

# ARGONAUTA

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## **ARGONAUTA**

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### **EDITORS**

Lewis R. FISCHER  
Olaf U. JANZEN  
Gerald E. PANTING

### **MANAGING EDITOR**

Margaret M. GULLIVER

### **ARGONAUTA EDITORIAL OFFICE**

Maritime Studies Research Unit  
Memorial University of Newfoundland  
St. John's, Nfld. A1C 5S7  
Telephones: (709) 737-8424/(709) 737-2602  
FAX: (709) 737-4569

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P.O. Box 7008, Station J  
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## ARGONAUTA EDITORIALS

This issue carries a news item about the official unveiling in Halifax last May of "The Sailor," a bronze statue honouring Canadians who have served in this country's navy in time of war and of peace. Though it was a proud moment for Fred McKee, a navy veteran, past president of the Atlantic Chief and Petty Officers Association, and the man who spearheaded the construction of the monument, he noted that "Canada has never been very good at keeping its history." This year, one might be forgiven for taking issue with this comment. In addition to the unveiling of "The Sailor," Haligonians also held ceremonies at the Sailor's Memorial in Point Pleasant Park in memory of Canadian ships lost fifty years ago in the Battle of the Atlantic. Hundreds were present as prayers were read and wreaths were laid by both civilians and the military. It was the first ceremony of its type since Veterans Affairs minister Gerald Merrihew promised to extend formal recognition to World War II merchant seamen as war veterans. Another news item concerns more than 300 members and former members of 423 Squadron who met at CFB Shearwater to celebrate the unit's fiftieth anniversary. The squadron was established in 1942 to hunt U-boats and escort convoys, using amphibious Sunderland flying boats. Also in May, the destroyer HMCS *Margaree* was decommissioned in Halifax after thirty-five years of faithful service. Many at the ceremony were moved by the emotions conjured up by memories both private and public. Nor is Nova Scotia alone in recognizing Canada's maritime heritage. The "Provincial Marine" 1792 Voyage from Toronto to Niagara-on-the-Lake, with a stop to honour the sunken War of 1812 vessels *Hamilton* and *Scourge*, took place in July; we hope Victor Suthren will pass on some details of that event for the next issue of *ARGONAUTA*. In British Columbia, the two hundredth anniversary of Captain George Vancouver's visit to our west coast will be observed in many ways that are designed both to entertain and to educate the public. Thus, Captain Vancouver himself (or, at least, a clever imitation, complete with replica dress uniform borrowed from the Canadian War Museum in Ottawa) greeted visitors to the Maritime Museum of British Columbia in February, then visited a number of elementary schools as part of the Maritime Museum's "Captain Vancouver: Charting the Coast" programme. From May through until October, the "Wake of the Explorers International Maritime Bicentennial Reenactment Expedition" will remember not only Vancouver but also Spanish explorers as well as indigenous people using more than twenty-five replica boats that have been built over the past five years. All of these ceremonies, events, and celebrations remind Canadians that yes, Canadians can be good at keeping their history.

And yet, Mr. McKee is right. When an anniversary arises, we

like to remember; when it passes, we forget. What is the state today of our historical heritage? Too many of our museums, regional ones certainly, but even provincial and national ones, are starved for the funds that are needed to keep the past alive and meaningful. What is the state of our archives and libraries? Same story, if not worse. Proper facilities in which to house the National Archives of Canada have been promised for years; don't hold your breath. More to the point, celebrating our maritime heritage is a meaningless exercise unless we apply what we learn to preserve a maritime outlook in the future. Over the past few issues of *ARGONAUTA*, there have been several news items describing efforts to plan our maritime needs, both civilian and military, for the future. The Canadian Marine Policy and Strategy Project at Dalhousie University, the Maritime Awards Society of Canada, the Admirals' Medal Foundation, our own Canadian Nautical Research Society, the Naval Officers Association of Canada and other groups and organizations are doing their best to look forward and not just backward to maintain our maritime character. It isn't enough for Canadians to become good at keeping their history; they need to preserve their future as well. Pick an organization and support it with your time, energy, and money; urge our politicians to follow through on their promises; get involved.

## PRESIDENT'S CORNER

The society's first meeting in Newfoundland deserves special mention. We have now spanned the continent with our annual meetings, and in a sense we have finally come "home." Home, after all, is where the heart is. Even if most of us are "come-from-aways," it is in Newfoundland's Memorial University that the Maritime History Group (now the Maritime Studies Research Unit) had its origins, and in Memorial University that our secretariat has finally settled.

The late Keith Matthews, after whom we have named our principal awards; Gerry Panting, who with Keith--and those who knew the two men will understand just how significant a collaboration that was--set in motion the whole Maritime Research programme, succeeded Keith as second president of the society, and makes major contributions to the editing of our journal; Olaf Janzen, who from his lair in Corner Brook edits *ARGONAUTA* and the book review section of *The Northern Mariner/Le Marin du Nord*; Lewis "Skip" Fischer, the indefatigable quantifier, writer, editor of our journal and of the *International Journal of Maritime History*, traveller, ambassador at large, Secretary-General of the International Commission of Maritime History and secretary of this organisation; and Margaret Gulliver, the indispensable link between all of these people and the membership of our society: these estimable men and women keep the lifeblood of our society coursing through to its extremities. In one of

those extremities, British Columbia, our vice-president Eric Sager is a product of the Maritime History Research Group at Memorial as well. He and the rest of us scattered across the country do our best to help keep the heart pumping.

We decided to meet in St. John's this year because, on the fiftieth anniversary of the Crow's Nest Club, the Naval Officers Association of Canada was also meeting there. The president of NOAC, Cliff Chaulk, is himself a Newfoundlander. He also happens to be an old friend and sometime shipmate, as is Rear Admiral Fred Crickard, organiser of the joint meeting we arranged on "Oceans Policy in the 1990's: An Atlantic Perspective." There could be no better place from which Canadians could view that question, as I am sure our hosts would agree. Newfoundland has always been a vital part of Canada's Atlantic connection, whether or not Newfoundlanders have always been comfortable with the idea. Before and during the Second World War Newfoundland became a major element in Canadian aviation, marine and defence policy, and long before the colony joined Confederation in 1949 Canada had taken on some of the responsibilities which had previously been Britain's.

Blair Neatby, Prime Minister W.L. Mackenzie King's biographer, when in 1972 he reviewed C.P. Stacey's history of Canadian war policies, called intervention in Newfoundland "a case study in Canadian imperialism."

... The island was seen as a prize which the Canadian government intended to seize; acquisitive ambitions were justified by the usual imperialist rhetoric about national security, spheres of influence, and natural boundaries. When the United States showed interest in Gander in 1941 a still parsimonious Canadian government authorized the expenditure of almost two million dollars at Torbay. Two years later, in spite of the reinforcement question, Canadian forces were withdrawn slowly enough to ensure that Canadian troops always outnumbered American troops on the island. For Canada, the empire preceded the flag.

For the people who founded and frequented the Crow's Nest Club, Newfoundland was hardly an outpost of empire. It was "home" to many for the war years, and the sense I get from veterans who served or sailed out of there is that "Newfy-john" had a reputation for hospitality and friendliness seldom matched in other ports. I have certainly found that to be the case in my limited experience (all of which has been in times of peace), not only for St. John's but also for other places in Newfoundland and Labrador. Yet the very presence of Canadian naval vessels in those ports before Confederation in 1949, in peace as well as war, suggests that there has indeed been an element of imperialism. Keeping in mind the

American strategic interest in the region, it is clear from the military point of view that, throughout the Second World War, Ottawa wanted to ensure there was no erosion of the link with Canada. It is also my impression, based on personal recollections together with some *a priori* speculation rather than on a careful study of diplomatic and military papers, that after the war similar concerns obtained.

One of the papers given at this year's annual meeting, Olaf Janzen's "Showing the Flag: Hugh Palliser in Western Newfoundland, 1764," demonstrates how the Royal Navy delivered a strong diplomatic message to France about the exercise of British sovereignty in Newfoundland. In 1940 the United States Navy sent the cruiser USS *St Louis*, with President Roosevelt's personal emissary Rear Admiral John Greenslade, to visit all potential bases in the western Atlantic, including several in Newfoundland. The Greenslade mission differed in important respects from that of Palliser, but it does appear to have delivered a strong diplomatic message to Ottawa. Canadian authorities were quick to match the American naval presence with one of their own. Even before the *St. Louis* arrived at Argentia, HMS *Caradoc*, an old cruiser attached to the Atlantic and West Indies Squadron of the Royal Navy, found herself under Canadian operational control in July 1940 to conduct a survey of Newfoundland and Labrador harbours with an eye to defence of the region.

It was at about the same time that a group of public spirited intellectuals, the so-called "Group of Twenty" meeting in Ottawa, set out what Canada's interests were in the war that had suddenly, with the fall of France, become very close for North American countries. Canada was in danger of being eclipsed by the United States; while the opportunity still remained it was important to assume as much strategic responsibility in the western hemisphere as possible. Among various points of agreement, the group felt that Newfoundland should be a Canadian defence responsibility because it could be defended without building a fleet of capital ships. Greenland and Iceland by contrast could reasonably be left to the United States and Britain to defend. The men who reasoned thus were not empire builders, at least not in the sense that old-line imperialists could be so called. They included for the most part members of the Liberal Establishment, some of them prominent pre-war isolationists.

The Group of Twenty was virtually a bellwether for Canadian war policies, because the Canadian position in Newfoundland during the war reflected quite remarkably what they had forecast. When the war was over, and Canada had welcomed Newfoundland as the tenth province, Lieutenant Governors followed the example set by Hugh Palliser in 1764, annually visiting the outposts, and did so in Canadian



naval ships. In 1956 HMCS *Outremont*, under the command of Lieutenant Commander Peter Chance, carried out one such gubernatorial process. I had the very good fortune to be the navigating officer in that ship, and looking back on the experience I judge it to be just about the most interesting cruise in twenty-two years of naval service.

Our sailing orders instructed us, over a period of eighteen days, to embark Sir Leonard Outerbridge and his party, steam along the coast of Notre Dame Bay, visiting La Scie and St Anthony, then to Battle Harbour, Cartwright, Makkovik, Hopedale, Nain, Hebron, North West River, and Goose Bay on the Labrador coast, thence to L'Anse au Loup and finally to Stephenville, on the west coast of Newfoundland, where his Honour would leave us.

It so happened that the prevailing winds that year kept the ice inshore north of Cape Harrison, but Sir Leonard would visit some of the northern outposts by helicopter while the ship lay alongside at Goose Bay. He embarked on 15 July, with all the pomp and circumstance a frigate could muster—we mounted a Royal Guard of 100 men—together with an aide, a corporal in the RCMP (who bravely tolerated choruses of "Rose Marie" from his new and short-lived messmates), a magistrate bound for St Anthony (we would pick up another at Battle Harbour) and our pilot. Captain Fred Hounsell, who had been promised us, for some reason was not able to come, but Captain Kenneth Barbour who came in his place, as I recall a rather elderly gentleman, was a seaman of the first order. His piercing blue eyes picked up objects long before anyone else on the bridge, and even after many years away from the Labrador coast he could point out marks that no charts or sailing directions had recorded. And he had a droll sense of humour.

*Outremont* followed the channels surveyed by British hydrographers, some the original eighteenth century surveys by James Cook, others more recent but frequently consisting of no more than a single line of soundings. We developed a healthy respect for the navigators who regularly plied this route, and from time to time had to place our trust in God and Captain Barbour to keep us clear of the uncharted pinnacles that abound close in to the Labrador coast.

Early on Monday, 18 July, we attempted unsuccessfully to anchor in La Scie Harbour. There was a strong wind funnelling off the surrounding hills through a narrow entrance; the bottom, which seemed to be nothing but rock ballast from sailing ships of bygone days, offered no holding ground; and we had to extricate ourselves smartly from a tricky spot. Captain Barbour remarked feelingly that La Scie was "just a wild cove in a confusion bay." "I most thoroughly endorse the opinion [of Captain Barbour]," wrote Peter

Chance in his Report of Proceedings, "that this was no harbour except under the most tranquil conditions."

Makkovik harbour, for which there was no chart, might have proved similarly challenging. It had been our intention to send the motor cutter ahead with a lead and line and follow it in to a safe anchorage, but close-packed floe ice was too much for the thin skin of a frigate, and we had to take the ship to Goose Bay instead. This led to an unpleasant situation that is not so far as I can determine recorded in any document. On first arriving at the RCAF wharf personnel from the ship found that because they were not American citizens they were unable to go ashore, except in official parties, under restrictions imposed by the US authorities. The problem was not difficult to resolve, but it left a sour taste.

The unexpected layover offered the opportunity for some of us to fish Labrador streams and lakes (with indifferent results, which says something about our skill), and to see parts of the Canadian north for the first time. And the journey south to L'Anse au Loup culminated in a marvellous celebration. The occasion of the visit, as noted in the Report of Proceedings, had been made a festive holiday. "Numerous small boats came on to greet the ship, gaily festooned with flags, the occupants continually firing volleys with shot guns of interesting vintage, including a muzzle loader, while the passengers cheered and waved..." Sir Leonard left us in Stephenville, the ship's company manned and cheered ship as he disembarked, and a USAF aircraft flew him from this American base to St John's. That evening, I regret to say, some *Outremont* hands demonstrated to the US Navy Shore Patrol their pugilistic talents and a certain lack of respect for the American presence on the island. That is not to be found in the Report of Proceedings, however.

The ship's visit to Newfoundland had been marked in a traditional RCN manner. On Saturday, 14 July, 1956, Lieutenant Commander Chance presented a copy of the ship's badge to the Crow's Nest Club. Thirty-six years later the Club still thrives, and provides a wonderful excuse for Canadian sailors and historians to meet in its vicinity. If this is imperialism, it is imperialism of a most benevolent kind. And perhaps, after all, imperialism is not such a bad thing.

## ARGONAUTA COMMENTARY

### MORE ON TUNS AND TONNAGE

By C. Douglas Maginley  
Mahone Bay, Nova Scotia

I am prompted by Thomas Hales' article, "Tuns, Tons and Barrels of Wine" (*ARGONAUTA*, April 1992), to add a few

historical snippets by way of commentary.

In the middle ages, wine was shipped to England from the Bordeaux possession of the Plantagenets in tuns of approximately 252 gallons. To discourage smuggling, no smaller containers were allowed. Anyone caught with a smaller barrel was assumed to be smuggling, with dire consequences.

A full tun of wine was the maximum weight that could be loaded onto an ox-drawn cart; these were little more than a framework on wheels, designed to take the barrel. The weight of the wood in the barrel, together with the 252 gallons of wine, came close to a ton of weight. Since the tun would occupy a squared-off space of about 40 cubic feet, both deadweight and cargo measurements tons have the same origin. But freight is not charged according to the whim of the operator, as Mr. Hales seems to imply. Quite simply, if a commodity occupies less than 40 cubic feet to the ton, it is charged by weight, and if it occupies more, it is charged by volume. Thus, the practice of the medieval wine trade continues to be reflected in business practices today.

The *gross* and *net* tonnages of a hundred cubic feet came later. The history of the development of tonnage measurement is complex, but all methods used from the mid-eighteenth century until recently had one thing in common: they were designed to be *consistent*, not *accurate*. Of course, ship operators were always trying to get around the rules, resulting in such anomalies as the "shelter-decked" ship.

The International Maritime Association (IMO) recently developed a very accurate method of calculating gross and net tonnages. And where it is not possible to arrive at a realistic figure for net tonnage, as in the case of tugs and small ferries, a means of arriving at a very *fair* figure has been devised. Interestingly enough, while volumes are calculated in metric measurement, a constant is included in the formula which results in a figure close to the present gross and net tonnages. This means that existing ships do not have to be re-measured nor re-calculated, and our familiar terms of reference regarding ship's size are preserved. The main problem with the proposed method is that small yards, lacking computer-equipped naval architects' offices, would find it difficult to provide the tonnage surveyor with sufficient data. This is probably the main reason why many countries, including Canada, have yet to adopt this IMO measure.

#### ARGONAUTA MAILBAG

Sirs:

I enjoyed the arrival of the Norse "replica" vessels at the Maritime Museum of the Atlantic in late August 1991. And

I enjoyed Olaf Janzen's article in the July 1991 issue pointing out how the 1991 "replicas" failed the authenticity test.

He told us of the first modern Norse replica to cross the Atlantic in 1893, but omitted the early August 1926 replica sailed at least to St. John's by a crew of four. I stumbled on a photo of this event in the Ontario Archives in the *Fort Erie Times* of 20 August 1926 (Vol. 31, No. 42), p. 3, cols. 4 & 5 (top), and another in the *Niagara Falls Evening Review* of Saturday, 14 August, 1926 (Vol. 12, No. 266), p. 7, cols. 3-5 (top) in a section entitled "Camera News." I do not know if the 1926 vessel was a better replica, but as an oceanographer accustomed to longer vessels, I do admire sailors willing to cross the Atlantic in a small sailboat--true replica or not!

Alan Ruffman  
P.O. Box 41, Station M  
Halifax, Nova Scotia  
B3J 2L4

Sirs:

I congratulate and thank the editors of *The Northern Mariner* for the splendid issue devoted to the late Tom Pullen, a Canadian naval officer and a Canadian northern hand, whom I have admired all these years. Yogi Jensen's contributions added immeasurably to the issue.

Bent Gestur Sivertz  
1159 Beach Drive, Apt. 302  
Victoria, British Columbia  
V8S 2N2

Sirs:

I wish to draw to the attention of the members a problem that has arisen with my new book, *The Anatomy of the Ship: The 24-Gun Frigate Pandora 1779* (Conway Maritime Press, 1992). I have made a great mistake when giving the scales in the text. The principal scale given in the drawing keys as 1/144 should read 1/128; other scales in the keys should be adjusted accordingly. I am most embarrassed over this and want to emphasize that this is my mistake alone and has nothing to do with the publishers. Conway has prepared an *erratum* note which will accompany the book; should any of our readers already have the book without this note and desire a copy, please contact me. My thanks to the editors for providing a forum in which to broadcast this bad news.

John McKay  
P.O. Box 752  
Fort Langley, British Columbia  
V0X 1J0

Sirs:

As yet I have received no reply to my query in the January 1992 issue of *ARGONAUTA* concerning the schooner *Gilbert G. Walters*. In hopes that one of our members might be able to help me out, or connect me with someone who can, I offer the following additional information from my old Seaman's Discharge book. The schooner was a "knockabout" rig of 115 tons; her official registry number was 141054 and her engagement was 251037 (trading in the West Indies). Her skipper, Captain E. Jansen, was lost at sea during World War II. I would really like to hear from anyone who might be able to help me with information that would enable me to build a model of her; it's a project that I would like to complete this winter in memory of my old Captain Jansen.

On a completely different matter, I think that we should try and develop a lobby to establish a sail training programme in Canada to build future sailors. Ideally, we should have one sail training ship on each coast. Young men need more adventure and a chance to get rid of their energies. A sail training programme would be a great "safety valve" that would build Canada's navy of the future at the same time. It's time we build our navy and keep our RCNRs and RCNVRs

Mr. F.J. Berry  
20 Mississauga Valley Blvd, Apt. 404  
Mississauga, Ontario  
L5A 3S1

Sirs:

The MV *North Gaspé* was a coastal vessel built by Davie Shipbuilding and Repairing Company, Ltd. of Lévis, Québec and launched in 1938 for Clarke Steamship Company of Montréal. Naval architects were Milne, Gilmore & German of Montréal, so she was indeed a Canadian ship. Length overall was 188.2 feet and breadth was 35 feet, with GRT being 883 tons. As built, she carried twenty-four first class passengers and twenty-eight steerage in dormitory accommodations. Her route was generally from Montréal to Québec City, thence on the south shore service to Gaspé and Magdalen Islands. In 1961 she was transferred to Magdalen Islands Transportation Company and then in 1970 she was sold to North Star Shipping of Halifax. This company sold her in 1972 to Metropolitan Touring, Guayaquil who renamed her *Iguana*. After this I lost track of her.

I am currently making a model of the *North Gaspé* as she appeared in 1960. To assist me I have arrangement drawings of the ship as built, a few photographs taken at various times during her career, a description of the ship as she was in

1960, and many memories of the ship. Unfortunately I never had the pleasure of sailing her.

I always like to have as complete a history as possible of any model I build and would therefore like to know as much as possible about the *North Gaspé*. Can anyone answer or assist in the following questions: the date she was laid down; the exact date of launching and sponsor; date of her maiden voyage; what North Star Shipping did with her for two years; what happened after she was sold to Metropolitan Touring? Many thanks in advance.

S.J. Dumaresq  
75 Chesterton Drive  
Nepean, Ontario  
K2E 5T5

Sirs:

In January 1943 I was a seaman on the Canadian corvette *Dundas*. We were escorting a trans-Atlantic convoy when early one morning, after a bitterly cold night, we picked up six survivors of the schooner *Thornhill*; she had been set afire and sunk. I believe she was carrying saltcod to the United States or the West Indies. I have a couple of pictures of the dory, rimed with ice, with the six men still in it. Might anyone be interested? *Thornhill* was a Newfie schooner.

Mr. Douglas C. Meredith  
P.O. Box 903  
Westbank, BC  
V0H 2A0

Sirs:

I am writing a biography of a nineteenth-century French Canadian, Pierre-Etienne Fortin (1823-1887). Among many other things, Fortin was stipendiary magistrate for the Gulf of St. Lawrence from 1852 to 1867, at which point he became a member of parliament. As both magistrate and MP, he constantly called for bounties for Gulf fishermen, for increased navigational aids in the Gulf, and for navigational schools so that Gulf fishermen could become masters capable of taking their own fish to South America and the West Indies.

My only sources of information on the navigational schools mentioned in the extract are the House of Commons debates, and Fortin's own annual reports to his superiors in the Gulf Fisheries Protection Service. These leave big gaps. Can anyone put me on to any work(s) that refer to the history of the teaching of navigation in Canada? I have searched the University of Toronto and other Toronto



libraries but, unfortunately, can find virtually nothing. If anyone can give me any leads, I would be most grateful.

W. Brian Stewart  
20 Mineola Road East  
Mississauga, Ontario  
L5G 4N9

Sirs:

I am conducting research into the activities of RCN Support Groups during World War II. I am particularly interested in Escort Groups 6, 9, 11, 12, 16, 25, 26, 27 and 28, and I would be very interested in any information about these escort groups. Thank you.

Douglas McLean  
1114 St. Germain Crescent  
Gloucester, Ontario  
K1C 2L8

## ARGONAUTA ARTICLES

### CABLE SHIP ONCE LINKED NATIONS

By R.F. Latimer  
Dartmouth, Nova Scotia

[Ed. note: A version of this article first appeared in the *Halifax Chronicle Herald* on 6 January 1992; it appears here with the kind permission and cooperation of Mr. Latimer and the newspaper. Mr. Latimer is an ex-radio officer of the Canadian Merchant Marine, now retired.]

The longer a ship lives, the more she is viewed with growing nostalgia. This would certainly be the case among the many Halifax metro area men who served, or whose family members served, on board the cable ship *John W. MacKay* during her lengthy and commendable career. Merchant vessel radio operators will recall the crisp signals and clear tone of her wireless telegraph transmitter, as well as her familiar radio call sign "GFXK."

The graceful, loflymasted clipper-bowed *JWM* was built at the Swan-Hunter Yard in Newcastle in 1921, serving in the field of ocean communication for fifty-six years. Veteran sailors will recall the familiar sight of *JWM* when, in the early 1940s, she was based at the commercial cable wharf in Halifax. This location, directly below the Scotia Square complex, currently caters to berthing ships of the Karlsen fleet.

The *John W. MacKay* was built to replace the then-aging cable ship *MacKay Bennett* which had been laid down in 1880. The *MacKay Bennett* was coal-fired and square-rigged

with sail on the foremast. Based at Halifax for a number of years, she was well known for having figured prominently in the recovery of bodies from the RMS *Titanic* disaster of 1912. Bombed and sunk in 1941, she was raised and used as a store ship until 1961, when she was scrapped.

Primarily, the duties of the newcomer, *John W. MacKay*, were to lay and maintain telegraphic submarine cables between Ireland and Newfoundland. She was built for her work—360 feet in length, with a beam of 48 feet. Her propulsion system was oil-fired. Her twin triple-expansion reciprocating steam engines indicated 3,300 horsepower and produced a speed of 14 knots. Her cruising range was 10,000 miles, with a complement of 94. Her hull was ice-strengthened for navigation in northern waters.

In 1929, due to unusual interruptions in the North Atlantic Ocean by subterranean upheavals between Newfoundland and the Azores, the *John W. MacKay* undertook restoration in conjunction with the two other cable ships, the Western Union's *Lord Kelvin* and *Cyrus Field*. Also familiar to Haligonians of a past era, these ships were also scrapped in 1961.

In 1942, the *John W. MacKay* was requisitioned to lay telegraphic cables in areas ranging between the Persian Gulf and the eastern Mediterranean, as well as in the Pacific. Fortunately, the *JWM* avoided submarine attack while only a small escort patrolled her working areas. At the close of the Second World War, it was suggested that in view of the unbelievable ease with which the ship could have been sunk, the German U-boats must have become suspicious of a trap and held off.

In 1962 the original transatlantic telegraph cables, which had served well for almost a century, were being phased out in favour of telephonic cables. Because of her initial advanced design which embodied speed, large interior working spaces and personnel accommodations, coupled with her extensive cruising range, the *John W. MacKay* was modified and equipped with machinery required for telephone ocean cable laying and repairs. She continued in active service for an additional sixteen years.

In 1965, with 750 miles of ocean cable stored in her four huge tanks, the *JWM* laid her first telephone cable link between the Canary Islands and mainland Spain. Her longest cable laying operation was her pathfinding role, in conjunction with other cable ships, in the 6,000-mile telephone link between Cape Town and Lisbon in 1968. In recognition of this historical achievement, the *John W. MacKay* was the recipient of the Queen's Award to industry. Her last assignment was the laying of a telephone cable between northern



## Australia and New Guinea.

Today, the *John W. MacKay* is berthed in retired status at the Prime Meridian, longitude zero, at Greenwich, not far from the last survivor of the British tea clippers, the tall ship *Cutty Sark*, which was retired from active far-eastern service about the time *JWM* was launched. Both ships epitomized an era in their own specialist skills, an era when function was combined with elegance. Plans for the seventy-year-old vessel's future are under consideration at the moment, and one idea is to retain her as part of the British National Maritime Museum at Greenwich. Along with *Great Eastern*, one of the earliest cable ships, which was scrapped in 1888, the *John W. MacKay* is indeed a veteran and a pioneer in her field.

## IS OTTAWA AT SEA ON POLICY FOR OCEANS?

[Ed. note: this article first appeared in the *Toronto Star* on 6 June 1992; it is printed here with the permission of the *Toronto Star* Syndicate.]

The American ship fishing illegally in Canadian waters had just rammed the Canadian destroyer *Saguenay*, which had been sent to intercept it. *Saguenay's* captain wanted to fire a warning shot across the American ship's bow. He radioed shore for permission to fire and waited for an answer. And waited, and waited. When the response came eight hours later, the American ship had long disappeared over the horizon into US waters.

Former admiral Fred Crickard likes to tell this story of how a delicate situation became bogged down in the bureaucracy of two federal departments, as an example of Canada's failure to come up with a coherent way of dealing with its oceans. (Steps have been taken, though, to prevent a repeat of the incident involving the US ship.) And while marine issues have moved higher on the public agenda, Crickard and other ocean experts say Canada still hasn't figured out how to deal with what happens on its oceans and under them.

This year, Canada is being confronted with two important ocean issues on different fronts. Politicians, including Newfoundland Premier Clyde Wells, have urged Canada to take control of fishing in international waters off Newfoundland—using the navy if need be. At the Earth Summit in Rio de Janeiro, Canada organized a special Oceans Day event for non-governmental organizations. And Canada is taking the lead in promoting fisheries conservation as a key global issue.

But do Canada's words match its actions? Consider:

- Although the northern cod have been fished for 500 years off Newfoundland, Canada still doesn't fully understand the cod's life cycle or environment.

- After undertaking to organize Oceans Day, Canada killed the federal agency that was to run the event. The agency, whose job was to promote marine development projects in the Third World, has not been replaced.
- A committee of deputy ministers set up in Ottawa to address ocean issues hasn't met in two years.
- Canada has no vessels capable of operating year-round in the Arctic Ocean.

Canada has the world's longest coastline—71,000 kilometres on three oceans. Oceans affect our climate, economy and relations with the rest of the world. But has Canada looked at its oceans in a comprehensive way? Judith Swan, executive director of the Oceans Institute of Canada, a research organization with offices on both Atlantic and Pacific coasts, says no. Her institute received a grant to track and analyze Canada's oceans policy. It hit a roadblock, Swan says. "We have nothing to track," she says bluntly. The Institute's project ended up focusing on what Canada ought to do—not what it's doing. Robert Fournier, an oceanographer and vice-president of research at Dalhousie University, says Canada is ignoring its oceans. "Canada...is not seriously attempting to understand oceans," he says.

Canada does have stated oceans policy, released in 1987. It contains four broad goals and a six-point "action plan" to achieve them. The goals are laudable: developing prosperous ocean industries; achieving world-class scientific and technological expertise; managing ocean resources soundly; and protecting Canada's sovereignty over its oceans. But the action plan hasn't been fulfilled. It called for a National Marine Council to advise the minister of fisheries and oceans on an oceans policy. The council's activities have been suspended pending a departmental overhaul. It called for a committee of top bureaucrats from fisheries, transport, environment and other departments to co-ordinate all ocean policies and activities of the various departments. The committee hasn't held a meeting for two years. It called for a Canada Oceans Act. The act would strengthen the basis for marine research and give ocean strategy a "legislative basis." Five years later, the act is still being drafted.

Michelle Chartrand, acting director-general for policy and strategy with the fisheries and oceans ministry, says the oceans policy is still very much alive. Drawing up something that complex involves twenty-three departments or agencies, she says. As for the disappearance of the top-level committee on oceans policy, Chartrand says that work is still being done. But instead of meeting as a single group, the deputy ministers who once formed it meet in smaller groups whenever the need arises. And she says actions have been taken in the main policy areas. For example:

- Canada is in the forefront in finding ways of stopping overfishing in international waters.

- To co-ordinate ocean research in the North Pacific, Canada has joined the United States, Japan, China and Russia in an international science body.
- To promote ocean industries, Canada has backed a sophisticated new \$5 million ocean mapping system.

Swan says those efforts are valuable, but they aren't backed by a coherent vision of ocean policy. Where should Canada start? "Recognition that the oceans are the planet's lifeline, that they're becoming seriously threatened," she says. "Their resources are depleting, or even becoming extinct. Their habitat is disappearing. Swan doesn't see that awareness in Canadian policy.

She also notes that Canada has tried to enlist the support of other countries in stopping overfishing off Canada. But at the same time, in its latest budget, Ottawa killed the International Centre for Ocean Development, which ran the aid programmes in developing countries--Canada's potential allies. Other agencies have taken over existing programmes, but Swan says they lack any ocean expertise and are unlikely to get new projects going. The result: Canada is losing ties with other ocean nations.

Closer to home, Dalhousie's Fournier points to the diminished stocks of northern cod as an example of Canada's failure to come to grips with its oceans. The cod is the basis of Canada's oldest industry, and the backbone of the economy of rural Newfoundland. Yet we still don't know nearly enough about the cod and the ocean it swims in, says Fournier, who was a member of a special panel set up in 1989 to discover why the cod weren't flourishing. "After fishing northern cod for 500 years ... you would think there would be a concerted, organized basis for understanding this organism," he says. "And yet, I'm not a fisheries biologist, and there are some fundamental questions which I ask ... and I don't have an answer for them. I must conclude that these things are not a high priority and that we're really not doing the job, as a country, that we should.

A glaring example is the relationship between cod and seals. Fishermen blame burgeoning seal herds for eating too many cod. In fact, Canada doesn't even have an accurate count of how many seals swim off our coast. "Do they or don't they, dammit, eat cod?" asks an exasperated Fournier. "We (scientists) look at their guts, and they don't. Everyone else in the whole East Coast says they do. That needs to be definitive ... Even if the seal don't eat cod, they sure as hell don't eat turnips. What are they eating, and how does that thing that they eat play on the cod? Because if they eat what the cod eats, they're competing with each other. That's a fundamental question that needs to be taken head-on." Most of Canada's research has gone into simply counting fish, Fournier says. What's needed is a policy that would direct

research into understanding vital species such as the northern cod.

Fournier also says Canada ought to have a coherent policy on its coastal waters. It is the part of the ocean most heavily used by fishermen, tourists and ships, and we're changing it through both land and sea-based pollution, he says. "All the changes are man-induced. If they're man-induced, then we should be understanding that environment to accommodate to those changes."

Crickard, who is teaching and doing research at Dalhousie, says the way Canada handles its fleets of ships is an example of the way the country has failed to take a comprehensive view of oceans. The navy, air force, coast guard, fisheries department all operate ships and aircraft, the retired admiral points out. They perform various, but sometimes overlapping roles. "Logically the navy and maritime air should be integrated with coast guard and fisheries, rather than integrated with the army and the rest of the air force. Because in most of our day to day activities we're operating in surveillance of Canadian waters, for whatever purpose--submarines, fish, pollution, oil." Crickard admits he'd probably argue against such a move in the end, but says it's the kind of radical question needing to be asked when Canada considers what role it should play on the oceans.

Fournier doesn't think developing better policies will cost much money. Canada has lots of ocean expertise; what's lacking is the means to put it together. That will have to come out of the political process, however, and he doesn't see that happening in today's Canada. "The minister (of oceans), being a political animal, is very much influenced by political needs. I don't think oceans rattle his chain one single, teeny, weeny bit." Chartrand says the mood is changing--but policies don't grow overnight. "We were seeing for a long time oceans only as a surface for navigation, or as a place where we took fish. We didn't have the habit of thinking about oceans as a dynamic system that we could use for many activities."

## ARGONAUTA COLUMNS

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

*By C.B. Koester  
Kingston, Ontario*

*This is the Commander Speaking!*

There are many things to be done aboard any ship when

sailing orders are received, but transition from a harbour to a sea-going routine becomes itself yet another normal routine in the life of a ship's company. Wartime conditions imposed their own constraints, for while rumours of imminent sailing would abound, "need-to-know" was the ultimate criterion in promulgating the sailing orders. Similarly, the tactical objectives were held back until the very last minute, and even then released in a manner which appeared to most of us to be a simple statement of the obvious. Consequently, the Commander's announcement of our operational objectives, exiguous as it may have been, was very much part of putting to sea.

Once we were out of the gate and the ships of the task force were in station, we in HMS *Devonshire*, could expect the Commander to come on the blower with an announcement something like this:

"This is the Commander speaking." With his clipped Royal Navy accent who could doubt it?

"We are now at sea." Was anyone aboard unaware?

"We are going on an operation off the coast of Norway." There were other places we could go, but given the length of the Norwegian coastline, the information was not very precise.

"*Devonshire*, of course, is the Senior Officer." This was quite obvious, for our Commanding Officer was the senior captain in the Royal Navy.

"We are in company with the escort carriers, *Trumpeter* and *Campania*." This, too, was obvious to anyone who had watched those ships weigh and proceed with us.

"The screen is composed of destroyers of the 23rd Flotilla, *Venus*, *Virago* and *Verulam*..." This could be a useful bit of information, for at a distance of two or three miles and in fog or heavy weather their silhouettes were sometimes difficult to distinguish.

"...and the Canadian destroyers, *E-rock-you-iss*, *Elgin-kwinn* and *See-oax*." This information reduced the Canadian midshipman aboard to gales of laughter, but who among us would ever dare correct the Commander?

"I don't know any more at the moment, but when I do I shall let you know. That is all."

Indeed, that was all. HMS *Devonshire* was at sea, and so, incidentally, were the Canadian destroyers, *Iroquois*, *Algonquin* and *Sioux*.

### *Do You Get Better Than That at Home?*

Messing arrangements in the Royal Navy of the 1940s reflected something of an earlier age of elegance and much of the social structure implicit in British society of that period. Officers of the rank of lieutenant and above lived in the Wardroom. Junior and subordinate officers, sub-lieutenants and midshipmen, inhabited the Gunroom, although special arrangements were made for older sub-lieutenants to mess in the Wardroom. Warrant officers and commissioned warrant officers, older men promoted from the Lower Deck, were together in the Warrant Officers' Mess. The Captain lived in splendid isolation, as did the Admiral in a flagship, and according to the custom of the service neither could even enter the Wardroom except on invitation.

The system for the ship's company was similarly based on rank: the chief petty officers messed together, as did the petty officers, in what were described as "Enclosed Messes," but the enclosure in many instances was effected by an arrangement of lockers and curtains. Non-commissioned officers of the Royal Marines of the rank of sergeant and above messed as appropriate with the chiefs or petty officers. The rest lived in what were described as "Broadside Messes" in the messdecks assigned specifically to seamen, stokers and Royal Marines, the latter traditionally being accommodated between the officers' quarters and the sailors.

Each messdeck was divided into individual messes of ten to a dozen men under the leadership of a leading seaman, or, in the case of the Royal Marines, a corporal. Physically, a mess consisted of a collapsible deal table with accompanying benches and lockers. This was where the men lived, ate and slept, each one with a designated slinging billet for his hammock. Organizationally, the mess was a fairly tightly knit group of individuals formed not only on the basis of the department--seaman, engine room, or Royal marines--to which a man might belong, but also, where possible, on the basis of the individual trades, such as, for example, signalmen, gunners, cooks, stewards, stokers and engine room artificers.

The domestic arrangement for each mess was the responsibility of the leading hand of the mess. He ensured that the "mess traps"--cutlery, dishes, pots and pans--were all accounted for, in good condition and clean. He detailed off the hands for special duties such as "Cook of the Mess" who was not a cook at all, but responsible for certain mealtime preparations and washing-up, fetching the meals from the galley and drawing the rum for all those present who were not Under-Age or Temperance--UA or T in the ship's books. The cleaning of the mess was the responsibility of the "Sweeper" whose duties were assigned on rotation. In



addition, the leading hand of the mess was a sort of father-figure who had the welfare of his mates constantly in mind and was looked to for counsel and encouragement. It was particularly expected that he would look after the interests of those absent and make arrangements for meals missed by those whose duties interfered with the regular meal hours.

The chiefs and petty officers employed messmen for these tasks. The Wardroom, too, had its messman, as did the Gunroom and Warrant Officers' Mess, but here the duties were somewhat more complex, involving a greater degree of menu planning and special provisioning. In addition, the Wardroom enjoyed the services of Royal Marine Wardroom Attendants for serving and washing-up, the Warrant officers' Mess and Gunroom each had two or three Officers' Stewards to cater to their needs. Captains and admirals were, of course, a race apart with their own domestic staff.

Like most naval institutions, these arrangements had developed over the years of experience. They had worked well in providing a human face to the great system of men, ships and machinery which was the Royal Navy. The mess, whether for the wardroom officer or the young able seamen, was the focus of his domestic life at sea. It provided an ordered existence amongst friends and an outlet for at least a degree of individuality. Yet the system had its weaknesses too, and these became apparent under the stresses of wartime when ships were no longer manned entirely by long-service officers and men. On the messdecks so much depended upon relatively junior ratings, the leading hands of the messes, but even more depended upon the acceptance of the traditional British class structure, the fundamental elements of which were being fast eroded by the war.

I had a glimpse of something of this as a midshipman in HMS *Devonshire* in 1944, although only the years have given the events some kind of perspective. I was standing the Last Dog Watch on the quarterdeck one cold, rainy night at anchor in Scapa Flow when the Duty Petty Officer brought a young ordinary seaman aft with a complaint. The young lad held his complaint in his left hand—a cold, tired, bruised sausage roll on an enamel plate. He had been away as boat's crew during the supper hour, and this was all that was left when he had returned to his mess, cold, wet and hungry. The Officer of the Watch could not hear the complaint immediately, but I overheard part of the conversation between the seaman and the Duty Petty Officer whose three good-conduct badges signified at least thirteen years' service:

"D'you get better than that at 'ome, then, lad?"

Eight bells struck, and my watch was over before the affair could be resolved, so I did not learn the outcome, but as I

went down the hatch to the Gunroom Flat, anticipating my own dinner of soup, joint and savory, I remember thinking:

"Do I get better than that at home? You're damned right I do!"

### MARITIME PROVINCES STEAM PASSENGER VESSELS

By Robin H. Wyllie  
East LaHave, Nova Scotia

*S.S. Boston*

#### Specifications:

Official Number:	98585
Builder:	Alexander Stephens & Sons, Ltd., Glasgow
Date Built:	1890
Gross Tonnage:	1694.50
Overall Length:	245 feet
Breadth:	36 feet
Draught:	20 feet
Engines:	Triple expansion, twin screw, developing 4000 h.p.
Speed:	17 knots

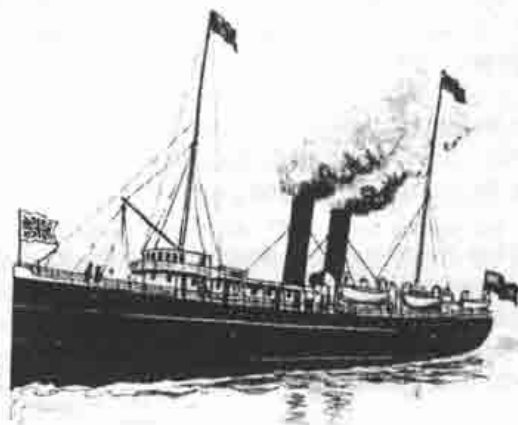


Figure 1: *S.S. Boston* from a very poor quality print in the author's collection.

#### History:

*S.S. Boston* was built for the Yarmouth Steamship Company in 1890 for its direct Yarmouth-Boston service. With two vessels on the route, the other being the Dumbarton-built *S.S. Yarmouth*, it was hoped to gain a monopoly of the trade and to force its rivals, a group of Yarmouth investors, owners of the wooden steamers *Alpha* and *Dominion*, out of





### 1. Agenda

AGREED (1992/01) to approve the agenda as circulated (Janzen, Moore).

### 2. Minutes of the 1991 AGM

AGREED (1992/02) to adopt the minutes as circulated and printed in the July 1991 issue of *ARGONAUTA* (Salmon, Wilson).

### 3. Business Arising

AGREED (1992/03) to approve a revision of article 24 of the By-Laws for which a notice of motion was given at the 1991 AGM (1991/04). The article now reads: The management of the Society shall be vested in a Council consisting of the President, First Vice-President, the Second Vice-President, the Secretary, the Treasurer, the Past President, and Four Councillors elected at the Annual meeting... (Wilson, Mackenzie).

AGREED (1992/04) to approve a revision of Article 29 of the By-Laws for which a notice of motion was given at the 1991 AGM (1991/05). This provides that members may vote for officers of the Society by ballots mailed to the Secretary prior to the Annual meeting (Salmon, Panting).

AGREED (1992/05) to approve a revision of Article 29 of the By-Laws for which a notice of motion was given at the 1991 AGM (1991/06). This inserts the words "not later than the 20th of April" (Janzen, Salmon).

AGREED (1992/06) to approve a revision of Article 32 of the By-Laws for which a notice of motion was given at the 1991 AGM (1991/07). This changes the Society's fiscal year to 1 January-31 December (Reed, Salmon).

AGREED (1992/07) to accept a proposal memorandum of affiliation with the Maritime Awards Society of Canada with minor modifications to be negotiated by the President (Panting, McDougall).

The President also reported that we have had no further contact with the proposers of the Maritime Institute of Canada. At present, therefore, there is nothing to discuss.

### 4. President's Report

The President reported that the general health of the society is good. The publications are getting out on time and in very good order. Membership is at about 265; the figure is continually fluctuating and slowly growing. The Society is

gradually embodying some related activities initiated by other groups, including the museum community and the Maritime Awards Society of Canada. We also now have liaison members in every region of the country, including the Arctic.

He attributed the health of the Society to very robust members. In particular, he thanked the Board of Directors, the members of the Liaison Committee, the editors of CNRS publications, and a core of people at Memorial University, especially Margaret Gulliver. He also thanked a number of volunteers who when called upon have helped the work of the elected officers, especially the Assistant Treasurer, Faye Kert.

He suggested, however, that there were still areas in which work was required. One of these is membership, which he believed could be strengthened by publicity. He also expressed hope that a number of NOAC members would choose to join. He then discussed the need to strengthen our relationships with related organizations. The museums are increasing their levels of activity within CNRS, and he expressed confidence that our affiliation with the Maritime Awards Society of Canada would also be beneficial.

He then discussed future meetings. The Society has no definite invitation for 1993, but the President expressed hope that we would be able to arrange a meeting in Toronto. For 1994, he recommended that members agree to a meeting split between Vancouver and Victoria. The Vancouver meeting would be a joint CNRS/NASOH meeting at the Vancouver Maritime Museum on the subject of Arctic navigation, to mark the fiftieth anniversary of the transit of the Northwest Passage by *St. Roch* and the fortieth anniversary of the voyage of *HMCS Labrador*. We would then travel to Victoria for a CNRS meeting at the Maritime Museum of British Columbia, to coincide with the Commonwealth Maritime History Conference at the University of Victoria.

AGREED (1992/08) that CNRS accept an invitation from the Vancouver Maritime Museum to hold a joint conference with NASOH in May 1994 on the theme of Arctic navigation (Janzen, Forrest).

AGREED (1992/09) that CNRS agree to participate in the Commonwealth Maritime History Conference (Glover, Salmon).

AGREED (1992/10) that CNRS accept an invitation from the Maritime Museum of British Columbia to hold a conference and the Annual General Meeting in May 1994 (Salmon, Glover).

The President concluded this section of his report by

reminding members that in 1995 the AGM will be held in Montréal as part of the meetings of the International Commission for Maritime History, for which we are the host commission.

In closing, the President again expressed his gratitude to the organizers of the 1992 conference and AGM.

#### 5. Treasurer's Report

Ed Reed went through the financial reports and the 1992-93 budget. [These are printed in a separate section following the minutes.]

AGREED (1992/11) to accept the report and to approve a budget for 1992-93 of \$10,650 (Reed, Panting).

AGREED (1992/12) that J.W. Bigelow be reappointed as auditor at a stipend not to exceed \$101 (Reed, Wilson).

#### 6. Secretary's Report

The Secretary discussed the planning for the 1995 International Commission for Maritime History meeting in Montréal. He expressed some concern in particular about the state of local arrangements. Ken Mackenzie, who had agreed to chair the local arrangements committee, indicated that he would no longer be able to do so, since he was moving to British Columbia. After much discussion, David McDougall agreed to check on potential sites in Montréal, including Concordia University and the David M. Stewart Museum.

#### 7. Report of the Liaison Committee

The Committee provided a written report, which indicated that it was having some success in recruiting an Arctic member. The Committee has taken every opportunity to create an awareness of CNRS and intends to begin within the next year submitting regular reports on regional activities for inclusion in *ARGONAUTA*.

AGREED (1992/13) to receive the Committee's report (Reed, Pritchard).

#### 8. Report of the Editorial Board

The Chair reported that beginning in July 1992 *The Northern Mariner/Le Marin du nord* would be expanded to 120 pages per issue. He also indicated that there still is a need for more manuscripts on a wider range of topics, but noted with pleasure the intent to publish the first article in French in the October issue.

AGREED (1992/14) to extend a vote of thanks to the editors of *ARGONAUTA* and *The Northern Mariner/Le Marin du nord*, as well as to Margaret Gulliver for her work as Managing Editor (Salmon, Reed).

#### 9. Report of the Nominating Committee

Garth Wilson reported that in accordance with the By-Laws, the nominating list was closed on the 20th of April. The Nominating Committee proposed the following list of candidates for 1992-93:

Honourary President:

Past President:

President:

First Vice-President:

Second Vice-President:

Secretary:

Treasurer:

Councillors:

Niels Jannasch

Barry M. Gough

W.A.B. Douglas

M. Stephen Salmon

Olaf U. Janzen

Lewis R. Fischer

G. Edward Reed

Thomas Beasley

Fraser M. McKee

Marven Moore

Eric W. Sager

John Summers

Garth S. Wilson

Because there were six candidates for four Councillor positions, Gerald Panting was asked to assume the Chair to conduct an election. There being no further nominations, the candidates for Honourary President, Past President, President, First and Second Vice-Presidents, Secretary and Treasurer were duly declared elected. A secret ballot was then conducted for the Councillor positions.

Panting reported that the following were elected as Councillors: Fraser M. McKee, Marven Moore, John Summers, and Garth S. Wilson.

AGREED (1992/15) to accept the Chairs report on elections and to destroy the ballots (Pritchard, Reed).

#### 10. Any Other Business

The President expressed his gratitude to all who had worked on local arrangements in St. John's, but especially Lewis Fischer and Margaret Gulliver. He also thanked the members of the Naval Officers Association of Canada for their assistance in making the Friday part of the conference a success and Memorial University of Newfoundland for providing the facilities.

AGREED (1992/16) that the President be instructed to send a letter of thanks to all retiring officers and members of

Council (Wilson, Salmon)

# 11. Adjournment

AGREED (1992/17) to adjourn (Panting, Salmon).

The meeting was formally adjourned at 1735.

Respectfully Submitted  
Lewis R. Fischer  
Secretary

## CNRS FINANCIAL STATEMENTS

*CNRS Statement of Operations for the Year  
Ended 31 March 1992*

### REVENUE

Membership Fees (including some prior year)	\$7323
Donations	125
1991 Conference	4075
Interest	351
Foreign Exchange	58
GST Rebates	<u>268</u>
	12200

### EXPENDITURES

<i>The Northern Mariner</i>	\$4499
ARGONAUTA	1109
1991 Conference	3127
Administrative Expenses	160
Audit	100
Bank Charges	<u>69</u>
	9064

Excess of Revenue over Expenditures \$3136

*CNRS Budget for the Fiscal Year  
Ending 31 March 1993*

### REVENUE

Dues--Individual	\$5375
Dues--Institutional	1750
Donations	425
1992 Conference	2500
Interest	420
Foreign Exchange Gains	60
GST Rebates	<u>375</u>

Total Revenue 10905

### EXPENDITURES

ARGONAUTA	\$1300
<i>The Northern Mariner</i>	5200
1992 Conference	2500
Keith Matthews Awards	125
ICMH Dues	200
Corporate Plan	600
Promotion	350
Other Administrative Expenses	<u>375</u>

Total Expenditures 10650

Projected Surplus for the Year \$255

### KEITH MATTHEWS AWARDS

The winners of the Keith Matthews Book and Article Awards, presented annually for the best book and article on a Canadian maritime subject or written by a Canadian, were announced at the Conference Banquet on Friday, 26 June 1992. In the book category, the award went to Michael Hadley (University of Victoria) and Roger Sarty (Directorate of History, DND) for their book, *Tin-Pots and Pirate Ships: Canadian Naval Forces and German Sea Raiders, 1880-1918* (McGill-Queen's University Press). Honourable mention in this category was awarded to Rosemary E. Ommer (Memorial University of Newfoundland) for *From Outpost to Outport: A Structural Analysis of the Jersey-Gaspé Cod Fishery, 1767-1886* (McGill-Queen's University Press). In the article category, the award went to a collection of essays: Colin Howell and Richard Twomey (eds.), *Jack Tar in History*. The awards were adjudicated by a committee comprising Lewis R. Fischer (Chair), Olaf U. Janzen and Garth S. Wilson. We offer our heartiest congratulations to all this year's recipients.

### ARGONAUTA NEWS

*IN MEMORIAM: PROF. DR. JÜRGEN BROCKSTEDT,  
1939-1992*

[Ed. Note: Maritime historians lost a great friend this spring when Prof. Dr. Jürgen Brockstedt passed away in Germany at the age of fifty-two. His scholarship and energy made significant contributions not only to German but also to international maritime history. Keenly interested in the success of CNRS, he was a regular reader of our publications. His close friend, Dr. Lars U. Scholl, contributes this overview of his career.]

On 30 May 1992 Jürgen Brockstedt died at his home in Berlin after a long illness. His funeral took place in Kiel, where he was buried on the Nordfriedhof. Although born in Kiel, he was strongly attached to Schleswig-Holstein, where



he spent much of his time doing research on the maritime and economic history of the region.

From a family of architects and engineers, he entered the University of Karlsruhe to study civil engineering and architecture. But after four semesters he transferred to the University of Mannheim, where he enrolled in a programme in business economics. A year later he moved to the University of Cologne, where he finished his first degree. For two years he worked in industry, before returning to Cologne to do a doctoral thesis under Hermann Kellenbenz. In 1975 he took a research assistantship at Wolfram Fischer's Sozialwissenschaftliche Forschung at the Free University of Berlin. In the mid-1980s he was appointed Professor of Business Economics at the Fachhochschule für Wirtschaft in Berlin, where he taught until his final illness forced him to resign.

His pathbreaking book on shipping and trade between Schleswig-Holstein and Latin America (*Die Schiffsverkehrs- und Handelsbeziehungen Schleswig-Holsteins nach Lateinamerika 1815-1848* [Cologne, 1975]) won him an immediate reputation for a deep understanding of the economics of seaborne trade. He was the first German maritime historian to use computers to handle statistical data. His knowledge of Danish enabled him to use the rich material at the Rigsarkivet in Copenhagen. In 1979 he published an important article on social mobility, economic development and social structure in Schleswig-Holstein, 1800-1864, which appeared in Wilhelm Heinz Schröder (ed.), *Moderne Stadtgeschichte* (Stuttgart, 1979). In 1983 the Society for the History of Kiel published three of his articles on Kiel's development. The same year, he completed an article on the development of shipbuilding in North German ports, 1870-1913. Jürgen also edited several books on Schleswig-Holstein and produced a superb small monograph of a medium-sized enterprise in an agrarian surrounding. These latter publications were part of a major research project on the economy, social structure and social mobility in Schleswig-Holstein, 1800-1867. Unfortunately, he passed away before it was completed.

Jürgen was a founding member of the German Commission for Maritime History, a sister organization of CNRS, and was in large part responsible for the Commission more than doubling its numbers. When the *International Journal of Maritime History* was launched in 1989, he was a natural choice for the editorial board and served with great distinction. His untimely death is a great loss to both German and international maritime history. A true friend and a first-rate scholar, his passing leaves a gap which will be difficult to fill. We join his wife and daughters in mourning his passing.

Lars U. Scholl  
Bremerhaven, Germany

### TRIBUTE TO CANADA'S NAVY AND MERCHANT SEAMEN UNVEILED IN HALIFAX

An eight-foot bronze statue depicting a sailor carrying a duffel bag with a hammock slung over his shoulder was unveiled officially at Sackville Landing in Halifax on 3 May by Fred Steiner, a retired chief petty officer, Ordinary Seaman Michael Gordon of Halifax, and Vice-Admiral J.R. Anderson, commander of Maritime Command. A project of the Atlantic Chief and Petty Officers Association, it is the culmination of a dream by Past President Fred McKee of Dartmouth. It was designed by artist Peter Buskin in cooperation with the association's committee. Vice-Admiral Anderson declared that the statue is "a magnificent tribute to our heritage." It was an observation with which McKee concurred, noting that "the navy is an integral part of the history of Halifax. It is right that its history should be preserved." Chaplain Bob Chapman emphasized that the statue represents "all who go to sea, naval and merchant sailor alike." Chapman's remarks drew attention to the fact that the unveiling took place during the Battle of the Atlantic ceremonies held in memory of those who gave their lives to keep ocean supply lines to Great Britain open during World War II. Canada lost a total of twenty-four warships and sixty-eight merchant vessels through enemy action during the war, taking a death toll of nearly 3,700 sailors and airmen.

### 423 SQUADRON OBSERVES FIFTIETH ANNIVERSARY

On 18 May 1942, a squadron of Sunderland flying boats was organized in Scotland to hunt U-boats and to escort convoys. Since then, 423 Squadron has undergone many changes. It was disbanded after World War II but re-formed in 1953 as a unit of jet fighters based first in Québec and then in France. Disbanded again in 1962, it re-formed anew in 1974 as an anti-submarine unit flying Sea King helicopters, a role which persists to this day. Five of its helicopters and crews served in the Persian Gulf aboard HMCS *Athabaskan* and *Protecteur*. During three days last May, the unit's fiftieth anniversary was marked at CFB Shearwater by past and present members. Over three hundred participated, split fairly evenly among the three eras. The celebrations, two years in the planning, were a complete success, according to one of the organizers, Capt. Derek Sebalj. Old pictures, squadron history books and restored CF-100 fighter planes were displayed and a monument unveiled to commemorate the unit's history. Also on hand was the first commanding officer, retired air commodore Freddy Rump, from England.

### INTERNATIONAL MARITIME BICENTENNIAL REENACTMENT EXPEDITION 1992

Several years of planning and preparation by the Discovery

Reenactment Society are paying off this summer on the northwest coast. The society is doing more than celebrating the 200th anniversary of the arrival of the British and Spanish expeditions of George Vancouver and Bodega y Quadra; indigenous cultures are being honoured, and fur traders like Robert Gray, the first American to circumnavigate the globe will also be remembered. An "International Maritime Bicentennial Reenactment Expedition" began in May and will continue through October, visiting numerous ports in British Columbia, Washington, and Oregon on the weekends. The Reenactment is the action-oriented arm of the International Maritime Bicentennial currently being observed through museum exhibitions, conferences, special publications, and community events. The heart of the pageant is a fleet of more than twenty-five replica boats, which will participate in various stages of the Reenactment and related events. Local residents are invited to man the oars; multi-day camping expeditions are included. While many of the latter are already booked, for details on which are still open, and for further information, contact the Discovery Reenactment Society, Whaler Bay, Galiano Island, British Columbia V0N 1P0 (Tel: 604-539-2923).

#### ALEXANDER MACKENZIE SEA-TO-SEA EXPEDITION

Marking the bicentennial of Mackenzie's overland journey to the Pacific--the first European crossing of North America--a voyage in replica canoes from Fort St. John, British Columbia to Bella Coola will take place May-July 1993, accompanied by events along the route. This is the last leg of an epic commemorative journey which began in Quebec in 1991 and continues across Manitoba and Alberta in 1992.

#### SPECIAL COURSES TO BE OFFERED ON PRESERVING MARITIME HERITAGE

The Cultural Resource Management Program of the Division of University Extension, University of Victoria, will be offering a ten-day immersion course for museum and heritage professionals. The course will be taught September 16-25 by Garth Wilson, Curator of Marine Transportation, Canadian Museum of Science and Technology, and John Summers, Assistant Curator, Marine Museum of Upper Canada. The course will take a comprehensive look at the nature of maritime heritage, the context in which it is preserved, and the practical problems and opportunities that exist in its effective preservation and interpretation. Topics include the growth and nature of maritime collections; philosophical and ethical considerations; current professional networks and resources; approaches to preservation and conservation; curatorial concerns and issues; collections and information management systems; preserving, maintaining and using floating vessels; preserving and interpreting

underwater archaeological sites; approaches and resources for research and interpretation. The collections of the Maritime Museum of British Columbia will provide a focus, and a variety of maritime historic sites will be explored. The fee is \$542.80 for credit, \$500 non-credit. For information and registration, contact Joy Davis, Coordinator, Cultural Resources Management Program, Division of Extension, University of Victoria, P.O. Box 3030, Victoria, British Columbia, V8W 3N6 (tel: 604-721-8462; FAX: 604-721-8774).

#### NASOH ANNOUNCES 1991 JOHN LYMAN AWARDS

Our sister society, the North American Society for Oceanic History, announced the winners of the 1991 John Lyman Book Awards at its annual meeting in Washington, DC in April. Winners as best book in Canadian maritime history were Michael Hadley and Roger Sarty for *Tin-Pots and Pirate Ships: Canadian Naval Forces and German Sea Raiders 1880-1918* (McGill-Queen's University Press). In American Maritime History, the winner was Carl Swanson, a longtime member of CNRS, for his book *Predators and Prizes: American Privateering and Imperial Warfare, 1739-1748* (reviewed in the July issue of *The Northern Mariner*).

#### MARITIME SECURITY AND CONFLICT RESOLUTION

The Centre for Foreign Policy Studies at Dalhousie University is planning a comprehensive programme of research, policy analysis and public education on global maritime security in the twenty-first century. There is a perceived need for a uniquely Canadian approach to future issues in maritime strategy, security and conflict resolution. In the past, British and American interpretations, as reflected in NATO policy, have influenced and shaped Canadian attitudes. A nationalistic view of ocean use and security outside the relatively narrow perspective of resource, environmental, and Arctic issues therefore did not seem necessary. This is no longer appropriate. As the new international system emerges and long-standing beliefs are made redundant by new concerns, a more distinctly Canadian approach to maritime security and stability is needed as the basis for foreign and security policy. This is also more consistent with Canada's leading role in the world community.

The maritime security conferences held by the Centre for Foreign Policy Studies in 1989, 1990 and 1991 put Dalhousie in the forefront of Canadian studies of maritime security issues and demonstrated the benefits of continued Canadian involvement. The proposed programme will therefore focus on new issues, using experience gained from these conferences. As an established "ocean studies" university, it is logical that Dalhousie continue to lead in maritime security studies.

The overall aim is to strengthen Canada's leadership in the international community through a deeper understanding of future maritime security issues. The programme will combine Canadian experience in ocean management, peacekeeping and conflict resolution pragmatically to examine future requirements for maritime stability and security. In this respect, the programme will have three interrelated objectives. One is to develop a comprehensive Canadian analysis of global maritime security issues in the next century. The second is to support the Canadian public policy process with expert advice and technical support on the full range of maritime security and conflict resolution issues. The third is to increase public understanding through seminars, publications and eventually by conducting a university seminar on such issues in the next century. To meet these objectives, the programme will initiate a wide range of research and public education from April 1993 to April 1996. There will be three broad areas of study: *Maritime Strategy*, in which both the theoretical and practical aspects of international maritime strategies will be studied, including such important aspects as the implications of naval arms control, regional balances of naval power, the impact of modern technology on maritime strategy, and the uses of navies in foreign policy; *Conflict Resolution at Sea*, which will cover topics as diverse as the nature of conflict at sea, the potential for future conflict, deterrence and coercion in a maritime environment, intervention by naval forces, and the use of multilateral naval forces in conflict resolution and crisis management; and the role of *International Law* in maritime security, including the implications of the 1982 Convention and subsequent preparations for a legal regime at sea, the 1907 Hague Convention and the need for revision, and the laws of war at sea, including practices and procedures such as Rules of Engagement and Codes of Conduct.

The programme will examine issues within each field as well as conflicting concerns over specific topics. It will include a series of research, public education and policy initiatives, several one-day seminars and an international colloquium on naval operations in the next century. An international conference is planned to examine the future role of naval forces in crisis management. Workshops and simulations will follow to draw together ideas raised at the conference (ideally the simulation should make use of a maritime tactical training facility to transform theory into practice). Finally, a major research project will be sponsored to determine Canadian interests in international maritime security in the next century. A *Canadian Agenda for Global Maritime Security in the Twenty-First Century* will be developed, published and submitted to government and international agencies. Other publications will include a comprehensive text on maritime security; the proceedings and papers of the proposed conference, workshop, and seminars; and occa-

sional papers on selected issues. Provision will be made for support of further research in programme issues through the development of data bases and bibliographies as well as by providing analyses of specific maritime incidents.

The programme is still in the development stage. It is hoped that work will begin in early 1993. For further information, contact Peter Haydon, Centre for Foreign Policy Studies, Department of Political Science, Halifax, Nova Scotia B3H 4H6 (tel. 902-494-3769; FAX 902-494-1957).

**"NEW DIRECTIONS IN MARITIME HISTORY"  
CONFERENCE IN PERTH, AUSTRALIA, 1993**

The International Commission of Maritime History and the Australian Association for Maritime History will observe Western Australia's "Maritime Year 1993" at a conference on "New Directions in Maritime History" in Perth/Fremantle in December 1993. Its main purpose is to evaluate the current state of maritime history and to map pathways for the future. All major aspects of maritime history will be included, such as naval history, merchant shipping and trade, seafaring and maritime trade unions, ports, maritime law, shipwrecks and safety, fisheries, and maritime art and literature. There will be regional studies dealing with, for instance, the Indian and Pacific Oceans, Mediterranean, and the North Atlantic; the historiography of individual countries will be examined, as will the position of maritime history in the community, through maritime museums, heritage and education programmes, maritime archaeology, and so on. The conference will be the focal point of a week of maritime activities, including a maritime film festival, a maritime history exhibition, and a series of public lectures. The Executive Council of ICMH will meet, and the arrival of the Whitbread around-the-world sailing yachts will also be a feature.

The registration fee is \$AUS 150 (\$AUS 125 if paid before 1 September 1993); overseas participants are requested to use only international bank drafts in Australian dollars payable to NDIMH 1993. This does not include accommodations. Participants will be housed in hotels (roughly \$AUS 65-90 per night) or colleges (about \$AUS 35-40 per night). Venues for sessions and public lectures will be the Western Australia Maritime Museum and other historic buildings in Fremantle, which is the leading port of the state. Perth, the capital, is fifteen kilometres away.

Papers and other suggestions for the conference are now invited. All papers should be in the hands of the organizers by 1 September 1993. It is intended that a selection will be published. Interested persons are invited to complete a "Provisional Registration Card," available from the confer-



ence organizers. For further information, contact: "New Directions in Maritime History," c/o Department of History, University of Western Australia, Nedlands, WA 6009, Australia (tel: 61-9-380.2139; Fax: 61-9-380.1069).

**CONFERENCE ON "NEW WORLDS VS. OLD:  
DISCOVERY, DISCOURSE AND REDISCOVERY IN THE  
18TH CENTURY"**

The Canadian Society for Eighteenth-Century Studies, together with the Atlantic Society for Eighteenth-Century Studies, will hold a conference in St. John's, 15-18 October 1992. The theme will be "New Worlds vs. Old: Discovery, Discourse & Rediscovery in the 18th Century;" plenary speakers include Isobel Grundy of the University of Alberta and Pat Rogers of the University of South Florida. A wide variety of sessions have been planned. Those of particular interest to CNRS members include: "Discoveries Educational, Geographical, Historical, Linguistic, Literary, Medical, Scientific, S/Tex(t)ual &c," "Sir Joseph Banks, James Cook/Botany, Cartography," "War & Treaties," "Cross-channel & Transoceanic Influences," "Newfoundland & Canada." A selection of papers will be published in *Man and Nature*. For more information, contact Don Nichol, Conference President, Department of English, Memorial University, St. John's, Newfoundland A1C 5S7 (tel. 709-737-8064; FAX 709-737-4000; e-mail: dnichol@kean.ucs.mun.ca). Please note that the deadline for proposals has already passed.

**CALL FOR PAPERS: ALLIES & ALLIANCES**

The Society for Military History will hold its 1993 annual meeting at the Royal Military College in Kingston, Ontario, 21-24 May 1993, and invites proposals for papers on the theme "Allies & Alliances." Proposals for papers addressing the theme should be sent before 15 December 1992 with an abstract of no more than two hundred words to Dr. W.A.B. Douglas, Director of History, National Defence Headquarters, Ottawa K1A 0K2 (Telephone 613-998-7044; FAX 613-990-8579). Information relating to registration, transportation, and accommodation will be forthcoming.

**CALL FOR PAPERS: "WORLD WAR II:  
A FIFTY YEAR PERSPECTIVE"**

Siena College in Loudonville, New York will sponsor a multidisciplinary conference on "World War II: A Fifty Year Perspective," 3-4 June 1993. Papers are sought on the year 1943, as well as broader topics including Fascism and Nazism, the North Atlantic, Stalingrad, New Guinea, the Air War, North Africa, Sicily and Italy, literature, art, film, diplomatic and political history, popular culture, minority affairs, and women's and Jewish studies. For information,

contact Prof. Thomas O. Kelly II, Department of History, Siena College, 515 Loudon Road, Loudonville, NY 12211-1462. Deadline for submissions is 1 December 1992.

**CALL FOR PAPERS: FRENCH COLONIAL  
HISTORICAL SOCIETY**

The nineteenth annual meeting of the French Colonial Historical Society will be held at the John Carter Brown Library, Providence, RI in May 1993. The membership of the FCHS includes scholars and laymen who study the French colonial experience from an historical perspective. To join, send US \$30 to the Secretary-Treasurer, Prof. S. Dale Standen, Department of History, Trent University, Peterborough, Ontario, Canada K9J 7B8. Deadline for proposals for the 1993 meeting is 1 October 1992; contact: Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA.

**MARITIME ARCHAEOLOGY CONFERENCE  
IN AUSTRALIA**

The eleventh Australian Institute for Maritime Archaeology conference will be held at the newly-opened Australian National Maritime Museum in Sydney, 13-18 November 1992. The conference theme is "Shipwrecks and Community: Accessing Underwater Cultural Heritage." Topics will focus on methods of making underwater cultural heritage accessible to the general public, special interest groups and government decision-makers through publicity, publications, education programmes and museum displays. Some of the world's leading underwater archaeologists will participate, including George Bass from the Institute for Nautical Archaeology in the United States, Margaret Rule from the *Mary Rose* Museum in Portsmouth, UK, and Lars-Ake Kvarning, Director of Sweden's *Vasa* Museum. The conference will be of special interest to scuba divers, people interested in shipwrecks and maritime heritage, historians and archaeologists. For information, contact Mark Staniforth, Curator of Maritime Archaeology, Australian National Maritime Museum, GPO Box 5131, Sydney NSW Australia 2001; telephone 02-552-7714; Fax 02-660-0729.

**"INTELLIGENT CATALOGUE" AT US NAVY  
DEPARTMENT LIBRARY**

In a significant modernization, the Navy Department Library in Washington, DC has converted to a computerized, CD-ROM-based public access catalogue, the "Intelligent Catalogue." The entire holdings take up but a small portion of the five-inch laser disk at the heart of the system. A single disk can hold one million items, enough to accommodate library acquisitions for the next fifty years or more. Six



computer work stations allow researchers to search the collections by author, title, subject, key word, call number, or other indicators. They can conduct research, compile bibliographies, or check citations with just a few keystrokes.

#### CANADIAN-BUILT SIDEWHEELER BECOMES UNDERWATER ARCHAEOLOGICAL FIND IN FLORIDA

*Stem to Stern*, the newsletter of the Program in Maritime History and Underwater Research at East Carolina University, recently described plans to study the Civil War shipwreck *Maple Leaf*. Built at Kingston, Ontario in 1851, *Maple Leaf* was a 173-foot side wheel steamer that carried passengers and freight on the Great Lakes until purchased by American speculators hoping to profit by leasing it to the federal government during the Civil War. The inadequacy of the Union navy proved them right; to blockade the southern coast, the government was forced to expand its fleet through the purchase or lease of every available ship and vessel.

It was in this service that *Maple Leaf* met her end. In 1864 she was delivering troops to Jacksonville and had not yet begun to unload her 400 ton cargo of general army stores, sutler stores and personal belongings of three Union regiments when she responded to a call for the relief of Northern sympathizers in a town located upstream on the St. Johns River. Forty-five people and their belongings were evacuated, and the steamer was on her way downriver when she struck a Confederate mine and quickly settled on the muddy river bottom; four lives were lost. No attempts were made to salvage her cargo, and the hulk was soon buried in thick river mud, though the engine machinery remained a hazard to navigation until it was removed in the 1880s.

The wreck lay buried until 1986, when members of the Saint Johns [Florida] Archaeological Expeditions, Incorporated rediscovered the remains. It was soon determined that the vessel was still intact, with near perfect preservation conditions. Even normally perishable artifacts of wood, paper and leather were found in excellent condition. The cargo is the largest cache of Civil War artifacts known to exist. Because much of the material belonged to ordinary soldiers, *Maple Leaf* provides an opportunity to study the social and living conditions of the Union Army. East Carolina University and Saint Johns Archaeological Expeditions, Incorporated have entered into an agreement to excavate and study the wreck over the next three years, beginning with mapping the forward and after deck and documenting the engineering spaces. The site offers the university's graduate students a unique opportunity to acquire hands-on experience in underwater excavation techniques while enhancing our understanding of the American Civil War.

#### "BATAVIA" REPLICA UPDATE

Construction of the replica seventeenth-century Dutch East Indiaman *Batavia* nears completion; the launching should take place this summer. The 140 feet long, 40-foot beam craft will be one of the most impressive wooden replicas ever built, both in terms of size and construction technique. Construction began in 1987 and has proceeded with the labour of hundreds of volunteers committed to shipbuilding by traditional methods. This has entailed building a ropewalk and spinning their own rope for the rigging. The design is based on contemporary plans, models and data obtained from the wreck of the original ship. *Batavia* ran aground on a reef and sank in 1629 off the coast of Australia, after mutineers had seized the vessel off the Cape of Good Hope.

#### CONFERENCE REPORT: ATLANTIC CANADA STUDIES CONFERENCE

The Ninth Atlantic Canada Studies Conference, held at Memorial University 21-23 May, attracted scholars from all over North America, in a wide range of disciplines: Anthropology and Sociology, English, Religious Studies, Geography, Economics, Political Science, Philosophy, and of course History. Several sessions and papers bore directly on maritime and nautical themes. For instance, in a session on "Working Class History," Larry McCann (University of Victoria, BC) presented a paper on "Family and Work in a 19th Century Maritime Shipbuilding Community." At a session on "Fisheries and Marine Jurisdiction," Susan McCorquodale (Memorial University of Newfoundland) presented a paper on "The Native Peoples' Fishery in Canada: A Comparison of the Atlantic Canadian and British Columbian Experiences," while Malcolm MacLeod, also of Memorial, spoke on "Joint Responsibility for Marine Activity: The Development of Navigational Aids for Newfoundland Waters." One session was devoted to "The Atlantic Fishery;" this included papers by D. Barry (University of Calgary) on "The Campaign Against the Seal Hunt: Boycotting Canadian Fish;" William Schrank, Rosemary Ommer, and N. Roy on "The Future of the Newfoundland Fishery;" and N.B. Ridler on "Salmon Aquaculture in Atlantic Canada." CNRS member Chesley Sanger was co-presenter with A.B. Dickinson of a paper on "Newfoundland Involvement in 20th Century Shore Station Whaling in British Columbia;" this was part of a joint Atlantic Canada Studies/British Columbia Studies session, and will be offered again in October at the British Columbia Studies Conference (see "Argonauta Diary"). Finally, Judith Fingard of Dalhousie University presented a paper on "Seafaring and Railroading: Black Transportation Workers and Their Families in Turn-of-the-Century Halifax."

*SALE OF DAVID PERKINS'  
"CANADA'S SUBMARINERS 1914-1923"*

Anyone interested in Canada's naval past who missed the earlier opportunity will welcome the news from Boston Mills Press that it is prepared to mail copies of David Perkins' *Canada's Submariners, 1914-1923* (Erin, Ontario, 1989) to any Canadian address for \$8.50, post and GST included; for any address in the United States, add \$4, and for other overseas addresses add \$6.50. This is a book that belongs in any naval library; although it is ostensibly about the submarines of the day, it focuses as much on the submariners. It is profusely illustrated, yet meticulous and well-written in recounting the story of the first four submarines to serve in the Royal Canadian Navy. Those wishing to learn more about the book are referred to Fraser McKee's review in *ARGONAUTA*, VII, No. 1 (January 1990), p. 22.

Boston Mills has also recently published *The "Empress of Britain"* by Gordon Turner, about the famous liner sunk in 1940. It can also be purchased by mail for \$35 plus GST and postage of about \$3. To order either, write Jean Filby, Boston Mills Press, 132 Main Street, Erin, Ontario N0B 1T0.

*USS CONSTITUTION TO GO INTO DRYDOCK*

Visitors to Boston will soon be unable to visit *USS Constitution* at her familiar berth in the harbour. In preparation for the anniversary of her construction, the historic frigate will go into drydock in September for approximately one year for maintenance, repair and inspection. A major renovation is being planned following her 200th birthday in 1997-98.

*FEASIBILITY OF A NORTHERN SEA ROUTE  
BEING EXPLORED*

The Fridtjof Nansen Institute of Oslo and the Central Marine Research & Design Institute of St. Petersburg are launching a five-year feasibility study of use of the Northern Sea Route for international trade. It is to be known as the International Northern Sea Route Project (INSROP).

*AROUND THE MARITIME JOURNALS*

*AMERICAN NEPTUNE (LI, NO. 4, FALL 1991)*

- Chesley A. Sanger, "On Good Fishing Ground But Too early for Whales I Think: The Impact of Greenland Right Whale Migration Patterns on Hunting Strategies in the Northern Whale Fishery, 1600-1900," 221-240  
Paolo E. Coletta, "Naval Lessons of the Great War: The William Sims - Josephus Daniels Controversy," 241-251  
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*AMERICAN NEPTUNE (LII, NO. 1, WINTER 1992)*

- William J. Williams, "The American Concrete Shipbuilding Program of World War I," 5-15  
David Syrett, "Weather-Reporting U-boats in the Atlantic, 1944-45: The Hunt for U-248," 16-24  
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*FRESHWATER (VI, NO. 2, 1991)*

- Gordon C. Shaw, "S.S. *Manitoulin* in 1946, 'Different, Delightful and So Inexpensive'," 3-16  
W.R. Wightman, "The *Adelaide* and Early Canadian Steam above Niagara," 17-22  
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- James M. Snodgrass, "Pearl Harbor and the War in the Pacific: An Opinion," 59-60  
 George Yaworski, "The Lake Michigan Alewife Mystery," 61-63

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 Hugh Owen, "Eastman's Royal Navy Academy, Southsea, in the 1870s," 379-387  
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- Adrian Peace, "Fishing, Drinking and the Construction of Identity in Rural Ireland," 3-16  
 Gene Barrett, "The Fish Pot Ban: Reef Overfishing and State Management in Bermuda," 17-39

- Ellen Hoefnagel, "Seaweed, Status and the Symbolic Domain: Seaweed Harvesters in Portuguese Coastal Communities," 40-61

- James R. McGoodwin, "Conceptualizing Human Fishers as Predators in Marine Ecosystems: Some Cautionary Notes for Fisheries Management," 62-71

- Svein Jentoft & Boguslaw Marciniak, "Burning Bridges? Polish Fishing Co-operatives in Times of Transition," 72-86

- Alpina Begossi & Peter J. Richerson, "The Diffusion of 'Lambreta,' and Artificial Lure, at Búzios Island (Brazil)," 87-103

- Anthony Davis and Daniel MacInnes; Svein Jentoft, "Conference Report: Social Research and Public Policy Formation in the Fisheries; A Report on a Bilateral Working Seminar (June 1986)," 104-109

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- Erik A.R. Ronnberg, Jr., "Two Jagts in the Funen Style," 191-195

- C.A. Evers, "USS *Mauzy*, DD-401. Part One," 196-201

- Erik A.R. Ronnberg, Jr., "Paint and Colors for American Merchant Vessels, 1800-1920: Their Study and Interpretation for Modelmaking," 202-208

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- Caroline Adams, "Across Seven Seas and Thirteen Rivers," 29-35 [the Sylheti community of London, more familiarly known as the Lascars]

- Donald Hyslop and Sheila Jemima, "The *Titanic* and Southampton: The Oral Evidence," 37-43

- Chris Howard Bailey, "Life Along the Burma Road," 48-49 [Cunard liner *Queen Mary*; reprinted from *Sea Breezes* July 1990]

- David Lee, "Soundtracks and Researchers," 50-52 [about films on the port of Southampton]

- Anna Green, "The Double-Edged Sword": Nicknames on the New Zealand Waterfront, 1915-1951," 53-55



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- Norman E. Ponder, Jr., "USS *Alabama*," 3-6  
 Dana Wegner & Colan Ratliff, "Fouled Anchors: The Constellation Question Answered, Part 3," 10-15  
 Merritt A. Edson, Jr., "Ramblings on American Naval History: Part 2," 16-17  
 Robert L. Evans, "Model Shipwright: Kate Cory--Model Shipways' Solid Hull Kit," 18-22  
 Greg Heins, "Marine Artist: Ernest Haas," 26-27  
 Bob Malcomson, "The U.S. Brig *Niagara*: A History," 30-34  
 Antonio Mendez, "Model Shop: Thirty Minute Precision Planer," 36-37  
 Nicholas F. Starace II, "Model Shop: How Much Does She Weigh?," 38-40  
 Ben Lankford, "Nautical Research: Clipper Ship Details, Part I," 42-47  
 Charles B. Whitley, "Model Shipwright: USCG *Eagle*: What You Can Get for Free!," 48-49  
 Melbourne Smith, "U.S. Brig *Niagara*, Part 5," 52-55  
 Joe Seela, "Model Shop: Half-Model Line Take-Off Jig," 57  
 N. Roger Cole, "Model Shipwright: Benjamin W. Latham, 1902 Mackerel Seiner, Part 8," 62-69

## ARGONAUTA DIARY

1992

- Jan. 1-Sept. 27 Exhibition on "La navigation à voile et à vapeur de la fin du XIX<sup>e</sup> siècle au début du XX<sup>e</sup> siècle," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.  
 Jan. 1-Sept. 27 Exhibition on "Capitaine, ou tout ce que vous avez toujours voulu savoir sur les Capitaines sans jamais oser le demander," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.  
 March 7 - "Great Age of Sail," a Touring Exhibition



- October 11 of the National Maritime Museum, will be at the San Diego Museum of Art, San Diego, California
- April-July Exhibit: "Voyages aux Îles françaises d'Amérique," Musée de l'Histoire de France, Archives nationales, Paris
- April-Sept. "Vancouver's Mariners: The Charting of the Northwest Coast, 1792-1795," an exhibit at the Vancouver Maritime Museum, Vancouver, B.C.
- April 2 for one year Exhibition on "Task Force South: The Falklands Campaign of 1982," Imperial War Museum, London
- April 1992 - June 1993 Exhibition on "Currents of Change" (marine transportation and maritime technology in Canada) at the National Museum of Science and Technology, Ottawa, Ontario
- April 22 until year's end Exhibition on "Vancouver's Mariners: The Charting of the Northwest Coast, 1792-1795" at the Vancouver Maritime Museum, Vancouver, British Columbia (Information: Rasa Draugelis Dawson [tel. 604-737-2211])
- April 26 - Sept. 20 Third Annual Mystic 100, an invitational exhibition of one hundred top American marine artists. Mystic Maritime Gallery, Mystic, CT.
- May-Sept. 1993 "Explorers & Natives," a British Columbia Historical Geography Project and University of British Columbia Museum of Anthropology Travelling Exhibit. Maps, photographs, drawings, and charts describe events on the Pacific northwest coast in 1792.
- May 1-Aug. 31 Exhibition on "Pirates: Fact and Fiction," National Maritime Museum, Greenwich, London SE10 9NF.
- May 3 - Jan. 31, 1993 Exhibition on "New Worlds: North Atlantic Seafaring in the Era of Discovery," Maine Maritime Museum, Bath, Maine (Information: Melinda Lake, Maine Maritime Museum, 243 Washington Street, Bath, Maine 04530 USA [tel. 207-443-1316])
- May 15 - *Ente Colombo '92-Esposizione di Genova*
- August 15 (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-Apr. 12 1993 Exhibition on "Docklands," London Transport Museum, London
- May 22-Sept. 21 Tenth ASMA National Exhibition of Marine Art, the R.J. Schaefer Gallery, Mystic Seaport Museum, Mystic, CT
- May 22-Sept. 27 Exhibition on "Entre terre et eau" (produced by the Musée du Séminaire de Sherbrooke), La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.
- May 31-30 Jan. "Hitting Home," an exhibition about a Japanese mini-sub attack on Sydney during World War II, at the Australian National Maritime Museum, Sydney, Australia
- June 17 - September 8 "NAMAS '92: The International Showcase of Traditional Marine Art," a juried show by the Canadian Society of Marine Artists, in conjunction with the North American Marine Arts Society, at the Vancouver Maritime Museum.
- June 18 - September 8 3rd annual juried art show and sale of the Marine Museum of Upper Canada. This year's theme: "Picture This: Toronto Harbour in Art" (Applications and information: Betty Stein, Exhibit Co-ordinator, Toronto Historical Board, Marine Museum, Exhibition Place, Toronto, Ontario M6K 3C3 [tel: 416-392-6827; FAX: 416-392-6834])
- June 22 - September Exhibition of marine art at the Vancouver Maritime Museum, Vancouver, British Columbia
- June 24-Aug. 23 Exhibit on scale models, "Il était un petit navire," in collaboration with the Musée Maritime Bernier, at the Vieux-port-de-Québec in Quebec City.
- June 24 - Sept. 30 On exhibit: "Victor Campbell: Antarctic Explorer," at the Newfoundland Museum, Murray Premises, St. John's, Newfoundland
- July New "Seapower" gallery, a permanent display, opens at the National Maritime

- Museum, Greenwich, London SE10 9NF
- July "Titanic Exhibition," National Maritime Museum, Greenwich, London SE10 9NF.
- 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)
- July 7-9 Interim Meeting of the International Congress of Maritime Museums, Douarnenez, France (Information: Françoise Dantec, ICMC Secretary, Le Port-Musée, B.P. 434, 29174 Douarnenez, Cedex-France [tel: 33-98-92-78-75; FAX: 33-98-92-05-41])
- July 11 "Classic Boat Rendezvous '92" at Grand Haven, MI (Information: Project Lakewell, P.O. Box 80066, Lansing, MI 48908-0066)
- July 31-Aug. 2 "Festival of Traditional Sea Music" (Part II) at the Maine Maritime Museum, Bath, Maine (Information: [tel. 207-443-1316])
- July 31-Oct. Exhibition: a retrospective view of the work of 20th Century marine painter John B. Leavitt, in the Peterson Gallery, Maine Maritime Museum, Bath, Maine
- 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)
- Aug. 7-Oct. 18 On exhibit: Porcelain of the East India Company, at the Newfoundland Museum, 285 Duckworth Street, St. John's, Newfoundland
- 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])
- Aug. 15-Nov. 22 "Official Photographers," an exhibition by the City of Toronto Archives of the work of Arthur Goss, Alfred Pearson, Arthur Beales; at the Market Gallery, 2nd Floor, South St. Lawrence Market, 95 Front Street East (at Jarvis Street), Toronto (Tel: 416-392-7604)
- 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 24-28 "The Intriguing World of the Dutch East India Company," a course offered by the Amsterdam Summer University (Information: Amsterdam Summer University, P.O. Box 53066, 1007 RB Amsterdam, the Netherlands [tel: +31 20.6200225; FAX: +31 20.6249368])
- August 30 - Sept. 16 XVIII International Congress on Military History, Turin, Italy (Information: Serge Bernier, President, Canadian Commission on Military History, Directorate of History, National Defence Headquarters, Ottawa, Ontario, K1A 0K2 [tel: 613-998-7063; FAX: 613-990-8579])
- August 31 - Sept. 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 New permanent gallery on "Seapower in the Twentieth Century" opens at the National Maritime Museum, Greenwich, London SE10 9NF

- Sept. 11-12 Historic Preservation Network Conference, Sault Ste. Marie, Michigan (Information: Great Lakes Shipwreck Historical Society, 111 Ashmun, Sault Ste. Marie, Michigan 49783)
- Sept. 12-13 14th Annual Niagara Peninsula History Conference, St. Catharines, Ontario (Information: John Burtiak, Library, Brock University, St. Catharines, Ontario L2S 3A1 [tel: 416-688-5550, ext. 3264])
- Sept. 13-18 1992 Annual Meeting of CIMOSET (International Committee of Museums and Technology) and IATM (International Association of Transport Museums) at the National Museum of Science and Technology, Ottawa, Ontario (Information: Dr. Geneviève Sainte-Marie, Director, National Museum of Science and Technology, P.O. Box 9724, "Ottawa Terminal," Ottawa, Ontario K1G 5A3)
- September 15 Opening of an exhibition entitled "Northwest Treasures: Whale Motifs in Native American Art of the Northwest Coast," the Kendall Whaling Museum, Sharon, Massachusetts
- Sept. 17-25 International Symposium Commemorating the Spanish Malaspina Expedition (1791-1792), Madrid, Spain (Information: Sra Mercedes Palau, Comisión Nacional del Quinto Centenario, Calle de Serrano 187-189, 28002 Madrid, Spain)
- Sept. 17-20 1992 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 U.S.A.)
- Sept. 24-Oct. 4 "Whale of a Sail," Cruise on the *Maple Leaf* through Discovery Passage, Sponsored by the Vancouver Maritime Museum (Information: Vancouver Maritime Museum, 1905 Ogden Avenue, Vancouver, B.C. V6J 1A3 [tel: (604) 644-4343])
- October 3-4 Annual Conference of the Atlantic Association of Historians, University of New Brunswick at Saint John (Information: F.K. Donnelly, Head, Department of History, University of New Brunswick at Saint John, Saint John, N.B. E2L 4L5)
- October 15 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Rear-Admiral R.O. Morris (Chairman, SNR), "Hydrographic Surveying--Charting and Imperial Expansion in the 19th Century" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- October 15-17 "Waterfront Conference: Cities Reclaim Their Edge," Washington, DC (Information: Waterfront Center, 1536 44th Street N.W., Washington, DC 20007 [tel: 202-337-0356])
- October 15-18 "Cincinnati Tall Stacks 1992," a gathering of steam-powered sternwheelers and smaller boats, Cincinnati, Ohio (Information: Rick Greiwe, P.O. Box 1256, Cincinnati, OH 45201 USA)
- October 15-18 Joint conference of the Canadian Society for Eighteenth-Century Studies and the Atlantic Society for Eighteenth-Century Studies on the theme "New Worlds vs. Old: Discovery, Discourse & Rediscovery in the 18th Century," Memorial University of Newfoundland, St. John's, Newfoundland (Information: Don Nichol, Conference President, Department of English, Memorial University, St. John's, Newfoundland A1C 5S7 [tel. 709-737-8064; FAX 709-737-4000; e-mail: dnichol@kean.ucs.mun.ca]). NB: the deadline for proposals has passed.
- October 29 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Freda Harcourt (Queen Mary and Westfield College), "P&O and the Opium Trade" (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])



- Oct. 31-Nov. 1 "The Archaeology of Ships of War from Antiquity to Modern Times," Greenwich; to be organized by Oxford University M.A.R.E., the World Ship Trust, the National Maritime Museum and the Nautical Archaeological Society to celebrate 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)
- November 12 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. David Hilling (Royal Holloway & Bedford New College), "Tiger Bay, Cardiff 1820-1980: The Rise, Decline and Re-Development of a Maritime Quarter" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- Nov. 12-14 B.C. Studies Conference, University of Victoria, Victoria, B.C. (Organizer: Dr. Eric W. Sager, Department of History, University of Victoria, P.O. Box 3045, Victoria, B.C. V8W 3P4)
- Nov. 12-15 Meeting on "Christophe Colomb et son époque," Université de Montréal (Information: Denise Angers, Département d'histoire, Université de Montréal)
- Nov. 13-18 Eleventh Australian Institute for Maritime Archaeology annual conference on the theme "Shipwrecks and Community: Accessing Underwater Cultural Heritage," to be held in the ANZ Theatre, Australian National Maritime Museum, Sydney, Australia (Information: Mark Staniforth, Curator of Maritime Archaeology, Australian National Maritime Museum, GPO Box 5131, Sydney NSW Australia 2001 [tel: 02-552-7714; FAX: 02-660-0729])
- November 26 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Lt-Cdr. W.J.R. Gardner, "The Battle of the Atlantic, 1941: The First Turning Point?" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- December 3-6 "75th Anniversary of the Halifax Explosion" conference, Halifax, Nova Scotia (Information: Alan Ruffman, Program Co-chair, The 1917 Explosion, Gorsebrook Research Institute, Saint Mary's University, Halifax, Nova Scotia B3H 3C3 [tel: 902-420-5668; FAX: 902-420-5561])
- December 17 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor Lewis R. Fischer (Memorial University of Newfoundland, Secretary-General, ICMH), "The Shipbroker in History" (Information: David M. Williams, Secretary, British Commission for Maritime History, Department of Economic and Social History, University of Leicester, Leicester LE1 7RH, England [tel: 44-533-522582])
- Dec. 27-30 107th Annual meeting of the American Historical Association, Washington Sheraton and Omni hotels, Washington, DC
- 1993
- January 21 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor Sean McGrail (Institute of Archaeology, University of Oxford), "Prehistoric Seafaring in the Channel" (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 4 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Patrick Louvier (Sorbonne, Paris), "Advances in Communications in the Mediterranean 1856-80: Naval, Military and Imperial Aspects" (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 18 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Peter le Fevre (History of Parliament), "There Seems not to Have Been Much Mischief Done': Sir George Rooke, Gibraltar and the Battle of Velez Malaga, 1704" (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 4 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Professor John Armstrong (Polytechnic of West London), "Coastal Shipping: The Neglected Sector of 19th Century British Transport History" (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 18 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Tony Gutridge (Highbury College of Technology), "Prizes and Prize Agency in the French Wars, 1790-1815" (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])
- Spring Annual Conference of the North American Society for Oceanic History, Bermuda Maritime Museum, in conjunction with CAMM, the Council of American Maritime Museums (Information: Dr. Edward Harris, Director, Bermuda Maritime Museum)
- April 15-18 Annual meeting of the Organization of American Historians, Anaheim, California.
- April 23-25 Fathoms '93 Conference, sponsored by the Underwater Archaeological Society 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)
- April 29 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Dr. Els van Eyck van Heslinga (Nederlands Scheepvaart Museum, Amsterdam), "Approaches to Maritime History" (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])
- May 21st Annual Maritime History Symposium, Maine Maritime Museum, Bath, Maine (Information: the Museum, Bath, Maine 04530)
- May 50th Anniversary of the Battle of the Atlantic, Liverpool, England
- May 19th Annual Meeting of the French Colonial Historical Society, John Carter Brown Library, Providence, RI (Information: Dr. Philip Boucher, Department of History, University of Alabama in Huntsville, Huntsville AL 35899, USA)
- May 13 British Commission for Maritime History, Seminar, King's College, The Strand, London W2, England; Speaker: Evan Davies (Britannia Royal Naval College, Dartmouth), "Admiral Fisher, Naval Officer Education and the Origins of the Selborne Scheme" (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])
- May 15-Sept. 30 Exhibition on "Transport par Mer," La Musée Maritime Bernier, L'Islet-sur-Mer, PQ.
- May 20-24 Annual Meeting of the Society for Military History on the theme "Allies & Alliances," Royal Military College, Kingston, Ontario (Information: Dr. W.A.B. Douglas, Director of History, National Defence Headquarters, Ottawa, Ontario K1A 0K2)

- June 3-4 Multidisciplinary conference on the theme "World War II: A Fifty Year Perspective," Siena College, Loudonville, New York (Information: Thomas O. Kelly II, Department of History, Siena College, 515 Loudon Road, Loudonville, NY 12211-1462) Deadline for submissions: Dec. 1, 1992.
- June 21-25 XV International Conference on the History of Cartography, Chicago and Milwaukee (Information: the Herman Dunlop Center for the History of Cartography, The Newberry Library, 60 West Walton Street, Chicago, IL 60610)
- Summer The 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 Relations 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, ICMM, Altonauer Museum, Museumstrasse 23, D-2000 Hamburg, Germany)
- Sept. 15-18 Icelandic Fisheries Exhibition, Reykjavik, Iceland
- October 1-3 "Family and Community in Planter Nova Scotia," Third Planter Conference, Acadia University, Wolfville, Nova Scotia (Information: Planter Studies Committee, Acadia University, Wolfville, Nova Scotia B0P 1X0 [tel: 902-542-2201; FAX: 902-542-4727])
- December 6-10 "New Directions in Maritime History," Conference to be held in Perth/Fremantle and 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 [tel: 09-380.2139 or international 61-9-380.2139; FAX: 09-380.1069 or International 61-9-380.1069])
- 1994
- April 14-17 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- May Commonwealth Maritime History Conference, Victoria, British Columbia
- May Tenth Atlantic Canada Studies Conference, University of New Brunswick, Fredericton, New Brunswick
- 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 Dr. Simon Ville, Department of Economic History, Australian National University, GPO Box 4, Canberra, ACT 2601, Australia)
- 1995
- March 30 - April 2 Annual meeting of the Organization of American Historians, Atlanta, Georgia
- May World Fishing Exhibition
- August International Congress of Historical



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

## PERSONAL NEWS

**CHRISTON ARCHER's** paper, "The Political and Military Context of the Spanish Advance into the Pacific Northwest," presented last year at a symposium on "Spain and the North Pacific Coast," has been published in a collection edited by Robin Inglis, entitled *Spain and the North Pacific Coast* (Vancouver Maritime Museum, 1992). **L.C. AUDETTE** is revising his "naval recollections," adding that he is also "growing old, really old, with magisterial skill." **DAVID BEATTY's** essay on "The Royal Naval Canadian Volunteer Reserve in World War I" appears in *Maritime Museum Notes: Maritime Museum of British Columbia*, No. 7 (November 1991), pp. 2-4. **LOUIS BLANCHETTE** is to be congratulated upon the re-issue of his study of *La Tradition Maritime de Matane* (Rimouski: Histo-Graff); first published in 1984, it has long been out of print. The official launching of the new book took place in Matane in June. **JOHN CROSSE** contributed "The Spanish Discovery of the Gulf of Georgia" to *British Columbia Historical News*, XXV, No. 1 (Winter 1991/92), pp. 30-32. **PETER DAVIES** contributed an essay on "The Japanese Merchant Navy in World War II" to the *Companion to the Second World War*, ed. I.C.B. Dear (Oxford University Press). **DONALD DIGOUT** is investigating the operational history and last cruise of the U-33. **W.A.B. DOUGLAS** contributed an essay entitled "Marching to Different Drums: Canadian Military History" to *The Journal of Military History*, LVI, No. 2 (April 1992), pp. 245-260; this is in addition to his contribution to our special "Pullen" issue of *The Northern Mariner* and his essay on "The Prospects for Naval History" in last October's *TNM*. In April, Alec chaired a session on the Canadian forces at the NASOH annual meeting in Washington, DC. **JAN DRENT** is doing research on the commercial possibilities of the Northern Sea Route between northern Europe and North Pacific ports. **SERGE DURFLINGER** tells us that the first half of this past spring was "something of a blur" while working as a proposal editor with a company bidding for a DND contract to integrate onboard systems for Canada's new ASW and SAR naval helicopters, the Westland/Agusta EH-101. At the same time, he has been working as a teaching assistant at McGill University. In July he hopes to create an audio tape library of the reminiscences of Montréal-area World War II veterans. Two articles by **LEWIS R. FISCHER** have appeared in *The Baltic as a Trade Road: Timber Trade in the Baltic Area, Competition Between Steam*

*and Sail* (Kotka, Finland, 1992), ed. Yrjö Kaukiainen. One is "A Flotilla of Wood and Coal: Shipping in the Trades Between Britain and the Baltic, 1863-1913" (pp. 36-63); the other, co-authored with Helge Nordvik, is entitled "Sail in the Baltic, 1863-1900: The Case of Maritime Wages" (pp. 225-254). The entire collection will be reviewed in *The Northern Mariner*. **DAVID GLICK** has completed a report on the Millecoquins River Wreck entitled "The Riddle of the Naubinway Sands." Congratulations to **MICHAEL HADLEY** and Roger Sarty upon receiving the John Lyman Book Award for the best book in Canadian maritime history in 1991 for *Tin-Pots and Pirate Ships*. **HUBERT G. HALL** is preparing under copyright an index of former names of ships in the 1941-42 *Lloyd's Register of Ships*, which he hopes will be ready for publication in the fall. Hubert is offering a basic marine research service under the name "Shipsearch (Marine)." These activities would benefit tremendously from accurate fleet lists of Canadian shipping companies, and Hubert would welcome such a feature in *ARGONAUTA*. Meanwhile, he is indexing his own collection of more than 10,000 postcard-sized photographs of ships, as well as his library of nautical books, fleet lists, etc. Next May, he will attend the 21st Annual Marine History Conference in Bath, Maine. **JOHN HARLAND** is pleased to announce that his book, *Catchers and Corvettes: The Steam Whalecatcher in Peace and War 1860-1960*, has been published by Jean Boudriot Publications. John visited Norway in May, where he gave slide-talks about steam whalecatchers to groups of veteran whalers in Sandefjord and Tønsberg as well as to members of the Norwegian Historical Shipping Association in Horten and Bergen. John says that his talks were delivered in Norwegian, and that in each instance, he was relieved to discover that his audience understood everything, despite his Irish-Canadian accent! On the other hand, he hastily adds, perhaps they were just being polite. **DAN HARRIS** is preparing an article on the Danish naval architect Gerner and is continuing his research on the Sheldons, shipbuilders in England, Denmark and Sweden, 1650-1774. Several of **PETER HAYDON's** works have recently been published: "Arms Control and Disarmament at Sea: What Are the Prospects?" appeared in *Ocean Yearbook IX* (Chicago: University of Chicago Press, 1992); "Canada's New Frigate's: Have We Missed Something?" appeared in Canadian Institute of Strategic Studies *Datalink*, No. 29 (November 1991); "The Future of the Canadian Navy" appeared in *Canadian Defence Quarterly* (Winter 1990); and "What's Wrong With Corvettes?" appeared in *Canada's Navy Annual* (1991/92 edition). Peter also authored *When Military Plans and Politics Conflict: The Case of Canada's General Purpose Frigate Program* (Toronto: Canadian Institute of Strategic Studies, 1991). Two of his articles appeared in recent issues of *Forum*; "The Navy's Foreign Policy Role: A Forgotten Factor?" appeared in the October 1991 issue,

while "Crisis Management: The Future Role of the Navy?" appeared in Winter 1991/92. Peter presented a paper on "Northern Waters: A Geostrategic Overview" at the Dalhousie Centre for Foreign Policy Studies Conference on "Maritime Interests, Conflict, and the Law of the Sea" last June. In August he presented a paper at the Third Bedford Colloquium on Soviet Military-Political Affairs on "The Global Reach of the Soviet Navy: A Re-assessment." This was followed by papers in November on "General Security Analysis of the Scenarios" and "The Future Role of the Navy" at seminars sponsored by the Canadian Institute of Strategic Studies. Finally, at the US Naval War College in Newport, Rhode Island last December, Peter conducted a seminar on "The Canadian Role at Sea in the Cuban Missile Crisis." BARRY HUNT will present a paper in September at a conference on Sir Julian Corbett and Sir Herbert Richmond at the Naval War College in Newport, Rhode Island. At the Ninth Atlantic Canada Studies Conference in May, OLAF JANZEN commented on a five-paper session on "The 17th and 18th Centuries." JOHN KENDRICK's paper, "End of the Northern Mystery: The Spanish in Juan de Fuca and Beyond, 1790-1792," appears in *Spain and the North Pacific Coast*, ed. Robin Inglis (Vancouver Maritime Museum, 1992). FAYE KERT is "back among friends" at the National Research Council, "easing into the world of nine to five." Faye is also writing her dissertation. C.B. KOESTER continues his research on a collective biography of selected flag officers of the RCN, commencing with Admiral Charles Edmund Kingsmill. Congratulations to WALTER LEWIS upon the successful completion of his doctoral comprehensive examinations. Walter reports that he is now in "a period of recovery." However, this should not suggest that he is inactive, since he and Rick Neilson expect to have their study of the *Kingston* published by Boston Mills Press next April. WILFRED G.D. LUND has been working at the National Defence College in Kingston, where he advised course members on Canadian and international naval and maritime developments. He also provided assistance to the staff and students at the Royal Military College in the same field. In July, after thirty-three years' service in the Canadian Navy, Wilf retires and plans to do a PhD in History at the University of Victoria. JOHN MACFARLANE and Sven Johansson are compiling a list of all known transits through--and under--the Northwest Passage. They published an article, "Northwest Passage Challengers," describing this project in *Resolution*, No. 25 (Spring 1992). KEN MACKENZIE attended the annual meeting of the Canadian Historical Society in Prince Edward Island this spring, where he presented a paper on "The Canadian Government Merchant Marine and the Atlantic Provinces, 1919-1936." IAN A. MACPHERSON is studying various topics relating to the navy and merchant marine. An article by DAN MAINGUY on "Arctic Defence" appeared in the Winter 1992 issue of

*Forum*. FRASER MCKEE reports that his book on HMCS *Swansea* has been accepted for publication by Vanwell Publishing in the fall of 1993. Meanwhile, in collaboration with Captain (N) W.H. Wilson of Calgary, Fraser is working on a Canadian (and other) naval miscellany. Congratulations to DOUG MCLEAN upon the completion and successful defence at Royal Military College last March of his Master's thesis, "The Last Cruel Winter: RCN Support Groups and the U-Boat Schnorkel Offensive." CHARLES MOORE has published *British Columbia Documenting Shipwrecks: Shipwreck Recording Guide* while, with N. Alexander Easton, he wrote "Test Excavations of Subtidal Deposits at Montague Harbour, British Columbia, Canada--1989," which appeared in the *International Journal of Nautical Archaeology*, XX, No. 4, pp. 269-280. Charles' research focuses on West Coast fishing boats in the era of oar and sail and on maritime prehistory on the West Coast. ANNE MORTON attended the 14th Polar Libraries Colloquy in Columbus, Ohio in May. MARC MILNER presented a paper on "The RCN and the Atlantic War: An Overview" at the annual meeting of the North American Society for Oceanic History in Washington in April. GREG PRITCHARD was recently awarded an honorary Doctor of Divinity by the Atlantic School of Theology, Halifax. A.C. ROGERS' latest book, *More Shipwrecks of British Columbia*, is being published by Douglas & McIntyre early this summer. An article by CHESLEY SANGER appeared in *American Neptune*, LI, 4 (Fall 1991), 221-240, entitled "On Good Fishing Ground But Too early for Whales I Think: The Impact of Greenland Right Whale Migration Patterns on Hunting Strategies in the Northern Whale Fishery, 1600-1900." Ches and A.B. Dickinson presented papers on "Newfoundland Involvement in 20th Century Shore-Station Whaling in British Columbia" at the 41st annual meeting of the Canadian Association of Geographers in Vancouver last May, and at the Ninth Atlantic Canada Studies Conference in St. John's. Ches continues his research into northern whaling and Newfoundland sealing on his own, while with A.B. Dickinson he is pursuing research into shore-station whaling in Newfoundland and Labrador. ROGER SARTY gave a paper on "The RCN and the Pacific Coast, 1939-42" at the Canadian Committee for the History of the Second World War Conference on Canada and the Pacific War last March in Victoria, British Columbia. He also gave a paper on "The RCAF and Naval Intelligence" at a session on the Canadian forces at the annual meeting of the North American Society for Oceanic History in Washington in April. Congratulations to Roger and co-author Michael Hadley upon receiving the John Lyman Book Award for the best book in Canadian maritime history in 1991 for *Tin-Pots and Pirate Ships*. Roger contributed an essay on "Canadian anti-submarine forces operations during the First World War" to *Les marines du guerre du Dreadnought au Nucléaire*, published in Paris last year by the



Service historique de la marine. He also remains active, with Brian Tennyson of the University College of Cape Breton, researching the history of Sydney, Nova Scotia defences, 1860-1950, as well as serving as historical consultant to the Halifax Defence Complex. W.F. SHIELDS journeyed to Indonesia last winter to study the wooden sailing vessel known as a "Pinisi." Expecting to find anachronisms forced to the backwaters, Captain Shields found instead six thousand economically viable vessels with a 500-year history. A substantial article with 150 publishable slides has ensued from this trip, and he is now looking for a publisher. BEN SIVERTZ has been writing accounts of HMCS *Kings* and its navigation school during World War II for Bill Glover of DND's Directorate of History. He has also completed an appendix to the biography of his late father, Christian Sivertz, and is now free to begin his own autobiography. Ben had an active life at sea: three trans-Pacific voyages in square rig during the 1920s, operations in coastal freighters and tugs on the BC coast, service during the war in the RCNR. He expects his autobiography to take a couple of years to complete. DONALD M. SCHURMAN visited Gibraltar in May; his thesis was about British Imperial bases, and he has now visited twenty of them. Only King George Sound (in Western Australia), Malta, Alexandria, and the Falklands remain on his "hit list." Also in May, Don and his wife Olive visited Cadiz. He supposes that the locals would not have been amused had they known that the Schurmans were there to track Drake's raid. Don says that the old town of Cadiz "is a grand place," unspoiled by tourists. Don is also pursuing research on Jellicoe's career as First Sea Lord. In September he will give a paper at a Naval War College conference on Sir Julian Corbett and Sir Herbert Richmond, in a session on "Corbett and Education." JOHN SUMMERS contributed an article entitled "The Coldest Sport in the World: Iceboating in Toronto Harbour, 1824-1941" to *Material History Review*, XXXV (Spring 1992), pp. 35-46. JOHN STANTON's autobiography, mentioned in the April "Personal News," is now being edited and was expected to be finished by late June. After that, says John, "the battle to publish will begin!" Anyone with suggestions about a publisher, is encouraged to get in touch with John. GARY STONEMAN is employed as ship's officer (deck) on Great Lakes ships. CARL SWANSON's book, *Predators and Prizes: American Privateering and Imperial Warfare, 1739-1748* (University of South Carolina Press) won the John Lyman Award as the best book in American maritime history published in 1991. In addition to his normal editorial and teaching activities at East Carolina University, Carl has accepted the position of Faculty Advisor for *Stem to Stern*, the newsletter of his university's Program in Maritime History and Underwater Research. FREEMAN TOVELL's article, "The Other Side of the Coin: The Viceroy, Bodega y Quadra, Vancouver and the Nootka Crisis," will appear in

the spring issue (#93) of *BC Studies*. This is a revised and expanded version of a paper presented to the Canadian Historical Association in Victoria in 1990. Another of Freeman's papers, "The Career of Bodega y Quadra: A Summation of the Spanish Contribution to the Heritage of the Northwest Coast," appears in *Spain and the North Pacific Coast*, ed. Robin Inglis (Vancouver Maritime Museum, 1992). RICHARD UNGER will present a series of lectures during the opening week of a National Endowment for the Humanities Summer Institute on Early Modern Maritime History to be held at the John Carter Brown Library in August. Dick will also present a paper at a meeting on "Christophe Colomb et son époque" at the Université de Montréal, 12-15 November. R.E. WELLS indicates that his new book, *The Vancouver Voyages of the Barque "Pamir"*, will be published this summer by Sono Nis Press in Victoria. It will include historic photographs, including two of some of the tugs involved. ANNETTE WOLFF attended the annual meeting of the World Ship Society in Gillingham, Kent, in May. Participants visited the historic Old Chatham Navy Yard and had a three-hour voyage aboard the paddlewheeler *Kingsmead Castle* on the Medway River.

## AROUND THE MARITIME MUSEUMS

### ARCHELAUS SMITH MUSEUM (Centreville, Cape Sable Island, N.S.)

The Archelaus Smith Historical Society has published eleven small books dealing with the history and culture of Cape Sable Island. The museum has acquired a colour television and VCR, and has a locally-produced video on lobstering.

### AUSTRALIAN NATIONAL MARITIME MUSEUM (Sydney, New South Wales)

An exhibition entitled "Hitting Home" runs from the end of May until 30 January 1993. It examines the attack on Sydney Harbour fifty years ago by three Japanese midget subs, two of which were destroyed while the third vanished with its twenty-five man crew. The highlight will be a composite 24-metre midget sub assembled from parts of the two Japanese boats recovered from the harbour after the attack. The sub will be on loan from the Australian War Memorial in Canberra; this will be its first public appearance in Sydney since it was paraded around Australia to raise funds for the war effort. It will also be the first time the entire sub has been displayed since it was extensively conserved in 1987.

### FISHERMEN'S MUSEUM (Musgrave Harbour, Newfoundland)

Members who find themselves in Newfoundland this summer



may wish to visit the Fishermen's Museum at Musgrave Harbour. The museum is planning for renovations and repairs to the office and part of the display area, provided funding can be secured. Funding will also be a factor in appointing a new curator and the summer employment of two students. If plans prove successful, the museum will be open for ten weeks this summer, beginning 29 June.

**FORT MALDEN NATIONAL HISTORIC SITE**  
(Amherstburg, Ontario)

Fort Malden has a new Area Superintendent. Robert Watt was formerly Chief of Visitor Activities at Point Pelee National Park. Fort Malden has been without a permanent superintendent since Harry Bosveld retired in October 1991. Another new appointment is John Macleod as the new guide supervisor. He has extensive museum experience, having worked at Woodside National Historic Site and Fort George National Historic Site.

The new exhibit on archaeology at the King's Navy Yard in Amherstburg is almost complete. The displays will include numerous artifacts relating to the presence of British forces in Amherstburg in the first half of the nineteenth century. In 1993, a new display is planned on the history of the Provincial Marine Navy Yard at Amherstburg.

**KENDALL WHALING MUSEUM**  
(Sharon, Massachusetts)

Sarah Reilly (nee Hays) was promoted to Curator of Maritime History. Richard G. Hollister has been appointed Business Manager to succeed Bernice Katz. Robert Kotta, formerly Education Coordinator at Northwest Seaport, Seattle, Washington, has been appointed Curator of Education to succeed David C. Cruthers.

With the Boston African American National Historic Site and the Museum of Afro-American History, the museum has published *"From Boston Harbor We Set Sail": A Curriculum Unit on African-American Mariners and Maritime Communities in Massachusetts, Grades 5 & 6*, by Mary Malloy. It is distributed by the Boston African American National Historic Site.

The museum hosts the 17th Annual Whaling Symposium, 16-18 October. An exhibition opens 15 September on "Northwest Treasures: Whale Motifs in Native American Art of the Northwest Coast." It will present selections from the permanent collection as well as recent acquisitions. This is a "Columbian Quincentenary / Year of the Native American" exhibit. Also scheduled for the fall are renovations of the Dutch, Japanese, and American whaling permanent exhibits.

**LE MUSÉE DES TERRE-NEUVAS ET DE LA PÊCHE**  
(FÉCAMP, FRANCE)

The town council of Fécamp has just acquired a second arts museum specializing in popular sea traditions. The Museum of Newfoundland Fishermen and Fishing, located directly on the shore, depicts the "great adventure" of the cod fishery on the Grand Banks. It contains old models and traditional equipment, and also focuses on the maritime techniques of the Vikings, herring fishing, fishing from the port of Yport and modern trawler fishing. Authentic vessels and reconstructions of traditional workshops are also included. The museum is open year-round, and the entrance fee is only FF 20. For further information, contact the museum at 21 Street Alexandre-Legros, 76400 Fécamp, France (tel: [33] 35-28-31-99; FAX [33] 35-29-39-99)

**MAINE MARITIME MUSEUM**  
(Bath, Maine)

Ruth Maschino has been appointed Coordinator of Public Programs. She is formerly Education Manager for the Conner Prairie Museum in Noblesville, Indiana and, prior to that, Assistant Director of Historic Sites for Programming and Education, Indiana State Museum.

Two exhibitions opened in May. "New Worlds: North Atlantic Seafaring in the Era of Discovery" explores transatlantic seafaring during the fifteenth and sixteenth centuries and is part of the Quincentenary celebration. Artifacts reveal how indigenous people used the sea and coastal waterways; the European perspective is provided through rare maps from private and public collections. The exhibition reveals the changing perceptions of three continents and the oceans between them in response to the discoveries of Columbus and the Cabots. "New Worlds" will be on view until 31 January 1993. "The Maritime Folk Art of A. De Clerck" examines a prolific but little-recognized ship portrait painter of nineteenth-century Antwerp and Liverpool. De Clerck painted thousands of watercolours of sailing ships of all descriptions from the early 1870s until shortly before his death in 1899. Many of his paintings depict small-tonsage English Channel and North Sea traders that made their way to Antwerp to discharge their cargoes. The exhibition includes a dozen of his works from several private collections. With one exception, none has ever been exhibited to the public. A companion catalogue featuring photographs of all the paintings and a short review of De Clerck's painting style and his as-yet obscure life has been written by Dr. Kenneth Martin, guest curator.

On 31 July an exhibit opens entitled "Born from Coasting: The Marine Art of John F. Leavitt." It provides a retrospec-

tive of the work of former schoonerer John F. Leavitt, who painted watercolours and a few oils and egg tempera of well-known coasting schooners and other sailing vessels between 1925 and 1974. Most of the paintings are from private collections; many have never been exhibited before.

The museum will sponsor a series of summer cruises to historical locations along the Maine coast, narrated by experts in local history. The third annual Festival of Traditional Sea Music takes place on 6 June and (Part II) 31 July-2 August at the museum. Call (207) 443-1316 for details.

**MARINE MUSEUM OF THE GREAT LAKES**  
AT KINGSTON  
(Kingston, Ontario)

Recent significant acquisitions include a collection of Canada Steamship Lines Operational Files, documenting daily operations of various vessels. Thirty-eight feet of material were also received from the offices of noted naval architect, Robert Johnston; surveys, estimates, specifications for repair and original vessel designs, including 210 plans, make up this collection. Earlier acquisitions, such as 824 ship drawings received from Canadian Shipbuilding and Engineering, have now been processed. These were sourced to shipyards in Kingston, Port Arthur, Collingwood, Midland, and Davie. The collection includes Collingwood Shipyard site plans and General Arrangements for passenger vessels (ca. 1929) for CSL's Great White Fleet, proposed but never built.

The museum is still processing its largest, most comprehensive acquisition to date, the J&R Weir Collection, which consists of ninety-four linear feet of records documenting the operations of a prominent Montréal ship repair and refit company. Established in 1875, the company carved a niche when the St. Lawrence Seaway opened in the installation of required seaway gear. As stricter water pollution legislation was enacted, the company also capitalized on the need for new waste control machinery, becoming a leader in its installation. An attempt to integrate its operations vertically led to the acquisition around 1950 of Welding Engineers of Montréal, industrial welders that became a wholly-owned subsidiary. The archival material will be sorted into six categories: business correspondence, drafting department files, drafting department blueprints, labour records, financial ledgers, and Welding Engineers Company files.

**MARINE MUSEUM OF UPPER CANADA**  
(Toronto, Ontario)

Nearly one hundred paintings were submitted for "Picture This: Toronto Harbour in Art," this year's Marine Museum art show and sale. Approximately fifty were selected by the

jury for display from June 18 to September 8.

Late last year the museum was approached by a local builder of wood and canvas canoes interested in reproducing a nineteenth-century lapstrake rowing skiff used by a livery in Toronto Harbour. With the help of Assistant Curator John Summers, lines were taken from an existing boat, and the new boat is now partially planked.

The tug *Ned Hantan* is now open for visitors with new and restored main deck woodwork and a new (and waterproofed) deck. As well, her two wooden lifeboats have been removed to storage and all asbestos insulation removed.

**MARINER'S MUSEUM**  
Newport News, Virginia

The museum has recently opened a gallery on the "Age of Exploration." In April it held an antique pleasure motorboat symposium. The hours for the museum and library are now 9 am-5pm, Monday through Saturday. In addition, the museum is open on Sundays from Noon to 5 pm.

**MARITIME MUSEUM OF BRITISH COLUMBIA**  
(Victoria, British Columbia)

The museum has received close to 10,000 ship drawings from Versatile Pacific Shipyards (originally Yarrows, formed in 1914). The collection is one of the most outstanding in the country, providing rich details on the province's floating heritage. In many instances, the drawings are the only remaining documentation of this important element of our marine culture. The collection will become an integral component in the museum's research and publication programmes and will also serve as an important resource for archivists, academic researchers, curators, and modelers. Spanning the era 1900-1945, most of the drawings are original hand-drawn plans representing vessels built or modified during by Yarrows. The drawings depict a wide range of vessels, from private yachts and government vessels to passenger liners and commercial fishing or cargo vessels. The poor physical condition of the material will require lengthy conservation, inventory and cataloguing efforts. Once completed, the museum will publish a finding aid to the ships plan collection in its Museum Notes series.

**MUSÉE MARITIME BERNIER**  
(L'Islet-sur-mer, Québec)

Until September 27, the museum offers an exhibition entitled "Captain, or all you ever wanted to know about captains but never asked," which explores the lives and responsibilities of these men in an historical context through five themes:

recruiting, the early twentieth century, the era of the schooners, today, and women captains. This is in addition to the permanent exhibit on "Navigation by Sail and Steam from the end of the 19th to the beginning of the 20th Century." Another exhibition, "Entre terre et eau," was produced by the Musée du Séminaire de Sherbrooke.

Some of the museum's collection will also be on display in various parts of Québec this year: at the *Fort Saint-Louis* (*Empress of Ireland* exhibit) to observe Montréal's 350th anniversary; at Ile St-Quentin near Trois Rivières ("The St. Lawrence and Its Men"), at the Museum of Civilization at Québec (exhibits on "Voyages, voyageurs," "Il était une fois l'enfance," and "Messages"), at the *Vieille maison des Jésuites* (exhibit on "The boat: From Stem to Stern"), at the Ile du Pot à l'Eau-de-Vie near Rivière-du-Loup (lighthouse lens), and at the Vieux-Port-de-Québec National Historic Site (an exhibit of the museum's models).

Restoration work on the icebreaker *Ernest Lapointe* continues; the vessel should be as good as new by the end of the summer. Built in 1939 and in service with the Canadian Coast Guard until 1978, it was given to the museum in 1979 and has proven a popular attraction, enticing more than a million visitors. Restoration work necessitated by the age of the vessel began in 1991 with technical and professional assistance from the Canadian Coast Guard. The restoration itself has become the focal point of vessel tours, with a video and a live discussion to explain the process. The cost of the work has been covered in part by the province of Québec through a grant to the municipality of L'Islet-sur-mer; the museum paid about a third of the estimated \$650,000 price.

The museum is now developing a major exhibition on the history of marine transportation. "Sea Transportation" will focus on the technical and historical evolution of transportation on the St. Lawrence, with particular attention to the transport of dangerous materials. A multidisciplinary and thematic approach will link different types of "cargo," including passengers, merchandise, and dangerous goods.

Madame Sonia Chassé and Madame Josée Roy, who were recently appointed directrice générale and conservatrice, respectively, also prepared *Politique de gestion des collections*, which the museum published last March. This has proven popular within Québec's museum world, with the result that Mme Chassé has been invited to present the museum's collections administration policy to students in the master's programme in museumology in Montréal. The museum also announces that M. Guy Bazinet, Executive Vice-President and head of operations of Socanav, Inc., has agreed to become the new President of the Musée Bernier Maritime foundation. M. Bazinet began in the maritime field

in 1953, working his way up to the vice-presidency of Branch Lines before that company was sold in 1978 and became Socanav. A major contributor to what today is the most important Canadian company in the marine transport of bulk liquids, he is a welcome addition to the museum team.

Finally, the museum now publishes its own newsletter. The first issue of *Info MMB* came out this past spring.

#### NATIONAL MARITIME MUSEUM (Greenwich, England)

A new permanent gallery devoted to "Twentieth Century Seapower" opens on July 21 to examine the global role of seapower and Britain's place at peace and war in this century. The gallery will bring together for the first time much of the museum's unrivalled collection of ship models, paintings, flags, photographs, films, and artifacts using the latest interactive and interpretive techniques. It will explore Britain's changing maritime fortunes, the importance of maritime trade to Britain, why convoys succeeded in both world wars, the strategic lessons of major conflicts, and the role of the Royal Navy. Merchant shipping is also given prominence, and the dissolution of empire and Britain's merchant fleet are depicted. Highlights include a specially designed radar system used by modern ferries, a five-metre model of the battleship *King George V*, a recreation of conditions in 1940s-era submarines, and the reconstructed steel bows of a warship. The new gallery is sponsored by Evergreen Group, Taiwan, as the first phase of a £4 million refurbishment of what will be one of the most advanced exhibit areas in Britain.

A major exhibition on "Pirates: Fact and Fiction" will run from 1 May to 31 August in the newly refurbished South West Wing. It begins with an examination of fictional pirates and then moves to real ones, like Henry Morgan, Blackbeard and Captain Kidd; visitors will learn why men became pirates and how they lived and died. A number of themes will be dealt with through maps, flags, weapons, paintings, and drawings, as well as graphics and tableaux. The raids of famous pirates like Sir Francis Drake and Sir Henry Morgan will receive particular attention. Female pirates like Mary Read and Ann Bonny are also presented. There is a special feature on the stronghold of Port Royal and a section on piracy today. It is intended to dispel some of the myths about piracy.

#### NEW BRUNSWICK MUSEUM (Saint John, New Brunswick)

The museum welcomes Dr. Frank Milligan to the position of Director. Dr. Milligan has been involved in museum and



historic site management for eighteen years in Ontario and Alberta, most recently as manager of the Reynolds-Alberta Museum of Transportation, Agriculture and Industry.

Visitors to the museum this summer will be able to view Phase One of the new Marine Gallery, "River, Marsh and Salt Spray." This first instalment describes nineteenth century wooden shipbuilding in New Brunswick and features marine artifacts, ships' portraits and hands-on educational activities.

The museum is currently involved in a Long Range Planning Study being done by Sears and Russell Consultants Ltd., Toronto, and Price Waterhouse Management Consultants Ltd., Halifax, to determine future direction and goals.

#### VANCOUVER MARITIME MUSEUM (Vancouver, British Columbia)

An important exhibition on "Vancouver's Mariners: The Charting of the Northwest Coast, 1792-1795" will run until the end of the year. It shows how the survey work was done in small boats sent out from Captain George Vancouver's *Discovery* and *Chatham* two hundred years ago, describing where they went and the instruments used. Living conditions aboard *Discovery* are examined through a full-scale cross section of the galley section of the foc's'le deck. Together with displays of uniforms and equipment, visitors can explore the vessels, the crews, and the work of the Vancouver expedition in charting and mapping Canada's Pacific coast.

In March the museum opened a new permanent exhibit in the Finning Gallery on the historic Hudson Bay Company steamer *Beaver*, the first steamship on the Pacific coast. It features the recently-acquired engine sidelever and a selection of artifacts, including an anchor, bell, brass fastenings, hull timbers, davit, doors, walking sticks, commemorative medals and souvenirs made from *Beaver's* wreckage.

On June 17 the Canadian Society of Marine Artists, in conjunction with the North American Marine Arts Society, opened "NAMAS '92: The International Showcase of Traditional Marine Art," a juried show including paintings and sculpture. The exhibition runs until 8 September.

From September 24 through June 4, the Museum will be offering a cruise through Discovery Passage and Johnstone Strait to Robson Bight on the yacht *Maple Leaf*, British Columbia's oldest surviving sailing ship launched in 1904. The cost of the cruise is \$1995, including meals, snacks, accommodation, shore visits and on board gear.

The Museum is open Tuesday to Sunday, 10 a.m. to 5 p.m. New admission prices are in effect: \$5 for adults, \$2.50 for

members, students and seniors, and \$10 for families.

#### VIEUX-PORT-DE-QUEBEC (Québec City, Québec)

Daniel Villeneuve has been appointed the new superintendent, while Jean-François Caron has been appointed Interpretive Technician. In collaboration with the Musée Maritime Bernier, an exhibit on models entitled "Il était un petit navire" opened in June and will continue until 23 August.

#### YARMOUTH COUNTY MUSEUM AND ARCHIVES (Yarmouth, Nova Scotia)

Eric Ruff is now the Director/Curator of the Yarmouth County Museum and Archives; Laura Bradley is Archivist.

It is an ill wind that blows no one any good; this is as true for museums and archives as it is for people. The closure of the Dominion Textile plant in 1991 and of the Rio Algon Tin Mine in 1992 has resulted in the acquisition of documents from both corporations.

CNRS members may be interested in the following publications: *Yarmouth, 1821* by James C. Farish (Yarmouth, 1971; \$4.95 + \$2 postage and handling); *Early Vital Records, Yarmouth, Nova Scotia 1762-1811* (Yarmouth, 1982; \$12.50 + \$2); and *Index to Shipping of Yarmouth, Nova Scotia 1761-1902* (Yarmouth, 1981; \$4.95 + \$2).

Finally, the museum hopes to open the former Killam Brothers' shipping office this summer as a period-room aimed at increasing awareness of Yarmouth's seafaring past.

#### AROUND CANADA'S MARITIME ORGANIZATIONS

##### COMPANY OF MASTER MARINERS OF CANADA (Vancouver, B.C.)

The most recent edition of the *Bridge* contains articles on topics including oil tanker pollution, certification and training of ships' officers, veterans' rights, and WWII navy veterans. Some members continue to explore the possibility of writing the history of the Canadian merchant navy.

##### HUDSON'S BAY COMPANY ARCHIVES (Provincial Archives of Manitoba, Winnipeg, Manitoba)

Judith Beattie has succeeded Shirlee Anne Smith as Keeper of the HBC Archives; Anne Morton is now Head, Research & Reference.

New acquisitions to *Nascopie* material include photographs and a diary kept by E.V. Brown during the 1924 season. The Edwin Mills film of the 1937 North West Passage voyage (in black and white and colour) has been transferred to video. The magnificent photography collection of Ungava District Manager J.W. Anderson, who made his inspection trips aboard *Nascopie*, has now been fully arranged and described. Also acquired are photographs of the 1990 Marble Island/James Knight expedition led by Owen Beattie, a photograph of an oil painting of the *Distributor*, and files from Laird Rankin concerning the *Nonsuch* replica.

**NAVY LEAGUE OF CANADA**  
(Ottawa, Ontario)

The Navy League of Canada will mark its one hundredth anniversary in 1995. A seminar/conference is being planned. For further information, contact G.G. Friell, c/o Navy League of Canada, 305 Rideau Street, Ottawa, Ontario K1N 9E5 (tel: 613-993-5415).

**TORONTO HARBOUR COMMISSION ARCHIVES**  
(Toronto, Ontario)

Throughout the winter of 1990-91, the Toronto Harbour Commission (THC) carried out a project to store images of 37,500 historical photographs on an optical disc in an analog format. This information is retrieved by staff and researchers using a data base containing a description of each item. The goal of the project is to facilitate the use of this important historical resource while reducing the need to consult the original materials, thus reducing wear and tear and easing the challenge of preservation. A case study of the project was presented by Michael Moir at the International Conference on Hypermedia and Interactivity in Museums, held in Pittsburgh in October 1991; his expanded remarks have been published under the title "The Use of Optical Disc Technology to Improve Access to Historical Photographs," *Archives and Museum Informatics*, VI, No. 1 (Spring 1991), pp. 5-12.

A report published by the THC in July 1990 has recently received recognition for its contribution to the preservation of Toronto's history. Jeffery Stinson's study of *The Heritage of the Port Industrial District* examines the built environment of an area reclaimed by the Commission from the marsh lands of Ashbridge's Bay after 1914. Wetlands and a community of cottages were replaced by dock walls and approximately 1,200 acres of land that became the site for industry, the processing and storage of bulk fuels, and the focus for port operations. Stinson's study assesses the heritage features of this area, (including its long association with ships and shipping), and offers strategies for preservation and adaptive reuse. His work was selected to receive the Toronto Histori-

cal Board's Award of Merit in June 1992. Copies of this illustrated report are available at a cost of \$55.80 by writing: The Toronto Harbour Commission, Attention: Elene Ftiohgiannis, 60 Harbour Street, Toronto, Ontario M5J 1B7.

Exhibitions featuring historical and contemporary photographs are becoming an important part of the THC's public programming. At the request of the Royal Commission on the Future of the Toronto Waterfront, Michael Moir prepared an exhibition devoted to the Royal Commission's mandate and various topics associated with the waterfront to coincide with the release of its final report in May 1992. The exhibition deals with efforts to establish a Lake Ontario greenbelt between Burlington Bay and the Trent River, as well as plans for watershed regeneration, the future of the Garrison Common, year-round use of waterfronts, and improvements to the transportation corridor across the central waterfront. The exhibition is open to the public on weekdays between 9 am and 5 pm at the offices of the Royal Commission (soon to be known as the Waterfront Regeneration Trust) at 207 Queen's Quay West, Suite 508, Toronto. The public is welcome to pick up a copy of the final report and other Royal Commission publications during their visit.

Work is also proceeding on the "Official Photographers" exhibit that will open at the Market Gallery of the City of Toronto Archives on 15 August 1992 (not 15 June as was noted in the April *ARGONAUTA*). The show will focus on the work of three photographers who portrayed the city's growth during the first half of the twentieth century: Arthur Goss of the City of Toronto, Alfred Pearson of the Toronto Transit Commission, and Arthur Beales of the Toronto Harbour Commission. The waterfront experienced extensive change during this period, and the themes of port development and marine activity figure prominently in the more than fifty photographs chosen from the THC Archives to represent the work of Arthur Beales. The exhibition will be open to the public until 22 November 1992 at the Market Gallery, 2nd Floor, South St. Lawrence Market, 95 Front Street East (at Jarvis Street), Toronto. Additional information concerning the exhibition and the Market Gallery's public hours can be obtained by telephoning (416) 392-7604.

The Canadian Waterfront Resource Centre will soon release the latest edition of Roy Merrens' *Selected Bibliography on Toronto's Port and Waterfront*. In addition to listing the numerous historical studies produced in recent years that have focused on the city's waterfront, the bibliography contains references to the wide cross-section of contemporary literature that deals with the waterfront during a period of considerable change and upheaval. For a copy, write: Publications, Waterfront Regeneration Trust, 207 Queen's Quay West, Suite 580, Toronto, Ontario M5J 1A7.

## THE NORTHERN MARINER LE MARIN DU NORD

JOURNAL OF THE  
CANADIAN NAUTICAL  
RESEARCH SOCIETY

REVUE DE  
SOCIÉTÉ CANADIENNE  
POUR LA RECHERCHE NAUTIQUE



The Northern Mariner/Le Marin du nord is a new quarterly journal devoted to maritime affairs. While the emphasis is historical, the journal is interdisciplinary in scope. The focus is on Canadian maritime topics, but articles that place Canadian subjects in international perspective or deal with other regions of the world are also invited. The Northern Mariner/Le Marin du nord publishes essays on topics such as ships, shipbuilding, shipowning, technology, merchant shipping, trade, labour, maritime communities, ports, naval history, fishing, whaling, sealing, underwater archaeology and maritime biography. In addition, the journal contains extensive book reviews and notes, along with an ongoing Canadian mari-

time bibliography. The journal, which is published by the Canadian Nautical Research Society, will be of interest to a wide variety of readers, including historians, archivists, students, mariners, museum specialists and amateurs with a common interest in nautical research.

Subscriptions to **The Northern Mariner/Le Marin du nord** also include the quarterly newsletter **Argonauta**, and are available with membership in the Canadian Nautical Research Society. Annual fees for membership are \$25 for individuals and \$50 for institutions. To subscribe, mail your cheque or money order to the Canadian Nautical Research Society, P.O. Box 7008, Station J, Ottawa, Ontario, K2A 3Z6.