine; they also recently contributed an article to *National Fisherman* on the impact of ITQs (Individual Transferable Quotas). Their twenty-year quest continues for historical material relating to the commercial fishery on the Great Lakes. They recently copied two collections of old photographs, thereby adding another 150 photos to their collection of fifty thousand, but they are always looking for more.....R. JAMES RINGER will be acting Chief of the Marine Archaeology Unit of the Canadian Parks Service until 31 March 1992. Jim's paper on "Ballast Utilization on the Sixteenth-Century Spanish Basque Whaling Vessel *San Juan* (1565)" has been published in John D. Drinkwater (ed.), *Underwater Archaeology Proceedings from the Society for Historical Archaeology Conference* (Richmond, VA, 1991).....A.C. (FRED) ROGERS is a regular contributor of short articles on BC shipwrecks to *Foghorn*, the publication of the Underwater Archaeological Society of British Columbia. Fred also announces that the eleventh volume of his *Shipwrecks of British Columbia* will be published in 1992 by Douglas and McIntyre. Fred is currently researching the history of hardhat diving and salvage in British Columbia.....JOHN ROUÉ's photographs of RCN corvettes *Sackville* and *Chambly*, which he took in Conception Bay in 1942, were reproduced in the September 1990 and May 1991 issues of *Action Stations*, the HMCS *Sackville* newsletter.....LARS SCHOLL has written another study of a marine artist; *Der Marinemaler Hans-Peter Jürgens* was published by Herford in 1991. Lars also contributed an article to *Sjøfartshistorisk Årbok*, XXIV (1990), 161-184, on Germany, Norway, and the whaling question during the 1930s; it is entitled "Zwischen Kooperation und Konfrontation. Deutschland, Norwegen und die Walfangfrage in den 1930er Jahren".....DONALD M. SCHURMAN is continuing his research into the relation

between colonial and Empire defence.....IAN K. STEELE contributed an essay entitled "Empire of Migrants and Consumers: Some Current Atlantic Approaches to the History of Colonial Virginia" to the *Virginia Magazine of History and Biography*, XCI (1991), 489-512.....ROBERT ST. G. STEPHENS was recently appointed Member of Council for the King George Fund for Sailors; he is also Chairman of the Cambridgeshire branch of the Soldiers', Sailors', and Airmen's Families Association. Both are charitable institutions for service, ex-service, and merchant navy personnel and their dependents. Bob is still working on a biography of his father, Rear Admiral G.L. Stephens, with particular emphasis on his naval service and stint as Special Advisor to the Ministry of National Defence, 1910-1950.....VICTOR SUTHREN announces that his "Edward Mainwaring" series has just been bought for Japanese publication, beginning with *Royal Yankee*. The *Oxford University Press Book of Canadian Military Anecdotes*, of which Victor was editor, has now been published in paperback, and he is also continuing to write *The Oxford University Press Book of Canadian Sea Stories*, scheduled for publication in 1993. Victor has been appointed to the Board of the Canadian Sail Training Association and, *ex-officio*, to the Board of the Maritime Museum of British Columbia. He will crew in the topsail schooner *Pacific Swift* from Baltimore to Halifax in May. In July, he will coordinate the recreated Provincial Marine Squadron of 1792 on Lake Ontario; Victor will serve as Commodore of the squadron during the event, which will include a lake crossing and a re-enactment of the landing of John Graves Simcoe, first lieutenant-governor of Upper Canada.....SHAWN THOMPSON is the author of *River Edge*, recently published by General Store Publishing House.....LAURIER TURGEON edited *Les productions symboliques du pouvoir (XVIIe-XXe siècle)*, which included his paper on "Action judiciaire et production du pouvoir: faire croire au monstre marin de Guillaume Pottier (Bordeaux, le 27 octobre 1701)." More recently, he edited and introduced a special issue of *Canadian Folklore Canadian* (XII, No. 2) on the theme "Maritime Identity; Laurier co-authored one of the papers with Denis Dickner, entitled "Contraintes et choix alimentaires d'une groupe d'appartenance: les marins-pêcheurs français à Terre-Neuve au XVIIe siècle." Laurier is pursuing research into sixteenth-century Basque whalers, with particular attention to Île aux Basques in Québec. He recently conducted an archaeological dig into a Basque whaling station on the island and found evidence not only of whaling but of trade with the natives. Laurier will support this field work with archival research in the notarial records in Bordeaux, France.....RICHARD UNGER will also present a paper at the Sixth Conference of the Association for the History of the Northern Seas next August in Kotka, Finland; Dick will examine "The Economic Basis for the Trade in Grain from the Baltic to Northwestern Europe, 1400-1914"

.....ROBIN WYLLIE is providing a history, in conjunction with a cultural landscape report, of the summer colony on Campobello Island for Parks Canada. He has undertaken an independent study of transportation to and within the Passamaquoddy Bay area between 1850 and 1939 in order to determine the accessibility of Campobello Island to the major population centres of the northeastern USA.

AROUND THE MARITIME MUSEUMS

AUSTRALIAN NATIONAL MARITIME MUSEUM (SYDNEY, N.S.W.)

The Winter 1991 issue of *Signals*, the quarterly newsletter of the Australian National Maritime Museum, described last-minute preparations for the November 1991 official opening of the new museum in Darling Harbour, Sydney, Australia (see the January 1991 issue of *ARGONAUTA* for an earlier story on this museum). The spectacular facilities include a "Tall Gallery," under which roof can be found on display the massive figurehead from HMS *Nelson*, a Westland Wessex helicopter, the fully-rigged America's Cup-winning yacht *Australia II* (on loan from the National Museum of Australia), and the beautifully-restored eighteen-foot skiff *Britannia*, built in 1919 and also displayed in full sail while suspended by her mast from the ceiling. CNRS members chancing to visit Sydney will want to place this new maritime museum high on their list of places to see.

In 1992 the Museum and the Australian Association for Maritime History will jointly sponsor the first prize to be awarded for maritime history publication in Australia.

DEUTSCHES SCHIFFAHRTSMUSEUM (BREMERHAVEN, GERMANY)

The German Maritime Museum in Bremerhaven presents an exhibition this spring, complete with catalogue and poster, on "The Painter Otto Bollhagen (1861-1924): Decorative Art and Industry." The exhibition dates are 14 March to 10 May 1992. The Museum also announces the recent publication of *Monstrum Horrendum. Wale und Waldartstellungen in der Druckgraphik des 16. Jahrhunderts und ihr motivkundlicher Einfluss* by Klaus Barthelmess und Joachim Münzing (Hamburg 1991; price 98 DM). The book examines whales, how they were depicted in sixteenth-century prints, and their influence on the study of motifs.

FORT MALDEN NATIONAL HISTORIC SITE (AMHERSTBURG, ONTARIO)

Dr. Dennis Carter-Edwards has been appointed Assistant Superintendent. The Fort is preparing a new exhibit on the

British naval department at Amherstburg for installation in 1993.

MARITIME FISHERIES MUSEUM (NORRIS POINT, NEWFOUNDLAND)

The Bonne Bay Development Association has drafted a proposal to construct a fisheries museum in the community of Norris Point in western Newfoundland. The Association has been working on the project since 1989, when it examined an old herring factory located on the Norris Point waterfront; in May 1990, it purchased the building with the intention of turning it into a Maritime Fisheries Museum. The factory was built in the mid-1930s as a salmon canning facility. Over its operating life, it was used to can, salt, pickle and smoke different species of fish. In the mid-1960s the facility closed and has since deteriorated both through time and neglect. By developing the museum, the association hopes to tell the story of the facility.

The building is ideal for its intended purpose. It is close to the landing terminal of the Bonne Bay ferry linking Norris Point and Woody Point during the summer tourist season; both communities are surrounded by Gros Morne National Park, whose rugged scenery attracts a significant proportion of the tourists to the western side of the island. A local tour boat operation on Bonne Bay is also located close to the proposed museum.

Development will require complete reconstruction of the old herring factory. It will also take in three nearby sheds, though these will not be connected to the main building. The museum will occupy about eighty percent of the main building and portray the fishery in Bonne Bay during the operational life of the herring factory. The main exhibit will feature aquariums containing species of marine life found in the area. Memorial University, which operates a lab nearby, will provide expertise in the collection of species for display. Full-scale models of fishing vessels, nets and gear will comprise another part of the exhibit. Demonstrations will show filleting and the making and repair of nets and traps. There will also be examples of the different methods of preserving fish which will serve as a history of the factory. A small theatre showing films related to the fishery will address its human aspects. A gift shop and dining facility will complete the proposed facilities.

Construction and maintenance of the museum will improve the local economy; the development association assumes that there will be a spin-off effect as waterfront development is encouraged. The association has not yet applied for financing, as they are still in the consulting stage. Nevertheless, design work is just about complete, and so the association

plans to apply for financing in January with the main source being the fisheries alternative programme of the Atlantic Canada Opportunities Agency (ACOA). The cost of the project is expected to be around \$1.5 million. If financing is in place by March, construction can begin in the spring, and the facility might be ready for an opening in 1994. All aspects of the museum would be completed and opened at the same time. The museum plans to operate on a seasonal basis.

*MARITIME MUSEUM OF BRITISH COLUMBIA
(VICTORIA, BRITISH COLUMBIA)*

The Maritime Museum of British Columbia recently received a magnificent model of the thirty-five thousand-ton British battleship *Duke of York*. At eight feet in length, the model will be one of the largest in the museum's collections; its exquisite detail will also make it one of its most prized artifacts. The builder, Charles G. Butterworth of Summerland, BC, spent ten years building the model virtually from scratch in his basement; the accommodation ladder alone required two months of continuous labour. Each of the ship's boats is a unique creation; the guns, radar antenna, stanchions and rafts are all uncommon pieces of craftsmanship and ingenuity. Butterworth, who served twenty-three years in the Royal Canadian Navy, retiring as Chief Petty Officer in 1966, chose the *Duke of York* because she was one of the few battleships for which plans were available. The museum considers models to be among the best interpretive vehicles. Themes such as the evolution of ships benefit enormously from such artifacts, a feeling shared by museum visitors.

The museum's Collection Management Volunteer Program, now more than a year old, has been strengthened by several new members. The programme has grown from an exclusive library/research role to include a technical artifact-handling component. New volunteers include: Marianne Baatz, who works with the two-dimensional material in the museum's collection; Lorna Brunel, who brings a library background; Catherine Franchetti, who possesses a variety of technical and research skills; retired librarian Jack Hopper, who will be immensely valuable in cataloguing a backlog of acquisitions and in reorganizing the library; John Junor, a library researcher; Hilary McPhail, who is involved in the storage methods of the Museum's textile collection; Cdr. Harold Palmer, RCN (Ret'd), whose experience in the shipbuilding industry is welcome; Firoenza Pattison, who will also be working in the library; and Linda Toffey, who will be working on an address location inventory for the museum's artifacts. CNRS member Rear Admiral Daniel Hanington will put together a programme about the RCN's activities on the west coast that is designed to interest secondary school students, and is expected to get under way in the fall of 1992.

A "Captain Vancouver School Program" will be offered 3-21 February at the museum. Ted Roberts, a scholar of George Vancouver, will participate in this programme, which will also include a dramatic interpretation of Captain Vancouver by actor and historical interpreter, Carey Ditmars. One final note concerns the museum's 1992 Annual Support Campaign which begins officially with a Kick-Off Dinner on 15 January that will include presentations of community and major donations. From then until 6 February, volunteers will attempt to raise \$20,000 through financial contributions within the Greater Victoria area, primarily by adding to museum memberships.

*MARITIME MUSEUM OF THE ATLANTIC
(HALIFAX, NOVA SCOTIA)*

Eric Dawes, the Museum's modelmaker for the past ten years, retired at the end of August 1991. Over that period Eric has restored, repaired, or cleaned all the models currently on exhibit. His sympathetic approach to model restoration will be difficult to replace.

Two significant research projects are currently underway at the museum. A two-year survey of historic and contemporary small craft (less than fifty feet) is progressing very well. Research Associate David Walker has visited about thirty percent of Nova Scotia's coast, interviewing boatbuilders, users, and enthusiasts. The ultimate objective is to complete a systematic review of small craft resources which will underpin future research, collecting and exhibitions on the subject. The other project is an investigation into work and life aboard the ships that lay undersea cables. Research Assistant Lynn-Marie Richard has interviewed about twenty-five former seamen and wives of seamen from the various cables operating from Halifax as part of this project. Crew from the *Lord Kelvin*, *Cyrus Field*, and *John W. MacKay* have provided remarkable insights into cable-laying and repair methods, life at sea aboard a cableship, and their role in the Halifax economy. Lynn-Marie would be interested in hearing from anyone who served in cableships.

The museum has been awarded a Backlog Reduction Grant from the Council of Canadian Archives and the Council of Nova Scotia Archives. This will enable the hiring of a cataloguer for several weeks to prepare a finding aid for more of its collection of vessel plans. The museum has also received a Registration Assistance Programme Grant from the federal Department of Communications. A cataloguer will be hired for several months to catalogue what has become known as the "Mortuary Artifacts," a collection of personal belongings from unidentified and unclaimed victims of the 1917 Halifax Explosion. They represent a sobering perspective of life in Halifax at the time.

Currently in progress is a new publication, "The Mystery of the Lost Anchor," which will help children look at objects in a museum context as well as in the larger world. Also in progress is an exhibit on recreational canoeing in Nova Scotia. The canoe in Nova Scotia, as in much of North America, has played an important role in allowing access to the interior. The exhibit examines the development of this versatile small craft from the earliest European contact with Nova Scotia's indigenous people to the development of a number of companies and cottage industries supporting the canoe industry. This exhibit is in addition to the museum's permanent exhibit on Nova Scotia's contribution to, and role in, the world of competitive rowing. Constructed around a restored single racing shell and supported by trophies, medals, memorabilia and photographs, this exhibit focuses on events--local and international regattas, the British Empire Games, the Olympics--that made Nova Scotia famous in rowing circles and more especially, the many professional and amateur oarsmen who brought honour to the province.

*LE MUSÉE MARITIME BERNIER
(L'ISLET-SUR-MER, QUÉBEC)*

The museum is planning an temporary exhibit for the early summer of 1992 on the history of sea transportation, with particular attention to the transport of hazardous materials. Tentatively-entitled "Transportation at Sea," the project will conform nicely to the museum's scientific and museological objectives. It will address current concerns with the environment by depicting the methods used for the stowage of materials on the St. Lawrence River and Seaway systems through the centuries. While this approach seems geographically-limiting, focusing as it does on the thousand-kilometre stretch from Windsor to Québec City, this region includes sixty percent of Canada's population and eighty percent of its industry. According to the Brander-Smith Report (1990), this stretch of waterway is one of the busiest in the world; more ships pass through the lower parts of the St. Lawrence Seaway than through the Panama and Suez Canals combined. Yet the navigational hazards are enormous: traffic of such magnitude carries a constant risk of accident. The transportation of petroleum and chemical products clearly poses the greatest danger, and has inspired all three levels of government to spend more than \$10 billion on the protection and purification of the waterway. A single disaster could jeopardize ten years of effort.

The exhibit will therefore examine a theme which lies at the heart of the history, settlement, development, and present concerns of Canadians. It will explore its theme in three different eras: the Age of Exploration, with attention to navigational methods, vessel types, and goals as well as the

type of goods transported; the Age of Immigration, focusing on the motives behind migration as well as shipboard conditions; and the Age of Commerce, in which the diversification, volume, and destinations of transported goods will be examined. With the advent of modern air and land transport, the public is less aware than it should be of the continued importance of maritime transportation. At the same time, the public has become much more conscious of the fragility and importance of the marine environment. To what dangers do our needs as consumers expose one of the largest reserves of fresh water on the planet? What solutions do science and technology propose to cope with such dangers? Le Musée Maritime Bernier will try to provide answers for the public through its research and exhibits. If other institutions or researchers are working at present on similar or related subjects, the museum invites them to get in touch, with a view to eventual collaboration. Inquiries should be directed to Josée Roy, Curator, at (418) 247-5001 or FAX (418) 247-5002.

*NATIONAL MARITIME MUSEUM
(GREENWICH, ENGLAND)*

The museum announces that the Old Royal Observatory has recently acquired two important historical chronometers for its collection. The Salzer/Harrison timekeeper, constructed by the late Leonard Arthur Salzer in the 1970s, is an accurate copy of John Harrison's first timekeeper, "H1." The second new acquisition is a rare pocket chronometer made in 1803 and signed by Owen Robinson, one of the best craftsmen of the late eighteenth century, who worked almost exclusively for the great chronometer maker, John Arnold. This chronometer is only the second known example signed by Robinson; the other is in the Royal Scottish Museum. The Robinson artifact is now on display in the Old Royal Observatory, while Salzer's copy of Harrison's "H1" can be seen in the West Wing Galleries.

*VANCOUVER MARITIME MUSEUM
(VANCOUVER, BC)*

James Delgado has been at the helm of the Vancouver Maritime Museum since taking over from Robin Inglis on 22 April 1991. Jim was the maritime historian for the United States Parks Service, where he created a programme to preserve and protect American maritime heritage around the world. He also spearheaded the US *Abandoned Shipwreck Act* and authored ten books and many articles on maritime history. Since assuming his new position, he has introduced many positive changes. The lobby has been redesigned, the focus of the gift shop has been revamped, and he has laboured hard to bring the museum's affiliates, now known as partners, together to work for the betterment of maritime

heritage. The museum's financial situation could be better, but given time, we all hope that this will improve sufficiently to realize the dream of the previous director, Robin Inglis, for a new maritime museum.

*YARMOUTH COUNTY MUSEUM
(YARMOUTH, NOVA SCOTIA)*

With the closure in August 1991 of Killam Brothers (*ARGONAUTA*, VIII, No. 4 [October 1991]), the Yarmouth County Museum received a significant number of marine artifacts, including portraits of the ship *Royal Charter* (by John Hall) and the barque *Lima* (by Ed Adam). There were as well half-models of the ship *Research* and the brigantine *Speed*. Killam Brothers was established in 1869 as a successor to Thomas Killam and Company. This branch of the Killams owned a total of fifty-seven vessels and had minor interests in many more, making them one of the most important shipowners in Yarmouth. Of late, Killam Brothers sold insurance and furnace oil—both off-shoots of their former marine interests. The Killam Brothers' fuel trucks still carried the company's houseflag on their doors.

AROUND CANADA'S MARITIME ORGANIZATIONS

*ASSOCIATION FOR
GREAT LAKES MARITIME HISTORY*

John Summers, Marine Museum of Upper Canada, and Dr. David Armour, Mackinac Island State Park Commission, have been elected to the Association's Board of Directors. Robert Graham of the Institute for Great Lakes Research has been elected Treasurer. Association member George Nau Burrige has published *Green Bay Workhorse: The Nau Tug Line*, his long-awaited study based on his family records. It is available for US \$39.95 (\$25.95 for the paperback edition) plus \$2.50 shipping from the Manitowoc Maritime Museum, 75 Maritime Drive, Manitowoc, Wisconsin 54220.

*INSTITUTE FOR GREAT LAKES RESEARCH
(PERRYSBURG, OHIO)*

The Institute for Great Lakes Research, Bowling Green State University, has recently completed a one-year project funded by the National Endowment for the Humanities during which five hundred cubic feet of manuscript, archival, and photographic materials documenting various aspects of Great Lakes maritime history were processed and are now available for research. Included among the collections processed: Lake Carriers' Association, Loudon G. Wilson Collection, W.G. Bartenfeld Collection, International Ship Masters' Association Collection, Wilson Marine Transit Company Collection, R.A. Stearn Collection, Edward

Middleton Collection, and the Paasch Marine Services Collection. Finding aids are available for these collections and a special vessel list for the Loudon Wilson Collection will be available early in 1992. For additional information contact Robert W. Graham, Archivist, Institute for Great Lakes Research, Bowling Green State University, 12764 Levis Parkway, Perrysburg, OH 43551 (tel. 419-874-3907).

*WORLD SHIP SOCIETY,
VANCOUVER BRANCH*

There have been changes to the Board of the Vancouver Branch of the World Ship Society. Cecil Woods is the new Branch Secretary, Robert D. Forrest becomes Treasurer, Fred Robinson becomes the Branch Librarian, and Dick Legge, Eric Denham, Bert Post and Kelsey McLeod join the Board. Retiring directors include Bruce Armstrong, Alan Moore, James Galbraith and Ambrose Hackett.

ARTIFICIAL REEF SOCIETY OF BRITISH COLUMBIA

Last August the Artificial Reef Society of British Columbia sank the coastal freighter *G.S. Church* at Portland Island Marine Park north of Sidney, BC, thereby creating the province's first artificial reef. Studies indicated that an artificial reef of this type would attract divers by providing a safe wreck on which to dive, thus stimulating the local economy. According to Tom Beasley, Vice-President of ARSBC and a long-standing member of CNRS, the next artificial reef is already being planned, involving the sinking of HMCS *Chaudierre*, a 367-foot destroyer escort donated to the Artificial Reef Society by the federal government.

Tom reports that the ARSBC is also supporting a survey of historic shipwrecks of Howe Sound and Burrard Inlet. As part of that survey, Tom is now researching the wrecks of the *Beaver* (1888) and the *Chenalis* (1906), as well as coordinating the mapping of the seabed of Vancouver Harbour. This requires the use of sophisticated equipment such as sonar, and will therefore involve participation by British Columbia's subsea industry, including Simrad Mesotech Systems Ltd.

*THE ROYAL CANADIAN YACHT CLUB ARCHIVES
(TORONTO, ONTARIO)*

The Archives Committee of the Royal Canadian Yacht Club has arranged with the Marine Museum of the Great Lakes at Kingston to bring to the RCYC a representative selection of Grant Macdonald's World War II drawings of Royal Canadian Navy personnel. The navy drawings were augmented by navy memorabilia and artifacts (including a scale model of the *Haida*) kindly loaned from the Marine Museum

of the Great Lakes at Kingston, the Royal Canadian Military Institute, HMCS *Haida*, and several members of the RCYC who had served in the navy in various roles.

The exhibition opened 22 October with a gala reception at the City Clubhouse, followed by a dinner. Among those attending were: members of the Board of the Marine Museum of the Great Lakes at Kingston; members of the Fund Raising Committee for the acquisition of the Grant Macdonald collection; a representative of Alcan Aluminum (who are financially supporting the tour of this collection across the country); the President and past secretary of the Toronto branch of the Naval Officers Association of Canada; three members of the original cast of the "Meet the Navy Show." All enjoyed the personal memories of World War II naval service and of Grant Macdonald himself.

YARMOUTH COUNTY HISTORICAL SOCIETY RESEARCH LIBRARY AND ARCHIVES

Laura Bradley, Archivist, is now working full time, five days a week. The Library and Archives also announces that an important new acquisition is the business records of Dominion Textile, better known as "Yarmouth's Cotton Mill." This mill was in continuous operation from 1883 to 1891 and was Yarmouth's largest single employer until the day it closed.

FORTHCOMING REVIEWS IN THE NORTHERN MARINER

Casson, Lionel. *The Ancient Mariners: Seafarers and Sea Fighters in Ancient Times*. 2nd ed.; Princeton: Princeton University Press, 1991.

Cheever, Henry T. (intro. Honore Forster). *The Whale and His Captors; or, The Whaler's Adventures, and The Whale Biography, as Gathered on the Homeward Cruise of the "Commodore Preble."* Facsimile reprint, Fairfield, WA: Ye Galleon Press, 1991.

Coote, John. *Submariner*. London: Leo Cooper, 1991.

Davis, Anthony. *Dire Straits. The Dilemmas of a Fishery: The Case of Digby Neck and the Islands*. St. John's: Institute of Social and Economic Research, 1991.

Eaton, John P. and Charles A. Haas. *Titanic, Triumph and Tragedy: A Chronicle in Words and Pictures*. New York: W.W. Norton, 1986.

Ellis, Richard. *Men and Whales*. New York: Alfred Knopf, 1991.

Forster, Honore (ed.). *The Cruise of the "Gypsy": The Journal of John Wilson, Surgeon on a Whaling Voyage to the Pacific Ocean 1839-1843*. Fairfield, WA: Ye Galleon Press, 1991.

Gandt, Robert L. *China Clipper: The Age of the Great Flying Boats*. Annapolis, MD: Naval Institute Press, 1991.

Goldstein, Donald M. and Katherine V. Dillon (eds.); Masataka Chihaya (trans.). *Fading Victory: The Diary of Admiral Matome Ugaki 1941-1945*. Pittsburgh: University of Pittsburgh Press, 1991.

Goodwin, Peter. *The Anatomy of the Ship: The Naval Cutter Alert 1777*. London: Conway Maritime Press, 1991.

Gray, Edwyn. *Operation Pacific. The Royal Navy's War Against Japan 1941-1945*. London: Leo Cooper, 1990.

Groot, Cornelis and Margolis, Leo (eds.). *Pacific Salmon Life Histories*. Vancouver: University of British Columbia Press, 1991.

Grove, Eric with Graham Thompson. *Battle for the Fjords: NATO's Forward Maritime Strategy in Action*. London: Ian Allen, 1991.

Hahn-Pedersen, Morten. *Danish North Sea Lightships*. Esbjerg: Fiskeri- og Søfartsmuseet Saltvandsakvariet, 1991.

Hearn, Chester G. *Gray Raiders of the Sea: How Eight Confederate Warships Destroyed the Union's High Seas Commerce*. Camden, ME: International Marine Publishing, 1991.

Hignett, H.M. (ed.). *A Second Merseyside Maritime History: Transactions and Research*. Liverpool: Liverpool Nautical Research Society, 1991.

Holly, David C. *Tidewater by Steamboat: A Saga of the Chesapeake*. Baltimore: Johns Hopkins University Press, 1991.

Holm, Poul. *Kystfolk: Kontakter og sammenhænge over Kattegat og Skagerrak ca. 1550-1914*. Esbjerg, Denmark: Fiskeri- og Søfartsmuseet, 1991.

Howell, Colin and Richard Twomey (eds.). *Jack Tar in History: Essays in the History of Maritime Life and Labour*. Fredericton: Acadiensis Press, 1991.

Jacobs, Els. *In Pursuit of Pepper and Tea: The Story of the Dutch East India Company*. Zutphen, Netherlands: Walburg Pers, 1991.

Jenness, Stuart E. (ed.). *Arctic Odyssey: The Diary of Diamond Jenness, Ethnologist with the Canadian Arctic Expedition in Northern Alaska and Canada, 1913-1916*. Ottawa: Canadian Museum of Civilization, 1991.

Lambert, Andrew. *The Last Sailing Battlefleet: Maintaining Naval Mastery 1815-1850*. London: Conway Maritime Press, 1991.

McGhee, Robert. *Canada Rediscovered*. Ottawa: Canadian Museum of Civilization, 1991.

Meggs, Geoff. *Salmon: The Decline of the British Columbia Fishery*. Vancouver: Douglas & McIntyre, 1991.

Melia, Tamara Moser. *"Damn the Torpedoes": A Short History of U.S. Naval Mine Countermeasures, 1777-1991*. Washington: Naval Historical Center, 1991.

Miller, Nathan. *The Naval Air War 1939-1945*. Annapolis: Naval Institute Press, 1980; reprint, 1991.

Mooney, James L. (ed.). *Dictionary of American Naval Fighting Ships. Volume I (A)*. Washington: Naval Historical Center, 1991.

Mullett, J.C. *A Five Years' Whaling Voyage 1848-1853*. Fairfield, WA: Ye Galleon Press, 1977.

Neill, Peter and Krohn, Barbara Ehrenwald (eds.). *Great Maritime*

Museums of the World. New York: Balsam Press, 1991.

O'Connell, Robert L. *Sacred Vessels: The Cult of the Battleship and the Rise of the U.S. Navy*. Boulder, CO: Westview Press, 1991.

Pocius, Gerald L. *A Place to Belong: Community Order and Everyday Space in Calvert, Newfoundland*. Montreal: McGill-Queen's University Press, 1991.

Poole, Michael. *Ragged Islands: A Journey By Canoe Through the Inside Passage*. Vancouver: Douglas and McIntyre, 1991.

Popham, Hugh. *A Damned Cunning Fellow: The Eventful Life of Rear-Admiral Sir Home Popham, KCB, KCH, KM, FRS 1762-1820*. Tywardreath, Cornwall: The Old Ferry Press, 1991.

Rompkey, Ronald. *Grenfell of Labrador: A Biography*. Toronto: University of Toronto Press, 1991.

Sætra, Gustav; Halvor Moe (trans.). *Himmel og Hav (Shipping and Beyond)*. Arendal, Norway: Arni J. Mørland, 1991.

Sale, Kirkpatrick. *The Conquest of Paradise: Christopher Columbus and the Columbian Legacy*. New York: Penguin Books, 1991; copyright, Alfred A. Knopf, 1990.

Sharp, J.J. *Discovery in the North Atlantic From the 6th to 17th Century*. Halifax: Nimbus Publishing, 1991.

Smyth, W.H. *The Sailor's Word-Book of 1867: An Alphabetical Digest of Nautical Terms*. Reprint; London: Conway Maritime Press, 1991.

Struzik, Edward and Mike Beedell. *Northwest Passage: The Quest for an Arctic Route to the East*. Toronto: Key Porter Books, 1991.

Tracy, Nicholas. *Attack on Maritime Trade*. Toronto: University of Toronto Press, 1991.

Walbran, John T. *British Columbia Coast Names 1592-1906*. Facsimile reprint of 1909 edition; Vancouver: Douglas and McIntyre, 1991.

Watts, Anthony J. *The Imperial Russian Navy*. London: Arms and Armour Press, 1990.

Weir, Gary E. *Building American Submarines, 1914-1940*. Washington: Naval Historical Center, 1991.

Wilford, John Noble. *The Mysterious History of Columbus: An Exploration of the Man, the Myth, the Legacy*. New York: Alfred Knopf, 1991.

MUSEUM 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 July 1991 issue of ARGONAUTA.)

Name: **MARITIME MUSEUM OF BRITISH COLUMBIA**

Address: 28 Bastion Square, Victoria B.C. V8W 1H9

Phone: (604) 385-4222

FAX: (604) 382-2869

Director: John M. MacFarlane (Museum Development)

Attractions: *Tilkum* (1850 Nootka dugout canoe sailed to the UK by Captain John Voss), *Trekka* (John Guzzwell's tiny yawl which sailed twice around the globe), large model collection, exhibitions on naval history, government ships, ferries and cruise ships, Canadian Pacific shipping, Captain Cook, whaling, Hudson's Bay Company, eighteenth century exploration and life under sail.

Special Activities: School programmes, courses, talks, lectures, trips

Archives: 15,000 ships plans, 7,000 photographs, 30,000 leaves of manuscripts, 15,000 brochures, 1,500 maps and charts, 6,700 books

Collections: 10,000 artifacts

Schedule: Open daily except Christmas and New Year's Day, 9 am-6:30 pm

Admission: \$5 adults

Name: **SETTLER'S MUSEUM**

Address: 578 Main Street, Box 181, Mahone Bay, Nova Scotia B0J 2E0

Phone: (902) 624-6263

FAX: None

Director: Wilma Stewart

Attractions: Exhibit in Upper Gallery (originally a sail-maker's loft in an 1850s home) on wooden boat building in Mahone Bay between 1840 and 1960. The exhibit identifies and informs about the various yards and the vessels they designed and built.

Special Activities: Each year, a particular yard and/or boat-builder is singled out in conjunction with the town's Wooden Boat Festival, July 31-August 4.

Archives: A certain amount of research has been completed in conjunction with the Fisheries Museum in Lunenburg, the Maritime Museum, Halifax, and local older residents.

New Exhibits: "Wooden Boat Building-related Industries, Summer 1992

Schedule: 10 am-5 pm daily; Sunday, 1 pm-5 pm.

**CANADIAN NAUTICAL RESEARCH SOCIETY
ANNUAL CONFERENCE AND GENERAL MEETING**

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

"SHIPS, SHIPPING AND SEAFARERS"

AT THE REQUEST OF THE EXECUTIVE, THE CALL FOR PAPERS FOR THE CONFERENCE HAS BEEN EXTENDED UNTIL 1 MARCH 1992. PROPOSALS FOR INDIVIDUAL PAPERS OR COMPLETE SESSIONS ON ANY TOPIC IN MARITIME HISTORY WILL BE WELCOMED. MEMBERS INTERESTED IN PRESENTING A PAPER SHOULD SEND A BRIEF 1-2 PAGE PROPOSAL AS SOON AS POSSIBLE BUT NO LATER THAN 1 MARCH 1992 TO:

**PROFESSOR LEWIS R. FISCHER
SECRETARY
CNRS
MARITIME STUDIES RESEARCH UNIT
MEMORIAL UNIVERSITY OF NEWFOUNDLAND
ST. JOHN'S, NFLD. A1C 5S7**

THE CONFERENCE WILL ALSO FEATURE A ONE-DAY JOINT SESSION WITH THE NAVAL OFFICERS ASSOCIATION OF CANADA ON FRIDAY, 26 JUNE, ON "CANADA'S OCEAN POLICY IN THE 1990S: AN ATLANTIC PERSPECTIVE." THIS PART OF THE CONFERENCE WILL FEATURE SPEAKERS FROM BOTH CNRS AND NOAC, AS WELL AS INVITED LECTURES BY GOVERNMENT AND MARINE INDUSTRY REPRESENTATIVES.

COMPLETE DETAILS ON THE CONFERENCE WILL BE PUBLISHED IN THE APRIL ISSUE OF *ARGONAUTA*. REGISTRATION MATERIALS FOR THE CONFERENCE WILL BE SENT ALONG WITH THIS ISSUE.